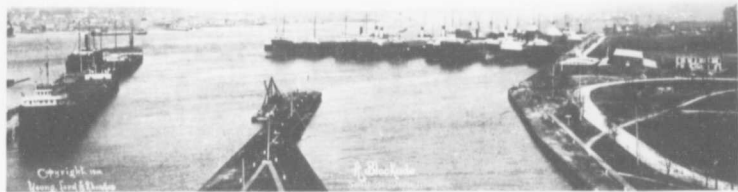
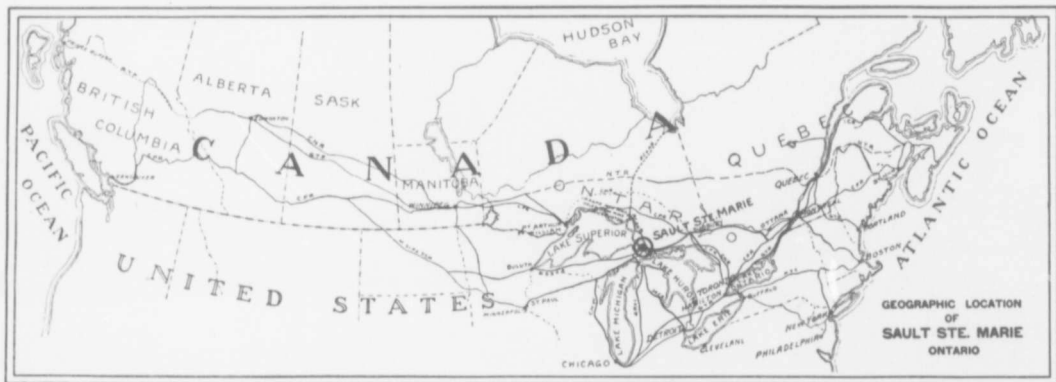


Sault-Ste-Marie Canada

THE GATEWAY OF THE GREAT LAKES AND THE NORTHWEST



ROSEDALE PARK



O. T. CLARKE,
WESTERN AND CENTRAL REAL ESTATE
LISTOWEL, ONT.



SAULT STE. MARIE
CANADA, 1912

SAULT STE. MARIE is midway across Canada. From Sarnia on the East to Fort Frances on the West, continuously for twelve months in each year, no direct connection of the two great nations of this continent can be had except at Sault Ste. Marie. To shippers, north, south, east or west, its location is ideal. Besides having adequate railway facilities, it possesses for eight months in the year unrivalled lake facilities. Five packet freight lines operate practically a continuous service East and West from Sault Ste. Marie, employing over forty steamers. The freight rate on Coal from Lake Erie ports is *thirty cents per ton*.

INTERESTING SAULT STE. MARIE FACTS

Population	1890	1,621	Assessment	1890	81,145,000.00
"	1900	4,199	"	1900	1,283,000.00
"	1910	13,000	"	1910	7,086,000.00
"	1911	15,000	"	1911	8,000,000.00
"	1912	17,000	Estimated.		

Total bonded indebtedness Dec. 15th, 1910..... \$408,732.96

Tax Rate, 1910, 18-1/2 mills.

Post Office Revenue,	1890	83,548.80
"	1900	6,703.00
"	1909	18,908.00
"	1910	21,263.03

Capital invested in industrial enterprises in Sault Ste. Marie, 850,000,000.

Raw and semi-manufactured materials offered to manufacturers here are all the products of the forests and mines.

Sault Ste. Marie is one of the large centres for commercial fisheries. The district also abounds with game and fish and during the season attracts many sportsmen from Eastern Ontario and the States.

The Algoma Central and Hudson's Bay Railway is now being completed to connect with its Michipicoten Branch (where the large iron mines are situated) and with the main line of the Canadian Pacific Railway.

The railway will also be extended some fifty miles, to intersect the Main Line of the Canadian Northern Railway, and sixty-five miles further north of that to connect with the Grand Trunk Pacific.

Money Orders	1890	8 35,728.00
"	1900	45,366.00
"	1909	160,081.00
"	1910	252,652.18
Customs Entries	1890	8 324,463.00
"	1900	840,002.00
"	1909	2,328,740.00
"	1910	6,930,122.00

BANKS—Bank of Montreal.

