

THUNDER BAY'S METROPOLIS

A Graphic Account of a Prosperous Community.

Financial and Commercial Report Indicate Splendid Future of Fort William.

Fort William, June 4.—(Staff correspondence.)—The metropolis of Thunder Bay is looking big on the horizon of western industrial development. These days, William Mackenzie remarked in the presence of the writer last week that in 1906 he had reasons to believe the tide of immigration moving toward the Dominion would reach the proportions of 400,000. This is the chief gateway through which the west must receive its supplies and distribute its surplus. The future of the city is over this highway. Therefore, the city must pass through a period of development of rail transportation facilities to eliminate the water route from commercial considerations. As long as great ships ply the fresh waters, carrying the commerce of the empire to and from the great Northwest, the city will continue to be a lake port superior to all others. Fort William will continue as a powerful factor in the sum of things industrial.

Of World Importance.
It is significant of the world importance of this port that when one of her splendid grain elevators was burning with half a million bushels of grain, last week, Liverpool and Chicago were frantically seeking bulletins hourly of the great disaster. The world's visible supply of breadstuffs was being reduced and the barometer of international trade was wildly excited. Wherever wheat is a recognized article of human food, there was interest that night in the work of destruction going on at the head of navigation on Lake Superior. Boards of traders throughout the world quote the visible supply of grain stored at Fort William daily. This is an example of the tremendous importance of the metropolis of the civilized world. Fort William has assumed in the dozen years of her existence.

Fort William's Vigorous Spirit.
It is an illustration, too, of the vigorous spirit that dominates the industrial life of this community, that severely had the embryo of the great elevator ceased to blaze, then hundreds of men were tearing at the red hot metal structure, which the architects were preparing under telephonic instructions. The world correspondent, alluding to the importance of the undertaking to Fort William, commented in the presence of one of



C. H. JACKSON, Mayor.

The contractors on the speed manifested in the work of reconstruction. He responded: "Fort William, indeed! As a shipping port and central depot of grain, distribution this thing has long since ceased to be a matter of local importance. It is of equal importance in Chicago, Buffalo, Liverpool and Calcutta, that we get this elevator ready to receive the fall crop."

This was the broad view of the question. This is the aspect that Fort William assumes in its accepted role. This is the part the metropolis of Thunder Bay is contributing to the history-making of the great Northwest—a huge factor in handling the food products of the world.

Alert Business Men.
Probably the most virile business men in Canada are to be found basking for their share of western wealth upon the banks of the Kaministiquia. There are dozens of men here, whose names spell success. They established their reputation as aggressive fighters and intelligent students of modern questions of commerce and finance in the tremendous struggle that has been waged by the Bell Telephone monopoly.

As the Model City.

In fact it is as the model city, as the exponent of municipal ownership of public utilities, that Fort William shines most brilliantly. The vigorous campaign of the past few years has placed the water, light and telephone systems of the city practically upon a profitable basis, with greatly reduced rates to the citizens over that exacted by private corporations, to say nothing of a superior service in every respect. The success of this city can be used as a pattern by all Canada for the introduction of these reforms. The very atmosphere of the city is with the principle of municipal ownership. They have passed through the experimental stage. The people know what they want and they have established beyond question the fallacy of the arguments advanced by the private corporations against the municipality attempting to enter the industrial field.

To-day the municipal franchises have been reduced to such an economical basis that the water system shows a surplus of \$2000, the lighting system in nearly as good condition, and the telephone system, after its first year of existence, is so well established as to promise even a further reduction in the cost to patrons within the year. These are some of the interesting facts worth reciting in connection with the municipal ownership of public utilities as gleaned from a review of Fort William's success at the business.

Municipal Ownership Giant.

