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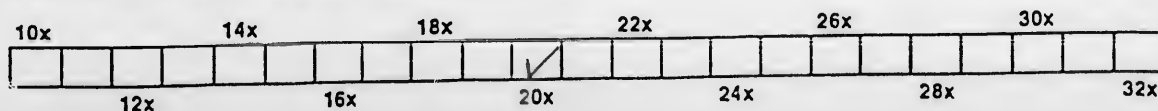
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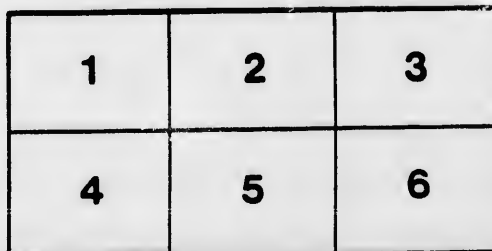
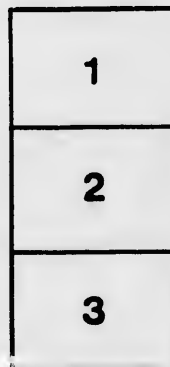
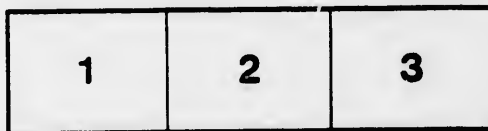
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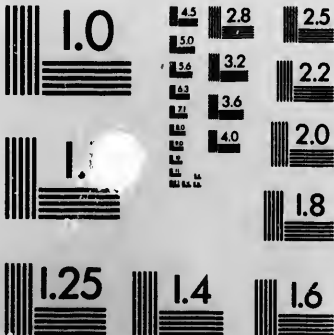
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50 15
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The Fort William Land Investment Company

(LIMITED)

AUTHORIZED CAPITAL = = = \$200,000

President—ALEXANDER McARTHUR, Esq.

Vice-Presidents—WILLIAM BELL, Esq., JOHN FLETT, Esq.

Secretary-Treasurer—W. H. HUNTER

DIRECTORS

ALEXANDER McARTHUR, Toronto, President of The McArthur Bros. Co. (Limited), Lumber Merchants; President of The Collins Bay Rafting and Forwarding Co. (Limited).

WILLIAM BELL, Guelph, President of The Traders' Bank of Canada; Vice-President of The Manufacturers' Life Insurance Co., etc., etc.

JOHN FLETT, Toronto, Wholesale Merchant; Vice-President of The Globe Loan and Savings Co., etc., etc.

G. H. MIDDLETON, West Toronto, Contractor for the P. A. D. & W. Railroad.

REUBEN MILLICHAMP, Toronto, Dry Goods Importer; Managing-Director Standard Mills, Toronto.

J. HOWARD HUNTER, M.A., Toronto, Inspector of Insurance, and Registrar of Friendly Societies for the Province of Ontario.

HENRY LOWNDES, Toronto, Wholesale Merchant; Director of The Manufacturers' Life Insurance Co.; Director of The Toronto Incandescent Electric Light Co., etc., etc.

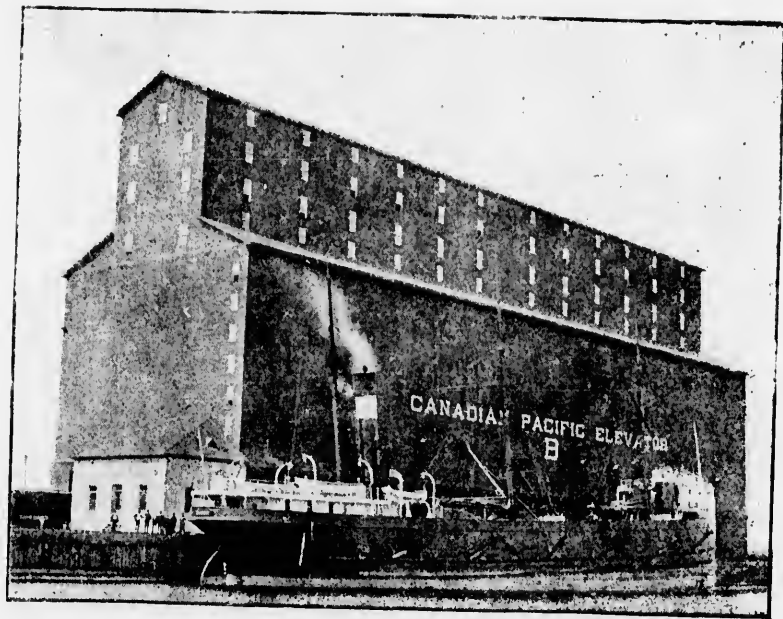
LIEUT.-COL. GEORGE A. SHAW, Toronto, Vice-President of The Silver Centre Mining Co. of Ontario (Limited).