Canadian Bank of Commerce.

Imperial Bank of Canada—two branches.

Traders Bank of Canada—two branches.

Royal Bank of Canada.

Sault Ste. Marie is well equipped with all modern public utilities. An Electric Street Railway, giving an eight minute service. Central energy telephone station, and a water supply from Lake Superior furnishing the purest water in the world.



SAULT STE. MARIE'S DOMINANT POSITION.

THE GEOGRAPHICAL SITUATION of Sault Ste. Marie as a distributing point, for either raw or manufactured material, is its greatest commercial and industrial advantage,

it being an important stopping-place for all the Freight Routes of the Upper Lakes, besides being a port of call for passenger steamers. Its position is novel in the fact that it is between two of the greatest bodies of fresh water in the world, Lakes Huron and Superior, between Old and New Ontario, and between Old and New Canada or the East and West. It is suitably called "The Gateway to the West." It is beautifully situated abreast of the St. Mary's Rapids, from which it derives its name.

ULTIMATE OUTLET.

IT IS PLAIN to the most ordinary observer, that, as trade follows the most convenient and economic channels, the ultimate outlet for the products of the Lands, Forests and Mines of the Middle North will be via the Great Lakes East and West, and the City of Sault Ste. Marie.

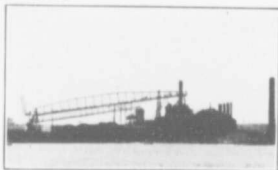
THE MIDDLE NORTHLAND.

THE ALGOMA CENTRAL AND HUDSON'S BAY LINE is the Gateway to the Middle North, intersecting three transcontinental railways. Via this route Sault Ste. Marie is only thirty miles from the Clay Belt and is its gateway, and, with the development of that great and wealthy country, which, it is said, can grow as good grain as any section of Canada, the town is looked upon as a possible location for grain elevators and flour mills. The completion of the Government trunk road from Sudbury to Sault Ste. Marie, giving a through road for a distance of 175 miles to a country only accessible by railroad, will also bring new wealth to the town.

THE END OF THE RAINBOW.

NEW ONTARIO, once looked on as a barren waste and hurried over in the rush to the West, where fortunes were thought to await for the asking, is now recognized as the Land of Promise. In the great Clay Belt has been found the terminus of the rainbow, and, with the development of this vast,





long-neglected region, there will spring into existence a great city—**SAULT STE. MARIE.**

IT IS A BIRD.

ONE SWALLOW does not make a summer, nor does a divisional point on a railroad make a city, or a centre of a good grain locality make a metropolis; but a combination of industries coupled with a strategical situation in the direct course of commerce, is the basic principal of large and permanent growth.

EVERY ONE HAS MONEY.

SAULT STE. MARIE'S SUBURB, STEELTON, is a veritable hive of manufacturers, whose combined pay-rolls exceed one-half a million dollars per month, and, in the near future upon the completion of the Pulp Mill and the Bridge Plant, including the other industries of Sault Ste. Marie, will total one and one-half millions monthly. This, with a plentitude of raw material at hand, and the economical means via water of sending its products to market, entitles it to the premier place. **THE CITY OF GREATER PROSPECTS.** A Toronto correspondent has well

named it "The New Chicago." Visiting Americans and the proud residents of Steelton call it "The Pittsburg of Canada," and others "The Midway City." The story of its wonderful growth, helped by a beneficent Government, the panoramic beauty of its situation, and the meteoric success of its business institutions, point to still greater achievements.

RAILROAD AND LAKE FACILITIES.

ITS RAILROAD CONVENIENCES are or will be, in the near future, unexcelled. The Sudbury-Sault Ste. Marie Branch of the Canadian Pacific Railway connects Sault Ste. Marie with the East, and the "Soo-Spokane" puts Duluth within easy reach. The Algoma Central and Hudson's Bay Railway, passing through the famous Northern Ontario Clay Belt to Michipicoten Harbour where the large Iron Mines are situated, will connect with the Main Line of the Canadian Pacific Railway in August, 1912, with the Main Line of the Canadian Northern Railway in October of the same year, and with the National Transcontinental in the summer of 1913 in its construction to the Hudson's Bay. The Temiskaming and Northern Ontario Rail-





way survey has already commenced from the Silver Country, and it is said on good authority that the terminal property has been bought in Sault Ste. Marie. Direct connection is made to St. Paul and Chicago by the Minneapolis, St. Paul and Sault Ste. Marie