It is a picturesque history Fort William has. As a pioneer in the practical development of the municipal ownership idea, she is no less interesting than when occupying the position of the pioneer as the remote western fortified post of the fur traders. The river, the Kaministiquia, has figured as a central attraction in the western world, as a force in the affairs of nations. But as the vigorous young commercial giant model along the line of municipal ownership, Fort William is the most attractive. An analysis of its conditions in this respect conveys an object lesson of extraordinary value. With a population of 6000, it has a property valuation for assessment purposes of \$2,147,170. This is upon a basis of seventy-five per cent. of the total.

In addition there is an exemption of \$2,000,000, chiefly in C. P. R. property.

What Figures Show.

The total debt of the city is \$491,203.09, on a four and a half per cent. basis. This is made up as follows: Sinking fund, cash in bank, \$39,944. Sinking fund invested in debentures, 49,711.10. Local improvement debt, 44,782.32. Debt on four and a half per cent. bonds, 10,000.00. Electric light plant debt, 94,000.00. Municipal telephone debt, 12,500.00.

Because of the tremendous fight made by the Bell monopoly to throttle the municipal telephone system of Fort William, the most interesting parts of the city's franchise system. Last year the expense of maintenance and operation of the telephone system was \$14,000.00. This included the interest and sinking fund, was \$3,600.00, and the earnings, \$3,300.00. There were 298 phones. To-day there are 375 instruments in use. The city service and applications for thirty still to be filed. There is a daily average of 3000 calls and the cost of service is \$12 for domestic and \$24 for business purposes annually, with a promise of further reductions next year. This is materially below the rates of the Bell, while the service is not compared, even in the rainy days of the trust service here. This condition to-day exists in spite of the fact three months after installation the switchboard and much costly material were destroyed by fire. The Bell attempted to reap a harvest out of the town's misfortune and sent agents to install instruments in some of the offices and residences free of expense. These were refused, with scorn and many people made heavy sacrifice rather than accept Bell service at any terms.

The installation of the water system was at an expense of \$94,000. During 1903 the cost of maintenance was \$14,802.37 and the earnings were \$14,666.66. The rates charged are 68 cents per month per 15 candle power light, with ten per cent. discount for prompt payment. Meter rates are ten cents per one thousand watts. There are fifty street lamps, for which the town pays forty dollars each.

In the water system \$71,351.25 was expended. In 1903 maintenance in this department was figured at \$11,254.90, and earnings, \$11,300.00. The service is supplied to 750 places and 400,000 gallons are pumped every twenty-four hours. Hydrants are supplied the town at \$20 each. Last year the town paid \$3.10 per ton for steam coal, but this year it promises to be 40 cents less per ton.

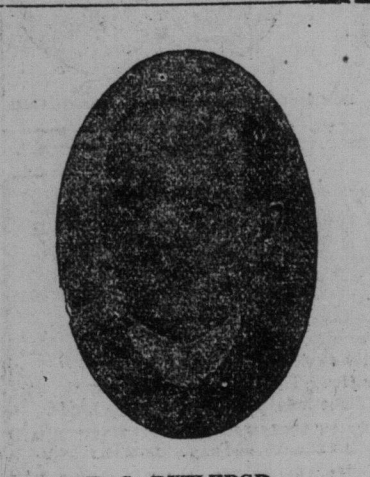
This is the true financial statement of the relations of Fort William with municipal franchises, which was the subject of so much malicious misrepresentation by corporate tools during the time the Bell company was seeking to fasten permanently its monopoly on the people.

Thunder Bay's Fine Harbor.

But the chief source of commercial and industrial strength of this port lies in its splendid harbor terminal facilities, and unexcelled harbor along the Kaministiquia. The first of these facilities could find a safe anchorage within the land-locked waters of Thunder Bay, and the largest lake vessels can pass up the river laden for seven miles. Ships drawing eighteen feet six inches pass up the river under their own steam from three to five miles, and the feat is not considered unusual. The record of the harbor is an incoming vessel loaded with 7000 tons of coal that passed into the river and an outgoing ship carrying 236,000 bushels of wheat. These figures afford a vague idea of the value of the water frontage of Fort William.

Empire's Largest Elevator.