W. H. HUNTER, Toronto, Barrister, Vice-President of The People's Life Insurance Co.

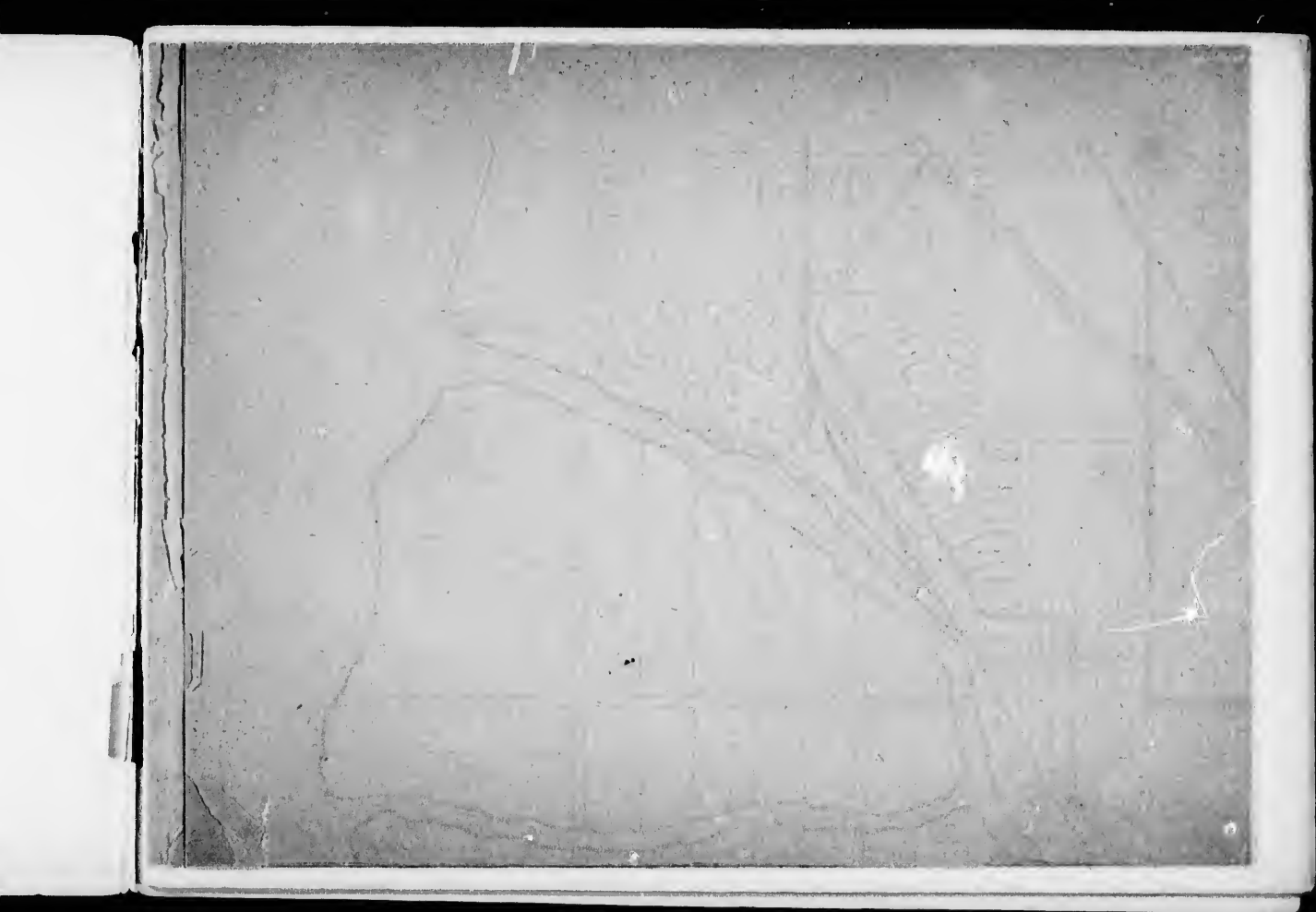
Bankers—The Dominion Bank of Canada

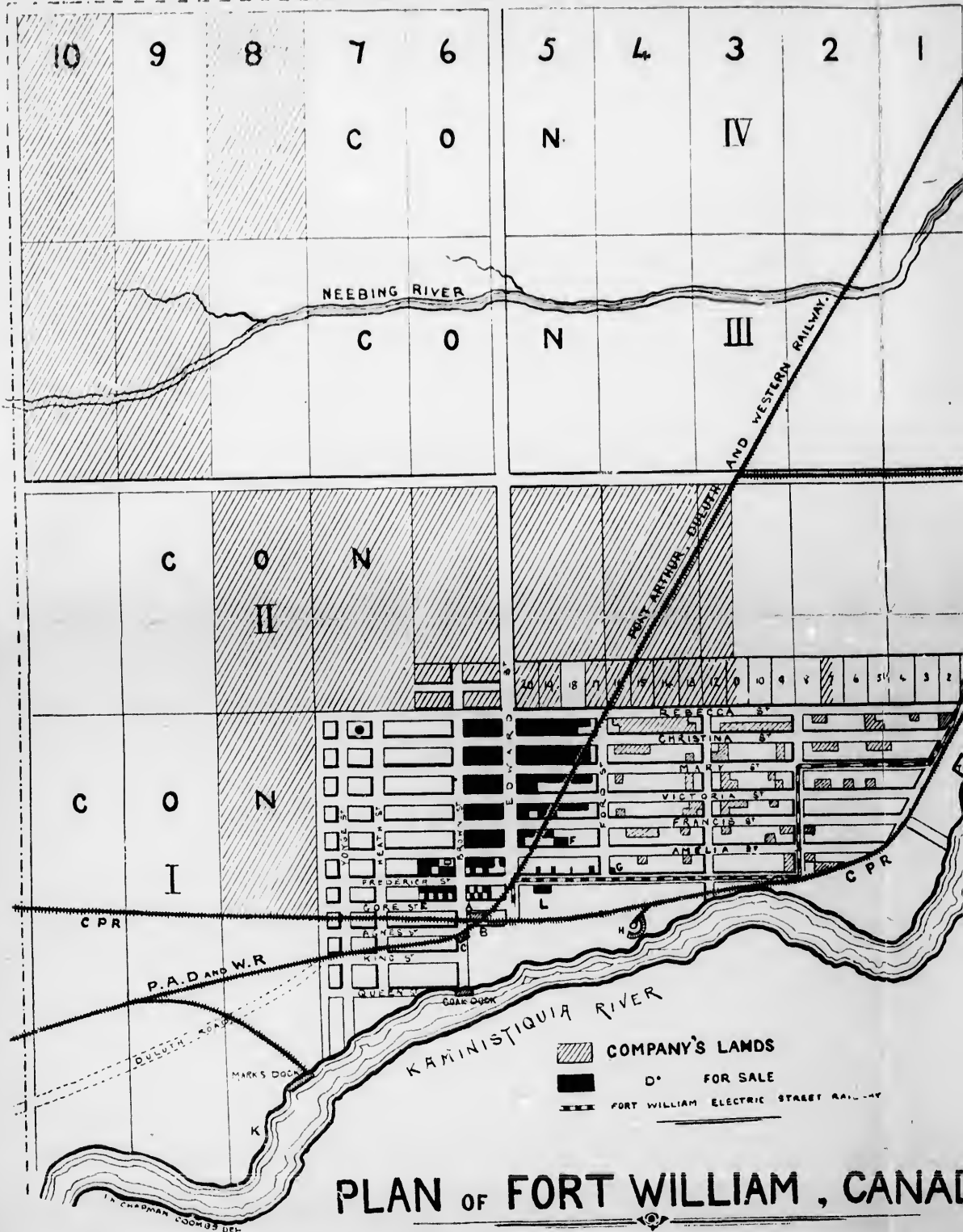
Solicitors—Messrs. Hunter & Hunter

Head Office—EQUITY CHAMBERS, TORONTO, CANADA



A FORT WILLIAM ELEVATOR







2

1

LIGHTHOUSE

WESTERN RAILWAY

ISLAND NO. 1

C.P.R.

McKELLAR RIVER

10 9 8 7 6 5 4 3 2

ISLAND NO. 2

MISSION RIVER

TURNING POINT

C.P.R.

- A POST OFFICE
- B C.P.R. STATION
- C P.A. DAWSON STATION
- D CATHOLIC CHURCH
- E METHODIST CHURCH
- F COURT-HOUSE AND GAOL
- G ENGLISH CHURCH
- H C.P.R. ROUND HOUSE
- I PROPOSED RUN-ORE DOCKS
- J PROPOSED SITE FOR SHELTER
- K BRADY AND HAYES'S SAW MILL
- L P.A. DAWSON LOOP LINE STATION
- M C.P.R. STATION AT STEAM-BURNING
- N ELEVATOR B
- O FREIGHT SHED C.P.R.
- P ELEVATOR A
- Q ANNEX TO ELEVATOR
- R C.P.R. COAL DOCK
- S NEW COAL DOCK
- T C.P.R. ROUND HOUSE
- V