Railway. Besides these adequate railroad facilities, it has unrivalled lake connection for eight months of each year. Five packet freight lines operate continuously during navigation and employ over forty steamers. The palatial passenger steamers of the Canadian Pacific Railway and the Northern Navigation Company consider the Canadian Sault the most important point of call on the Great Lakes. It is estimated that the tonnage which passes through the canals at Sault Ste. Marie is about 58,000,000 tons in the eight months of navigation. This is more than three times the tonnage passing through the Suez Canal in twelve months of any year. The freight rate on coal from Lake Erie to Sault Ste. Marie is only 30 cents per ton.

POPULATION.

A QUARTER OF A CENTURY AGO Sault Ste. Marie had a population of about 1,200. At that time its only promise of

growth was that it offered lots of room. To-day Sault Ste. Marie with its suburb, Steelton, have a united population of about 17,000. A movement is now on foot to have these two municipalities made one. There is still plenty of room for growth, and Sault Ste. Marie bears all the ear-marks of a great city in the embryo.

BEATS HYDRO-ELECTRIC.

IT HAS CHEAP ELECTRIC POWER, and lots of it; it has just outside its door an inestimable supply of raw material to supply its present industries and for new industries to be established; it has a good farming country to feed its growing population; it has the best of shipping facilities both by rail and water; it has plenty of room for expansion, and, what is more important, it has now the attention of men with money to invest.

THE TOWN OF TO-DAY.

DEALING WITH MATERIAL THINGS, propriety demands, perhaps, more attention to the town of to-day than to the city of to-morrow. The St. Mary's River, on which it is located, has a waterfall capable of producing 100,000 horse-power in





erection will be one of the largest of its kind in the world, and the Lake Superior Corporation, the subsidiary companies of which smelt, refine and manufacture iron and steel, draw their supply of raw material from the forest and the mine, in which that section of the country is so well supplied.

THE CAPACITY OF THE MILLS.

AN IMMENSE SAW-MILL, four brick plants, a logging-tool manufactory, a steam laundry, a brewery, cigar factories, and carriage and waggon factories are other substantial factors in the town's industrial activities. Then there are five branches of chartered banks and sub-branches, stores to supply all manner of man's material wants, a street railway and a gas plant. In this connection a few figures showing the extent of the operations of the subsidiary companies of the Lake Superior Corporation are in order:

electrical power, and is already harnessed by three power companies. Its present industries represent an investment of approximately 850,000,000. Chief of these, the Lake Superior Paper Company, whose new plant now in course of

The rail mills have a capacity output per day of 1,200 tons, or 378,000 tons for 365 days.

The merchant mill's production for 365 days totals 127,750 tons.

The pig iron production per year totals 252,000 tons.

Ore used per season, 700,000 tons.

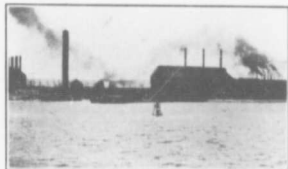
Coal consumption, 9,000,000 tons.

Coke production per year, 408,000 tons.

There is an enormous output of small steel supplies, nuts, bolts, steel plates, etc., and a proportionately large output of by-products.

SUMMER RESORT.

AS A RESTING SPOT for the weary or a camping ground for the sportsman, Sault Ste. Marie is ideal. The various channels and the wide reaches of the beautiful St. Mary's River are dotted with all kinds of pleasure craft, while on the banks there are already numerous summer cottages, boat-houses and sportsmen's clubs. The surrounding country also offers excellent opportunities for the fisherman and the hunter. In the rapids of the St. Mary's River, fine specimens of Rainbow Trout





reward the efforts of the fly-caster, and deer and moose abound within a short distance of the town.

ROSEDALE PARK.