The largest elevator in the British Empire is located here, and the elevator capacity of Fort William is the largest in the western hemisphere. The commercial importance of the port when the product of the four hundred million fertile acres of the Northwest are being shipped thru this gateway, instead of the paltry ten million acres as at present, may well stagger the human imagination. Last year the total freight handled was \$1,845,048 tons and the amount of grain 24,724,745 bushels. In this zone of influence the following figures, showing the grain



E. S. RUTLEDGE, President Board of Trade.

carried from Fort William to Canadian ports during 1903, tells an interesting story:

	Wheat	Oats	Barley
Owen Sound	1,125,183.50	185,005.02	
Godfrich	1,712,881.50	94,402.00	
Kingston	562,936.50	33,347.02	12,340.33
Midland	3,062,486.00	511,338.25	23,193.65
Meaford	2,257,678.00	79,600.00	
Depot Ha'r	2,648,538.20	60,569.14	
Montreal	3,427,284.20	26,000.00	14,103.36
Sarnia	735,044.30	25,000.00	14,103.36
Collingwood	239,993.10		
Total	17,179,977.00	1,014,001.16	91,525.10
Total bushels to American ports, Buffalo, Erie and Port Huron			223,024.10
Buffalo			223,024.10
Erie			280,279.00
Port Huron			6,030,465.30

City's Solid Progress.

The solid progress of the city in all the material elements that in combination make for the improvement of the country generally is illustrated by the appended extract from the annual report of retiring President J. J. Wells of the board of trade, covering the operations of different industrial lines during 1903:

"The year just closed has been marked by rapid progress and stirring events, not only for Fort William, but for the whole Dominion. This phenomenal progress has attracted the attention of the commercial interests to such an extent that our Dominion has now attained a foremost place among the nations of the world. During the year our board has been energetic in all matters pertaining to the town and district, and while we have not achieved all we desired, yet progress made is conclusive evidence that we are marching towards the goal of our ambition—the chief Canadian lake port for the great Northwest. "Every citizen has a right to feel justly proud of the steady advancement made by our town during the past year. In business blocks and private residences alone there has been expended no less a sum than \$348,000, an increase over last year of nearly \$100,000; while our population and assessment has increased over 25 per cent. The Canadian Pacific Railway Co. has completed at this point one of the best coal-handling

plants on the continent of America. They have also erected and are now operating the new steel elevators "D" and "E," and a modern machine shop, employing a large number of skilled mechanics, capable of overhauling four large locomotives per month, besides other works of slightly less importance. Contracts have now been let for the Olivine mill and elevator, and it is now assured that this large enterprise will be an accomplished fact during the year 1904. The Imperial Oil Co.'s storage works here for supplying the Canadian market west of us still continue to grow, and during the year they received from tank vessels 1,764,363 gallons of refined oil, besides about 4000 barrels of lubricating oils and 4000 cases of other oil products, being a large increase over 1903.

Government Shows Interest.

"The government realizes the importance of our harbor by making it a registry port for vessels, by doing considerable dredging, and have lately promised to make the Mission branch navigable for all vessels, thereby giving us another outlet to the lake, which will give us earlier opening of navigation in the spring, besides making over four miles of additional dock facilities. It is, however, necessary for this board to urge the government to erect a complete system of range lights by the opening of navigation, to have the entrance to the harbor widened to at least 400 feet, and to have the river dredged to a depth of 22 feet from the mouth to the Canadian Northern Railway Co.'s docks at West Fort William. They should also be strongly urged to approve of the necessary legislation appointing a harbor commission at this port.

"The number of vessels reporting at this port during 1903 was as follows:

	Vessels	Reg. Ton.	Crew.
Canadian	494	731,817	12,619
American	199	665,096	2,793
Total	693	1,396,913	15,412
Outwards:			
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American	199	665,096	2,793
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As a Grain Depot.