STREETS
SALE
STREET RAILWAY

VANCOUVER, CANADA



FORT WILLIAM

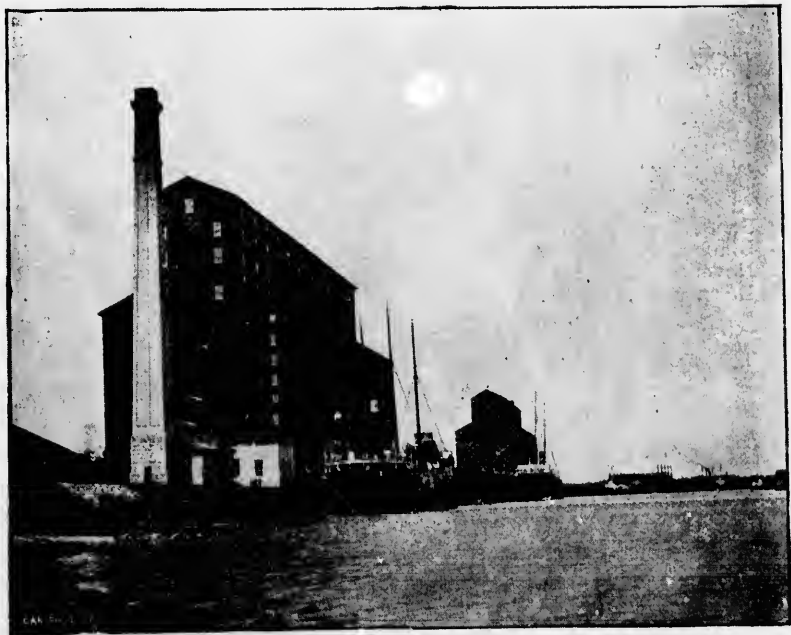
GEOGRAPHICAL ADVANTAGES

FORT WILLIAM is situate upon the north bank of the Kaministiquia River, where the river empties into Thunder Bay at the west of Lake Superior. Fort William is nearly the centre of the continent from east to west, being distant by rail 1,756 miles from Halifax, and 1,908 miles from Vancouver, and is the ultimate harbour of the system of rivers and inland seas, that beginning with Superior finds outlet in the Atlantic Ocean. At Fort William alone on the Canada side of Superior do the two requisites for a great town co-exist, viz : a safe harbour for ships and a level site for railway terminals. For between the Kaministiquia and Neebing Rivers (*see plan of town at page 10*), is an alluvial plateau which rises gently from the water's edge at the mouth of the Kaministiquia until the west limit of the town is reached. This plateau, on which Fort William is built, is an exception to the rock cliff conformation so characteristic of Superior coasts.

Recognizing and appreciating its incomparable natural advantages, the greatest railway company in the world has chosen Fort William as the lake terminus of their system, the site for their mammoth elevators, and the one place where through freight breaks bulk between the Atlantic and the Pacific. The importance of this choice, and the bearing it has on the present and future prosperity of Fort William, cannot be over-estimated. It has become the great *entrepot* between the east and the west. Here, during the season of navigation, all west bound freight is transhipped from boat to rail, and all going east from rail to boat. It has advantages and possibilities far beyond those possessed by American cities on the southern shore of Lake Superior, for Fort William stands alone, it is the one lake port of the Canadian Pacific Railway; it has no rival, no competitor.

FORT WILLIAM, THE GATEWAY OF THE NORTH-WEST

There is but one North-West, and Fort William is its gateway. The rush to Manitoba and the North-West, the granary of the world, increases year by year. In 1892, 38,000 people passed into the North-West, and remained as settlers. The Government of Manitoba has kept a record of the settlers actually locating in Manitoba, and the following table shows the arrivals *via* Fort William for the year ending December 31, 1892 :—



BY THE ELEVATORS, FORT WILLIAM

	No. of Settlers.	No. of Cars of Stock and Effects.
January	397	25
February	379	53
March	4,180	559
April	4,157	221
May	2,652	31
June	1,584	20
July	1,860	36
August	1,578	26
September	1,066	17
October	780	20
November	325	8
December	380	19
Total arriving <i>via</i> Fort William	19,537	1,035
Total arriving otherwise than <i>via</i> Fort William	459	
	<u>20,016</u>	

**ACTUAL SETTLERS IN MANITOBA, EXCLUSIVE OF THE
NORTH-WEST TERRITORIES.**

	No. of Settlers.	No. of Cars of Stock and Effects.
In 1892.	20,016	1,035
In 1891.....	13,123	756
Increase in 1892.....	6,893	279

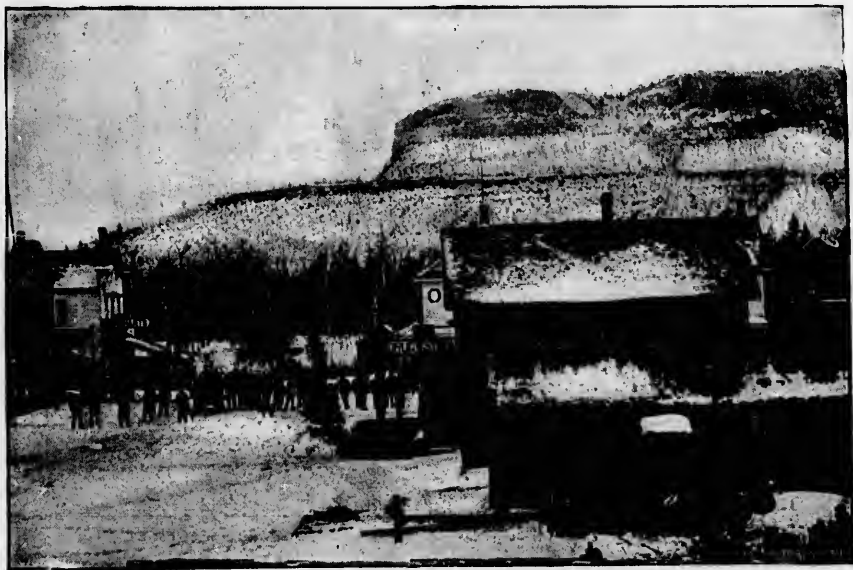


A RIVER VIEW, FORT WILLIAM

Fort William is the base of distribution and forwarding by land and water to and from Manitoba and North-West. This is the explanation of the phenomenal growth of the three year old town—this has called into being the giant elevators, the commodious shops and warehouses, the miles upon miles of railway sidings, the ever increasing army of mechanics and labourers, the wide sweep of its residential districts, and its many hotels and business blocks. For here is the meeting of the west with the east.