SAULT STE. MARIE has been too busy making an industrial name for itself to pay much attention to beautifying the town. The public buildings are more utilitarian than beautiful. Its business buildings are substantial, and its homes are comfortable, but to date the Sault cannot be called a residential town. Its growth, however, is of a nature to inspire permanency and beautification will come with time. Rosedale Park is removed from the manufacturing district and is on the dry and airy ridge to the north-east of the town, which in the course of a year or two will be a residential district in keeping with its business, commercial and industrial standing.

From this hill, from opening to close of navigation, the eye gazes in wonder upon the panoramic effects in sight; the smoke of every kind of vessel threading with dark wavy lines the pure crystal of the air. Five hundred foot whale-backs, smaller freighters, floating palaces, river ferries and smaller power boats make their way in one vast procession through the Canadian and

American Locks, East and West, some touching at the wharves heaped with merchandise destined for the mines, the lumber camps, or for the famous Clay Belt to the North. The beautiful scenery, the ever changing procession of commerce, the long, low blast of the propeller horn add to the charm of the optimistic visitor, and portend a greater future for the town.

A CITY OF OPTIMISTS.

THEY ARE ALL OPTIMISTS, the citizens of this northern town—optimists of the most optimistic kind. Some short while back, new municipal buildings were erected, and, anticipating the future, a stone slab bearing the legend "City Hall" was placed over its main entrance. Sault Ste. Marie looks like a town with a future; a place of possibilities.

BUILDING RECORD.

This has been a record year for building in Sault Ste. Marie, and we find that on May 23 it was reported that the erection of buildings to the value of \$260,139 was in hand. This amount has been dwarfed since then, and now buildings





tral and Hudson's Bay Railway depot, which, when built next Spring, will be worth upwards of \$100,000.

The building permits for the year were 82,371,647. It is confidently expected that this will be doubled for 1912.

The recognition of Sault Ste. Marie has led to the establishment of a number of wholesale houses and branches, which will be added to by at least one large jobbing house in the coming year.

The School Board was active during the year, having on their hands the completion of the new High School and Technical Building. This magnificent structure is a credit to any city and is situated in a very commanding position on Pim Hill, near Rosedale Park.

INCREASE IN POPULATION DURING PAST 20 YEARS.

1890	1,620	Assessment.....	\$1,891,080
1900	4,200	Assessment.....	2,273,275

to the value of 82,388,372 are in hand or have been completed on permits granted this year, while permits have been granted for thousands of dollars, worth of building with the advent of Spring. These figures are exclusive of the Algoma Central and Hudson's Bay Railway depot, which, when built next

1910	13,000	Assessment.....	\$7,086,000
1911	15,000	Assessment.....	8,000,000
1912	17,000 estimated.		
Increase in population 1912 over 1911.....			26%
Area of town, 8,000 acres.			
Miles of streets			44
Miles of sewers.....			21.7
Miles of cement walks.....			21
Land values have increased 100% in five years.			
Over 600 residences were built in 1911.			

OFFICIAL ASSURANCE.

A particularly gratifying announcement has been made to Sooites during the year by J. L. Englehart, Chairman of the Temiskaming and Northern Ontario Railroad, who in the course of his speech at the Hearst banquet stated that in less than 25 months a branch line of that railway will be running into Sault Ste. Marie, connecting the city with the rich Porcupine country. By the time the Temiskaming and Northern Ontario Railway runs into Sault Ste. Marie, the Algoma





the Algoma Central and Hudson's Bay Railway has its advance surveyors out marking out the line for the proposed railway which will run to the Hudson's Bay.

Never in the history of the town have Sooites looked back over such a successful year, and never has the outlook for the immediate future looked brighter.

PROGRESSIVE POLICY OF SAULT STE. MARIE.

Taken from the "Toronto Globe" of December 16th, 1911

At a meeting of the Board of Trade of the Town of Sault Ste. Marie, held on December 15, 1911, the Council of the Board took initial steps to secure municipal ownership of public utilities by passing a strong resolution favoring the taking over by the city of the electric light and waterworks plants from the Tagoma Water and Light Co. when the franchise expires in 1914.

Central and Hudson's Bay Railway will be through to the Transcontinental Railway, making the Sault the new gateway between the East and the West and causing the construction of many new docks and wharves here. Even now

The improving of the waterfront, dredging and construction of a breakwater to divert the current from the Canadian side through the recent construction of the long Government pier on the American side, a Government part at the ship canal, the appointment of an Industrial Commissioner and the reconstruction of the Government Dock, were all matters of great interest, and in every instance definite action was taken.