"The amount of grain shipped during the year 1903 was 24,724,745 bushels, of which 80 per cent., or about twenty million bushels, was handled by Canadian vessels. About six million bushels were shipped via Buffalo, Port Huron and Erie, and the balance, about 10,000,000 bushels, has been shipped all rail. From this you will note the increase in Canadian tonnage is encouraging, and leads us to the hope that before long the immense products of the west will be handled entirely by Canadian railways and vessels until they reach the markets of the old world.

"The amount of grain handled here is slightly less than in 1902, and is accounted for by the fact that the western farmer is now in a position to hold his grain for the highest price, and doubtless he is induced to do so by the strained relations now existing in the east. The full storage capacity here is now ten million bushels, and there is in store now but three million bushels.

The total amount of freight handled during the year was 1,845,048 tons, made up as follows:

Grain	753,383
Coal	187,576
Merchandise	124,115
Flour and mill stuffs	124,115
Steel rails, etc.	8,050
Oil	1,845,048
Total	1,845,048

"This is an increase of about 12-1/2 per cent. over last year. These figures are very gratifying, and show conclusively our position in relation to lake navigation.

The total customs collections from January 1st to December 31st, 1903, were \$382,417.55, an increase of 25 per cent. over 1902.

Continued on Page 10.

BOOM ON AT FORT WILLIAM. ERECTION OF NEW ELEVATOR.

Three or Four Hundred Men Will Be at Work Within It or Four Weeks on It.

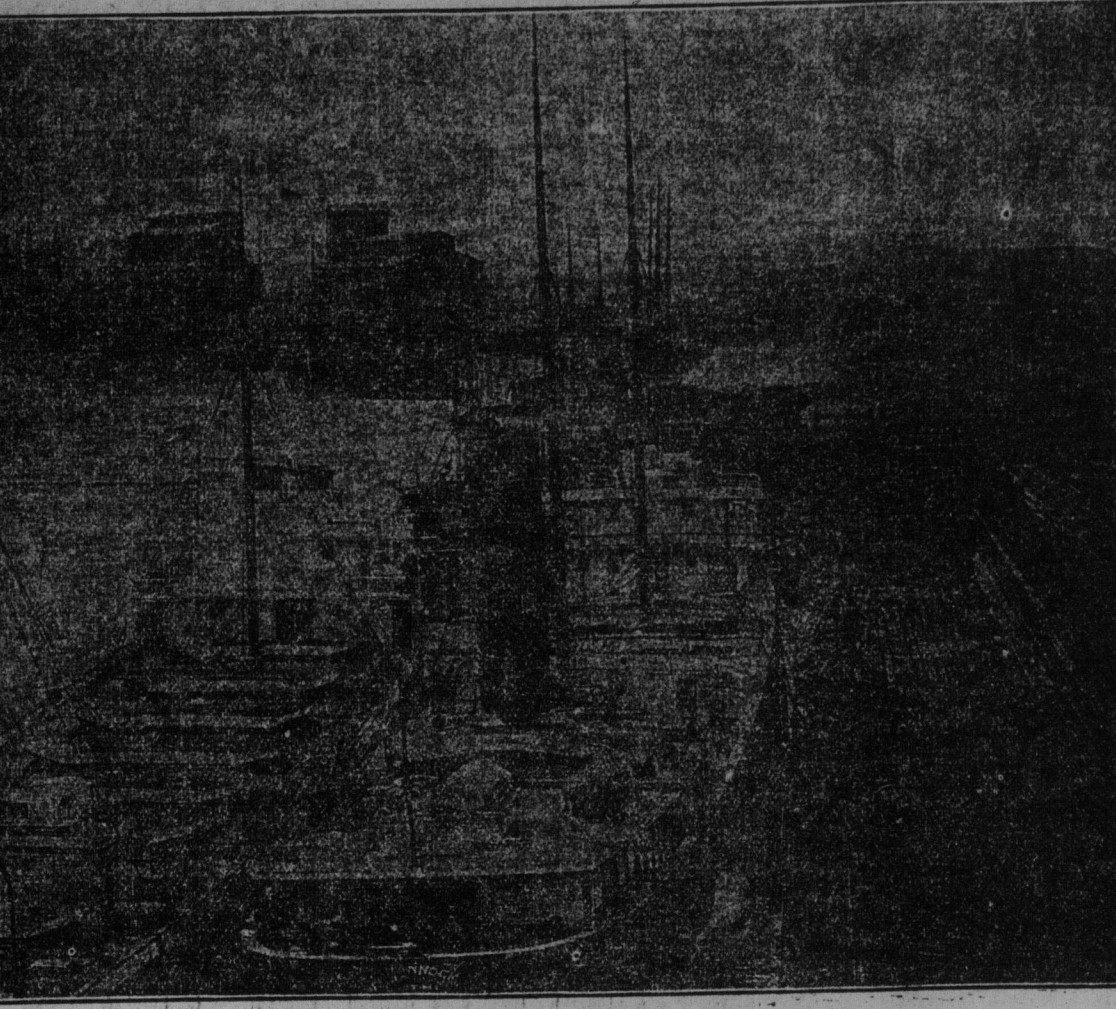
Fort William, June 17.—(Special.)—J. L. Davidson, the engineer supervising the erection of the new Empire elevator here, expects to have the concrete work on the structure started by next week, and from 300 to 400 men will be employed on the job. This is the first elevator to be built here with other than railroad money, and its advent is looked upon as marking a new epoch in the development of the west, for the rest of the elevator companies are now considering moves on the same lines and within the next few years half a dozen similar grain storerooms will flank the Kaministiquia River at this point. With the Grand Trunk Pacific terminals here, as well as the C.P.R., Fort William will in time be the centre of the grain business in the west. The Empire Elevator Company's elevator will be completed in time to handle this year's crop. It will have a working-house capacity of 500,000 bushels, and a full tank storage of 1,250,000 bushels. Its machinery will be capable of unloading 150 cars of grain in ten hours and two 300 foot vessels, or the largest that ply the great lakes, will be able to tie up at the elevator's wharf and be loaded at the rate of 60,000 bushels an hour.