FORT WILLIAM HARBOUR AND SHIPPING

The harbour of Fort William, the terminal of lake navigation, is formed by the River Kaministiquia. In English Kaministiquia means the gathering of the waters; and, in fact, the Kam, as it is locally called, drains the south western watershed of the height of land, and drawing from many sources, makes one hurried leap down Kakabeka Falls (113 feet high, some miles above the town), and rolls its flood through a level plateau to meet Lake Superior. Its three mouths seem to have been formed by nature to receive multitudinous shipping, and the junction of the three mouths opposite the centre of the town accentuates the natural advantages of the site for a great city. At present the north branch is used almost exclusively as the ship channel, for the town lies along this



AT THE FOOT OF BROWN STREET—MCKAY'S MOUNTAIN IN THE DISTANCE

branch and the main river above, which for a distance of five miles from the lake afford on their level banks dockage for the largest lake craft. The *W. H. Gilbert*, 350 feet long, the type of the big modern lake freight carrier, delivered her cargo of coal at a point $2\frac{1}{2}$ miles from the mouth. At the breaking up of the river each spring the ice scours the channel to an even depth, so that no dredging has had to be done in the five years that the river has been opened for large vessels. The entrance from the lake is direct, without dangers, and at the lowest recorded stage of the river, a vessel drawing six inches more than the Sault Canal allowance could freely enter and discharge cargo at any point.

The unequalled harbour accommodation of Fort William is necessary for the traffic with the great North-West. Already fine docks, vast elevators, great freight sheds, and the newest devices for handling coal and heavy freight, attest the importance of the shipping interest at Fort William ; and the building of the iron ore docks will largely increase the business of the harbour.

The season of navigation in 1892 began at Fort William on the 28th day of April, by the arrival of the steamer *Pampa* with coal, and the season closed on the 3rd day of December, when the steamer *Miles* cleared with grain. During 1892 the total of arrivals and clearances reported to the Custom House, Fort William, was 572 ; the gross registered tonnage of this shipping was 653,428



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KAMINISTIOUIA RIVER.

FORT WILLIAM.

ALONG THE DOCKS

tons ; the total of crews carried on board was 17,608. Vessels landed inwards during 1892 upwards of 700,000 tons of freight. Outgoing, these bottoms carried 6,346,800 bushels of wheat, 426,265 bushels of oats, 36,589 bushels of barley, 461,680 barrels of flour, besides general merchandise. In 1892, 86 vessels brought cargoes of coal, landing at Fort William a grand total of 117,000 tons of coal. Little wonder that soft coal at Fort William is 60 cents cheaper per ton than at Toronto. Upwards of 400 men found employment on the Fort William docks, handling coal and grain. As early in the year 1893 as the month of February the elevators were already bursting with their golden store.

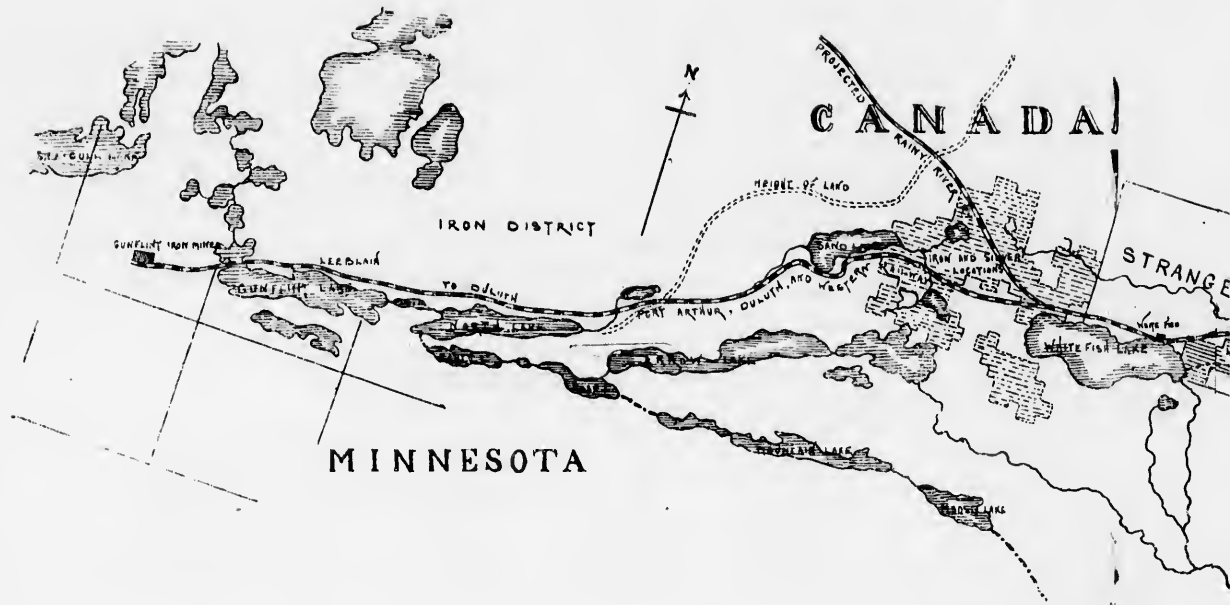
ONE YEAR'S PROGRESS

	1891.	1892.	Increase 1892 over 1891.
No. of Vessels reported and cleared.....	362	572	210
Registered tonnage.. ...	396,558	653,428	256,870
Tons Freight landed....	252,092	700,000	447,908
Crews.....	7,260	17,608	10,348
Tons Exported.....	73,575	217,608	143,033