SOO PAPER MILL TO BE ENLARGED.

**IF NEGOTIATIONS WITH TOWN ARE SATISFACTORY, PLANT
WILL BE DOUBLED.**

SAULT STE. MARIE, JANUARY 12.—This afternoon a meeting of the Board of Trade and Town Council was held to consider the proposition now pending between the Lake Superior Paper Company and the town in connection with the doubling of the capacity of the plant. The paper company is asking for certain concessions, and it is believed it will be satisfied with a seven-year exemption from taxation instead of the proposed bonds of 85,000 annually for two years. President H. E.





figured that the investment will entail an expenditure of another \$1,000,000 in the Soo, and a 200-ton mill will have by-products to utilize in a subsidiary company which will be placed in operation if the 200-ton mill is constructed. In connection with the above project there will be additional mills for the manufacture of by-products such as Beaver Board and Woodenware articles.

NEW BRIDGE PLANT FOR SAULT STE. MARIE.

That the Sault is about to secure another industry of unusual proportions, is evidenced by the statement made by Messrs. Wm. N. Conger and A. Miller, representing the Oswego Bridge Co. of Oswego, N.Y., who visited Sault Ste. Marie about December 7th, 1911, with the intention of looking up a sight for their industry. They had several conferences with the Algoma Steel Company, and from Mr. Miller's statement they will have

Talbot leaves this month for England, where he will bring the matter before the directors of the company. If the negotiations are carried through the mill will have 200 tons capacity, and the staff will necessarily be increased to 3,000. It is

no difficulty in securing a site, and, as the Sault's location for securing raw material is ideal, it is altogether possible that the Oswego Bridge Company will locate there.

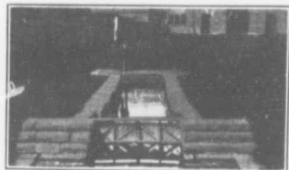
The Hamilton Bridge Co. have had their representative in the Soo recently, and it is said by those on the inside that they have already selected a site for the new factory.

THE STREET RAILWAY.

Sault Ste. Marie has a well equipped street railway, which runs East and West through the city. We are informed that it is to be extended to the new half-mile race track this Spring, via Pim Street and the Great Northern Road, which will bring it within a stone-throw of Rosedale Park and the best residential section on Pim Hill.

LOCK AND KEY.

Canada has many Locks and Sault Ste. Marie has her share of them, but there is only one key that opens the way East and West, viz., the broad channels of the St. Mary's River, which connects Lakes Huron and Superior. The



Westerner who has made his pile, coming East, and the Easterner going West to look for his, cannot overlook the claims of Sault Ste. Marie as a safe and sure investment.

IMPORTANT TO SAULT STE. MARIE.

Taken from "Dun's Review," January 6th, 1912.

The year opens with a pronounced increase in business confidence, based upon the improvement during the past three months, especially in iron and steel.

LAND CANNOT RUN AWAY.

It does not require a Solomon to advise you to invest in land. It cannot run away, nor can it be stolen. Sault Ste. Marie is not a *dream town*, nor a *pin spot* on the map. We have given you many cogent reasons for investment. Can you advance one against? Sault Ste. Marie is a growing town, and a growing town is the place of opportunity. Conservative investment in the choice residential district known as ROSEDALE PARK will clean up a nice profit for you in a few years. We know our land, and we offer for sale only that part which is level and ready for building purposes, with all kinds of drainage facilities, over 100 feet above the River. And we consider the investment SAFE AS A BANK.

OUR ROSEDALE PARK SUB-DIVISION, which we are now placing on the market, will, we believe, eventually become the highest priced residential property in Sault Ste. Marie.

We guarantee title to all purchasers.

REFERENCES:

Imperial Bank of Canada,
Sault Ste. Marie, Ont.
Bank of Hamilton,
Listowel, Ont.

SAULT STE. MARIE, CANADA,
January 10th, 1912.

CHARLES E. SULLIVAN, Esq.,
TOWEL.

DEAR SIR:

Re part South half, Lot 4, Concession 4, Township of St. Mary's. We have searched title to the above property and find it all right.