Quick Time to St. Louis.

Torontonians taking in the St. Louis Exposition will find the excellent service of the Canadian Pacific Railway worthy of more than passing consideration. Not only is the mileage shortest over this road, but, as naturally follows, the Canadian Pacific makes the best time between Toronto and the Exposition City. Superb through sleepers leave here for the fair at 7:55 p.m. daily, making the trip a pleasure to even the most wearied traveler. On the return trip through first-class palace sleeper leaving St. Louis at 11:30 p.m. daily, arriving Toronto 9:10 following evening.

Moving a Town.

Salt Lake, Utah, June 17.—Wadsworth, Nev., once a division terminal and a prosperous railroad town on the Southern Pacific, is being moved to Sparks, thirty-two miles west, as a recently completed cut-off leaves Wadsworth off the main line. Railroad employees, who constituted most of the population, have been given lots in Sparks in exchange for lots in Wadsworth. The company is transporting the employees' houses to Sparks, loading them on flat cars. Sparks to-day became the western terminal of the Salt Lake division.



Characteristic scene on Kaministiquia River, Ft. William's fine Harbor.

GRAND POPULAR PAGEANT. Including Oriental Spectacles and Historic and Pyrotechnic Displays.

The Great Adam Forepaugh and Sells Brothers' United Shows, whose holiday date at Toronto is fixed for Monday, July 4, invite general and critical attention to their new feature free street parade. Besides the standard gay, glittering and spectacular pageant offerings characteristic of the bigger spectacles, there are announced uncommon pompous and historical additions, among which the Oriental and military sections will command unusual attention and are striking innovations. The former is a really masterful and rich production of the recent gorgeous State Durbar at Delhi, in which the native princes, potentates and other notabilities of all India received and did homage to the British viceroy, making the occasion one of indescribably ostentatious and lavish display of priceless jewels and costumes. The show in question has the huge elephants, superb horses, costly trappings, people and paraphernalia requisite to appropriately perpetuate the event. In the military section of the parade will be found matter of unusual and striking historical interest. After the morning parade a free display of Japanese daylight fireworks will be given on the show grounds.