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ST. COLUMBIAN

DUNFLOY IRON MINES

IRON DISTRICT

MINNESOTA

CANADA

STRANGE

LEEDLAIN
CUMFISH LAKE

YO OJUNN

LARSEN LAKE

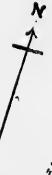
POINT ARTHUR, DULUTH AND WAGYAN

IRON AND SILVER
RANGE

WHITE FISH LAKE

ROSE LAKE

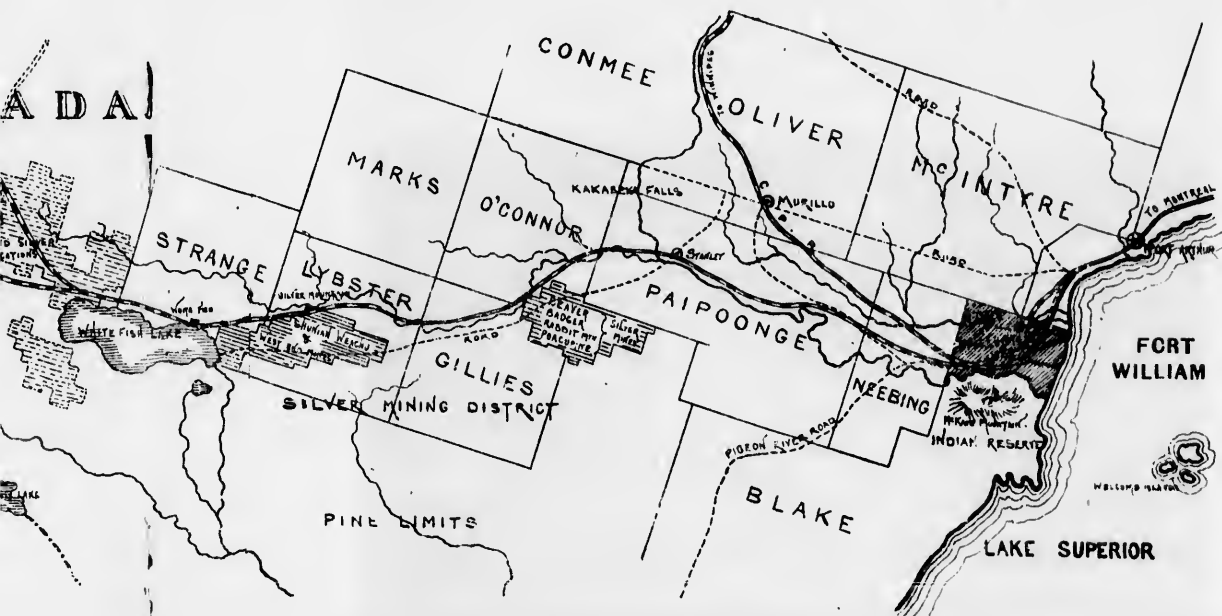
ROSE LAKE



TRIBE OF LAGO

PROTECTED
RAINY MOUNTAIN

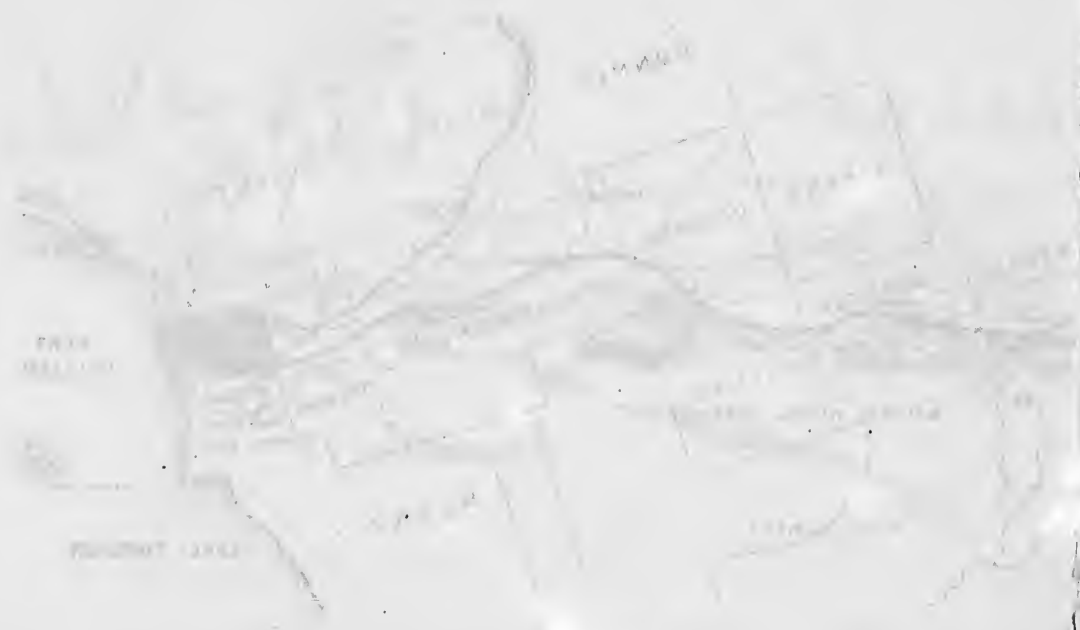
ADA



FORT WILLIAM

LAKE SUPERIOR

W.B. COPELAND





CAN. PHOTO-ENG. CO.

VICTORIA STREET, FORT WILLIAM

A NEW STREET, FORT WILLIAM

Another test of the business done is by the amount of duty collected at the Custom House. The total of customs collected at Fort William on vessel cargoes in 1892, reached the sum of \$66,289.00. Beginning with May, the customs in that month amounted to \$11,675.72; in June, to \$18,936.02; in July, to \$14,474.23; in August, to \$11,115.15.

THE CANADIAN PACIFIC RAILWAY AT FORT WILLIAM

In 1890 the C.P.R. selected Fort William as the Lake Superior port for their system, as well as the divisional headquarters for the line from Schreiber to Ignace, a distance of 300 miles and since 1890 the policy of consolidating their works at Fort William has gone steadily on. The estimated cost of the buildings and improvements of the C.P.R. at Fort William is upwards of \$2,000,000. The more important structures are the following:—The elevators: elevator A, having a capacity of 1,200,000 bushels; elevator B, capacity, 1,300,000 bushels; elevator C, capacity, 1,250,000 bushels. These are the largest elevators in Canada, being each over 300 feet long and 85 feet in width, and are equipped with the best cleaning machinery to be had. Fort William is the grain market of the North-West, for this is the lake port where cargoes are made up and grades given. During the movement of grain after the harvest 300 cars of wheat come into the elevators



JOHN MCKELLAR, ESQ.
FIRST MAYOR, FORT WILLIAM

daily. The elevators at Fort William are said to have cost \$800,000. It is announced that this year the C.P.R. will further increase their elevator capacity, and will erect a large flour shed to cope with the increasing business of the port. The first coal dock (600 feet long), not proving sufficient for their requirements, the C.P.R. has built a second coal dock (650 feet long), with the latest improved steam derricks. The combined capacity of the two coal docks is 60,000 tons of soft coal. The freight shed on the docks is 500 feet long by 75 feet in width. In this great shed 150 men are employed during navigation in handling package freight. The lower passenger station is connected with the steamboat landing by a light overhead bridge which spans all the tracks at this point, and affords