Yours truly,

O'FLYNN & GOODWIN.

COPY OF LETTER FROM LANG & ROSS,

ENGINEERS AND SURVEYORS,
SAULT STE. MARIE, ONT.

Jan. 6th, 1912.

DEAR SIR:

We beg to report that we have examined that property which may be described as the West seventy-five (75) acres of the South half of Lot four (4), Concession four (4), in the Township of St. Mary's. We find that this parcel is, with the exception of a few scattered trees along the Eastern boundary, cleared

and for the most part, cultivated land. There is a small ravine in the Southwesterly corner running Northerly from McNab Street, some 400 feet, about 80 feet wide and about 15 feet deep at McNab Street, gradually decreasing until it vanishes at its Northern extremity. With this exception the parcel is practically level.

Yours truly,

(Signed) LANG & ROSS,
O.L. Surveyors.

C. E. SULLIVAN, Esq.,
Town.

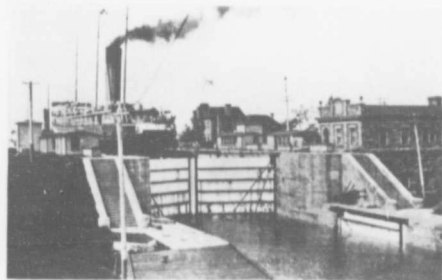
SAULT STE. MARIE, ONTARIO.



St. Mary's Falls and International Bridge.

Sault Ste. Marie is situated at the head of St. Mary's River, which connects the waters of Lake Superior with Lake Huron directly below the Falls of this river, whence the town derives its name.

From an Indian village, a Jesuit mission, and a trading post of the great fur companies, it has grown to be the location of great industrial works and one of the most important points on the main pathway of the shipping of the Great Lakes.



Canadian Ship Canal.

More than three times the tonnage passes through the canals at Sault Ste. Marie in eight months of each year than through the Suez Canal in the twelve months of any year.

Tonnage in 1909, over Fifty-Eight Million Tons.



Panoramic View of Western, or Iron and Steel Group of Industries, the Lake Superior Corporation.



Blast Furnaces Nos. 1 and 2.

Capacity of each, 250 tons per day. Stacks are 80 feet high, and 10 feet 6 inches hearth. Hot metal from these furnaces taken direct to Bessemer Converters.

Blowing equipment consists of four blowing engines with 44 inch steam cylinders and 74 inch blowing tubs.



Blast Furnace No. 3.

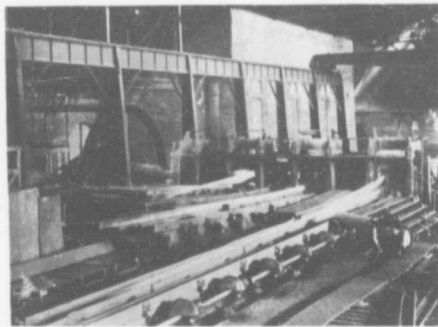
Completed in December, 1910. Stack of this furnace 96 feet high; capacity 450 tons per day.

Equipment in Blowing Engine House consists of eight gas engines, 2,200 h.p. each. Total horse-power in building 17,600. Four of these engines have blowing tubs for blowing the three blast furnaces, and the other four are directly connected with 1,500 K. W. generators for supplying electric power to new steel mills.



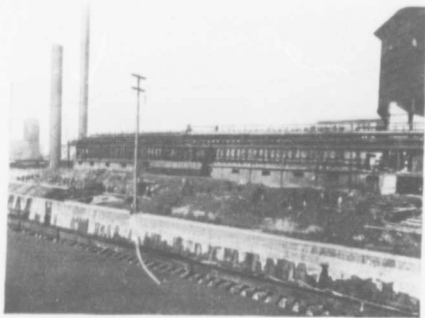
Interior Open Hearth Plant.

Consists of three 40-ton furnaces, producing 280 tons of steel per day. Three additional furnaces of same capacity under construction.



Interior Rail Mill.

Capacity of mill, 1,000 tons of steel rails per day.



By-Product Coke Ovens.