Ontario Ladies' College.

The Grand Trunk authorities have promised a rapid train service to the Whitty College commencement on Tuesday afternoon and evening, June 21. Train will leave the Union Station at 2:15 p.m. A very pleasant trip is anticipated. Those interested are referred to Mr. R. C. Hamilton, 45 Scott-street, for further information.

CANADIANS AT STRATFORD.

Sixty Went to Visit the Birthplace of the Bard.

London, June 17.—The Canadian Society's excursion to Stratford-on-Avon was a great success. There were 60 in the party. Toronto's building bylaws, in the opinion of some of the London architects and builders, are not nearly so stringent as those of London. Anthony Hope's letter in The Globe says everyone at Asot yesterday was asking what Lord Dundonald had done to be "chucked." Is it that he has committed what is an unpardonable crime to an English government? Lord Dundonald has been a soldier all his life; therefore, he knew well the class of masters he was serving. He cannot well be pitied for what he got. The Westminster Gazette says Lord Dundonald's closing experience in Canada has been of a less striking character than that of the dismissed commander-in-chief, who was so valiantly championed by Charles James Fox in parliament exactly a century ago. The Sheffield Independent hopes that British officers will, when in the colonies, learn by Lord Dundonald's unfortunate example to think a little more imperially. Some prominent army officers are indignant at the treatment of Lord Dundonald that the colonial secretary is to have his attention brought to the matter by a question in the house on Monday.

Lifebuoy Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against infectious diseases.

FORT WILLIAM THE DULUTH OF CANADA

Investment Safe and Sure

Investment in Fort William real estate offers the safest and best opening for capital in Canada to-day. The town is on the eve of an era of industrial expansion the possibilities of which even the most sanguine underestimate. At the head of navigation, on the north shore of Lake Superior, it will be the Duluth of Canada. Through Fort William grain elevators will be handled the wheat crops of the vast Canadian West, and on its docks will be landed the one thousand and one products of eastern manufacturers. To do the work necessitated by these great shipments is required an army of men who must live in the town. At the present time Fort William is the lake terminal of the Canadian Pacific Railway. With the location of the Grand Trunk Pacific Railroad's terminals in the town the population will be doubled. This impending situation is already felt and the enquiry for land has given realty values an upward turn. Houses are now nearly at a premium. Many new dwellings are now in the course of erection, and still the demand is not satisfied.

Keystone of the Country

But Fort William will not owe its prosperity to the location of the great railroad terminals alone. Near it is situated one of the best water powers on the continent, and the actual development of this water power will start this year. Cheap power means manufactures. Raw materials of all kinds can be assembled in Fort William by the cheapest of all means, transportation by water, and

wrought into the finished product by the cheapest of all energies, water power. Manufacturers are already looking toward Fort William as a site for their establishments. Halfway across the continent, at the head of lake navigation and soon to have the three great transcontinental railroads spreading out from its doors, Fort William is to be the keystone supporting the East and the West.

Mighty Growth is Assured

The present is the time to buy land in Fort William. We have for sale choice building lots in the residential portions of the city, select lots in the business sections and wharfage and tract properties at prices that will make the thinking man wonder at their cheapness. There are lands to suit all-classes of investors. Cheap lots will increase in value at the same rates as the dearer, and the man with a few dollars who buys a small lot will get the same return as

the capitalist who buys up in the thousands. Look ahead, picture Fort William's situation, its resources, its possibilities, and the mighty growth assured it in the next few years. An investment now will give returns of a hundredfold. Money put into Fort William real estate is as safe as in a chartered bank, and the returns are as sure and many times as great. Write us for information.

The Fort William Realty Co., FORT WILLIAM, ONTARIO.