the tourist safe and easy access to the boats. Opposite the lower end of the platform of this station the C.P.R. hotel, "Kaministiquia," has been built at a cost of \$50,000. Like all C.P.R. hotels, the "Kaministiquia" is a first-class modern hotel, thoroughly equipped and most comfortable for tourists. Fort William, as a divisional headquarters of the C.P.R., has its complement of round-houses and shops, and it is stated that a foundry for car wheels will be shortly established, where the wheels for all the rolling stock of the C.P.R. will be made. Some idea of the advantage to Fort William of the concentration of the C.P.R. interests may be gathered from the fact that in freight sheds, elevators and docks, 400 men are employed, and this is in addition to the engineers, conductors and brakemen for the division. The wages disbursed by the C.P.R. at this point, apart from the large sums expended on new constructions, is upwards of \$20,000 monthly.

THE PORT ARTHUR, DULUTH AND WESTERN RAILWAY

The P.A.D. and W. has been completed from Fort William to the international boundary, and has been extended five miles into Minnesota to tap the Mesaba iron range. It passes through the silver mining district, comprising Beaver, Badger and Silver Mountain camps; through the choice pine limits of Western Algoma; through the Gunflint Lake and Seine River iron ranges; through the present farming townships, and the rich Whitefish Valley, now thrown open to settlement. The length of the line, as built, is $91\frac{1}{4}$ miles; a few miles further and the great



A TOURIST BIT, KAKABEKA FALLS

Vermillion iron range, which shipped one and a quarter million tons of iron in 1892, will be reached, and not much further on rail connection to the American West, and the cities of St. Paul, Minneapolis and Chicago will be secured.

The business of the road may be judged from the following contracts already entered into: The P.A.D. and W. has contracted with the Gunflint Lake Iron Company to carry for that firm alone 1,000,000 tons of iron ore in the eleven years, beginning with 1893; with one timber firm the railway has contracted to carry 5,000,000 feet of sawlogs a year to the booms on the Kaministiquia River at the upper end of Fort William. To handle the iron ore traffic, the railway is about to erect special iron ore docks at a cost of \$150,000; to secure the location of their docks at Fort William the town has granted the Company a bonus, and the fall of 1893 will see in use ore docks second to none on the lakes.