Consists of 110 ovens, Koppers type, producing 1,100 tons of blast furnace coke per 24 hours. Requires 505,000 tons of coal per year from the Company's Collieries at Canneltown, W. Va. By-Products consist of 27,000 tons of tar and 5,400 tons of Sulphate of Ammonia per year, and 7,300,000 feet of gas per 24 hours.



Coal Storage Yard, Dock and Coal Unloader.

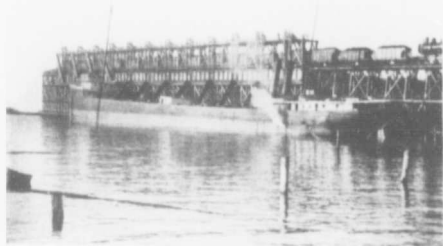
Coal Storage Yard, 1,400 feet by 300 feet, for storage of winter supply of coal for coke ovens. Docks equipped with two unloading machines capable of handling 600 tons of coal per hour from vessels. 650,000 tons of coal handled over this dock during the season of navigation each year.



Rail and Ore Docks.

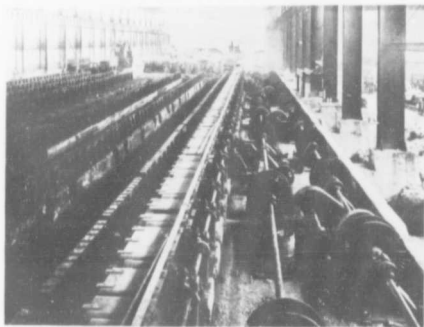
Rail Dock, 450 feet long, for loading steel products into vessels for water shipment.

Ore Dock, formerly 900 feet long, additional 700 feet under construction. Equipped with three ore bridges for handling ore from vessels to docks and docks to furnaces. 650,000 tons of ore handled annually over this dock.

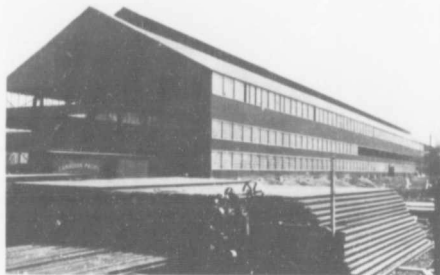


Michipicoten Ore Dock.

Located at Michipicoten Harbour, on the north shore of Lake Superior, 130 miles north of Sault Ste. Marie. Over this dock is handled the product of the Company's Helen Iron Mine, annual production of which is 200,000 tons of iron ore and 50,000 tons of iron pyrites. Dock is equipped with 12 pockets, capable of handling 1,000 tons of ore per hour from cars to vessels.

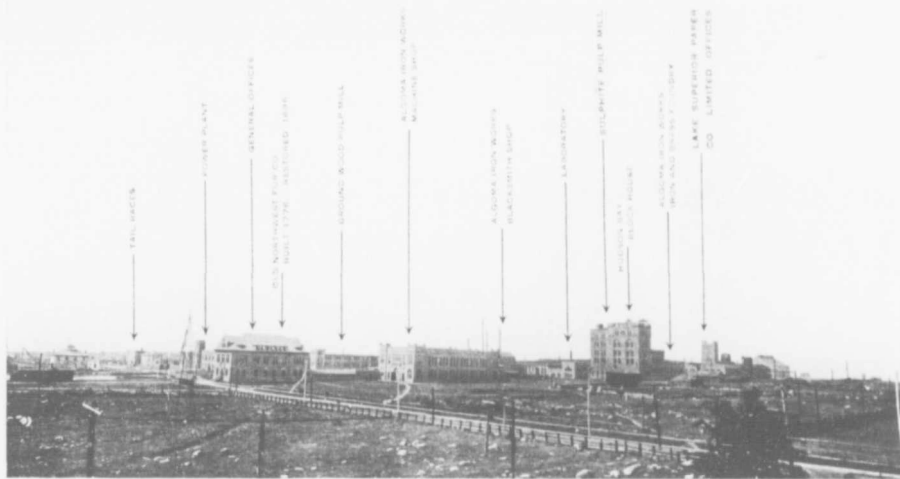


Interior Merchant Mill.