THE ONTARIO AND RAINY RIVER RAILWAY

This line has running powers over the Port Arthur, Duluth and Western to Sand Lake; from this point the road is to be extended northward to Sturgeon Falls, the head of navigation on Rainy Lake, a distance of about 135 miles. The completion of this line will give direct communication by rail or water with Rat Portage, the Huronian gold district, the Atickokan iron range and the extensive pine forests of the Lake of the Woods.

THE CORPORATION

The town of Fort William was incorporated by a special Act of the Legislature of Ontario (55 Vic. C. 70), on the 14th day of April, 1892. By that Act the town is divided for municipal purposes into four wards. Each ward returns two aldermen to the city council; the town, as a whole, elects the mayor. Mr. John McKellar, one of the pioneers of the district, has the proud honour of being the first mayor of the newest and healthiest city on the continent. Every by-law involving an increase of the bonded indebtedness of the town, must receive a majority vote of the ratepayers. Progress is not synonymous in the minds of Fort William business men with public debt, and the careful manner in which the town has been financed from its small beginnings to its present prosperity, will be cause of thankfulness to future generations of taxpayers. For the growth of the town has not been brought about by mortgaging the future to the present; but the entire indebtedness of Fort William (of which part is chargeable to the county), is under \$60,000.

THREE YEARS' GROWTH

On the 31st day of December, 1892, Fort William had twenty miles of side-walked streets; three miles of sewers; two lines of railways; four railway stations; twenty-five miles of railway sidings; three mammoth elevators; one mile of docks; an electric street railway; the largest and best equipped civic

building on the main line of the C.P.R. between Ottawa and Winnipeg ; an efficient fire department, with 400 horse-power pressure, and 4,000 feet of hose ; a large public park, three banks (the Bank of Montreal, the Commercial Bank of Manitoba, and Ray, Street & Co.) ; a live newspaper and printing office (*The Fort William Journal*) ; ten churches ; three public schools ; a court house and gaol ; a curling rink ; rifle range ; fourteen hotels ; twelve fine brick business blocks ; 4,000 people. Such has been the growth of Fort William in three short years.

BUILDING OPERATIONS IN 1893

Besides new business blocks and the many dwellings to be undertaken by private enterprise, the year 1893 will bring to Fort William the completion of the electric street railway system ($7\frac{1}{4}$ miles), the erection of a charcoal iron smelter of the most approved design, with a daily capacity of 80 tons, the building, at an outlay of \$150,000, of modern iron ore docks to handle this year 200,000 tons of ore, the building of railway car works, and a car-wheel foundry in connection therewith, the building by the C.P.R. of another elevator and a large flour storehouse to keep pace with the opening of the North-West, and the building by the town of a large new public school, of water-works and an electric lighting plant.



HOTEL OF THE CANADIAN PACIFIC RAILWAY, FORT WILLIAM

WHAT FORT WILLIAM OFFERS TO MANUFACTURERS

A manufacturer at Fort William has the advantage of location at the threshold of the North-West, and at the terminal point of lake navigation, so that lower freights westward and eastward prevail than at other points on the lakes. For the same reason steam coal is cheaper. Fort William, likewise, is the depot for iron mining in Canada, and with the new smelter at his door the manufacturer will have cheap iron. Fort William, also, is the metropolis of the lumber trade of the West. With cheap iron, coal and lumber, and low freights, the manufacturer will also find a low rate of taxes and cheap homes for his work-people.

FORT WILLIAM A TOURIST RESORT

Fort William, with its comfortable hotels, is the headquarters for tourists who desire to visit the scenery and places of interest in the district. Short trips can be taken to Thunder Cape, the Pic and the wondrous rock masses of Lake Superior coasts and islands; the towering cliffs of McKay's mountain rise on the farther bank of the Kaministiquia; the beautiful Kakabeka Falls is within easy reach of the town, and the scenes in the silver and iron mining districts are accessible by rail. Besides sight-seeing the tourist may have the finest trout fishing in America; for if the speckled trout of the Carp, Blende, and other rivers are not sufficient, the far-famed Nipigon is but a short ride eastward by the C.P.R.

THE Lots within the Town of Fort William, offered by the Company to investors, are all within ten minutes' walk of the Electric Street Railway and the stations on the Canadian Pacific main line, and the Port Arthur, Duluth and Western Railway, and are also within fifteen minutes' walk of the docks on the Kaministiquia River. These lots are dry, level, and require no filling in to be suitable for any kind of building. Purchasers from the Company will reap the advantage of the quick rise in land values in Fort William, the only port of the North-West, and the wheat, coal, iron and timber metropolis of the Canadian Great West.

For plans and prices inquire of any Agent of the Company, or address

THE FORT WILLIAM LAND INVESTMENT CO. (Ltd.)

EQUITY CHAMBERS, TORONTO, CANADA





JAMES MURRAY & Co., TORONTO.