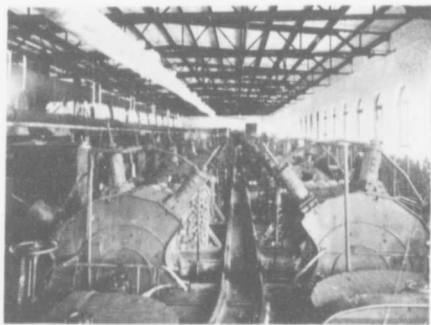


Exterior Merchant Mill.

Completed November 1st, 1910. Equipment includes one 18-inch mill and one 12-inch mill. Product, all sizes of steel, from 3-8 inch rounds to 8-inch beams and channels and 6 inch angles. also spikes, bolts, nuts and track fastenings. Capacity, 400 tons per day.



Panoramic View Eastern Group Industries of Lake Superior Corporation,
 and of The Lake Superior Paper Company, Limited.



**Interior Ground Wood Pulp Mill
of the Lake Superior Paper Company, Limited.**

Produces 100 tons of dry ground wood pulp per day from spruce wood.



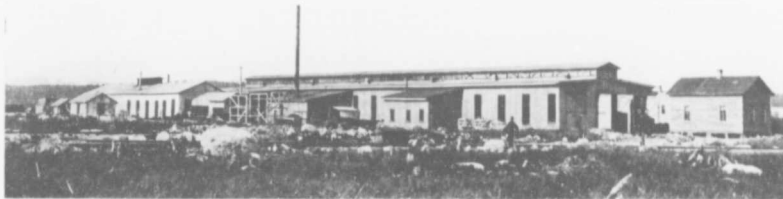
Interior, Main Building, Algoma Iron Works, Limited.

Equipped for both heavy and light work.

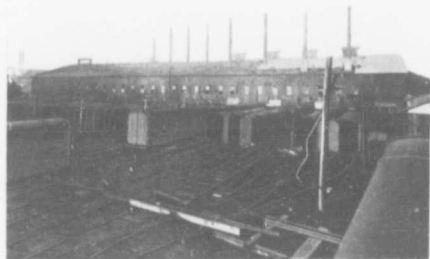


A. C. & H. B. Ry. Passenger Train and Searchmont Station, Thirty Miles from Sault Ste. Marie.

Algoma Central Railway is now operating 70 miles north of Sault Ste. Marie and has 26 miles in operation from Michipicoten Harbor to Helen Mine, and 140 miles under construction, which will be completed by the latter part of 1911, giving a connection through from Sault Ste. Marie and Michipicoten to the Canadian Pacific, and is chartered to be built through to Hudson Bay, crossing the National Trans-Continental and Canadian Northern Projected Routes.



A. C. & H. B. Ry. Car Buildings and Repair Shops—Capacity, eight new cars a day.



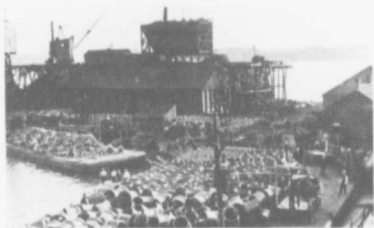
By-Product Charcoal Plant, Standard Chemical
Company.



Steel Plant and Charcoal Plant, from the River,
Looking North.



Northern Foundry and Machine Co., Limited



New Ontario Dock.



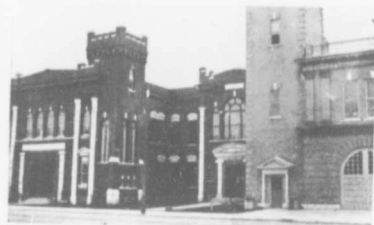
Soo Falls Brewery.



New Ontario Dock.



Panoramic View of the Town of Sault Ste. Marie, Canada.



Town Hall and Library.

26



General Hospital.

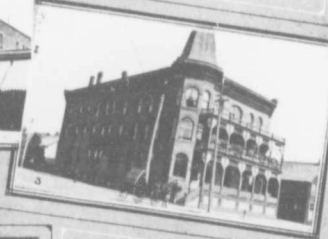


Government Building and Post Office.

27



High School and Technical Institute.



1. International Hotel.
2. St. Charles Hotel.
3. Algonquin Hotel.
4. St. Mary's River Boat Club.
5. Sault Ste. Marie Club.



