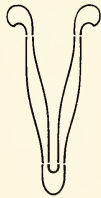
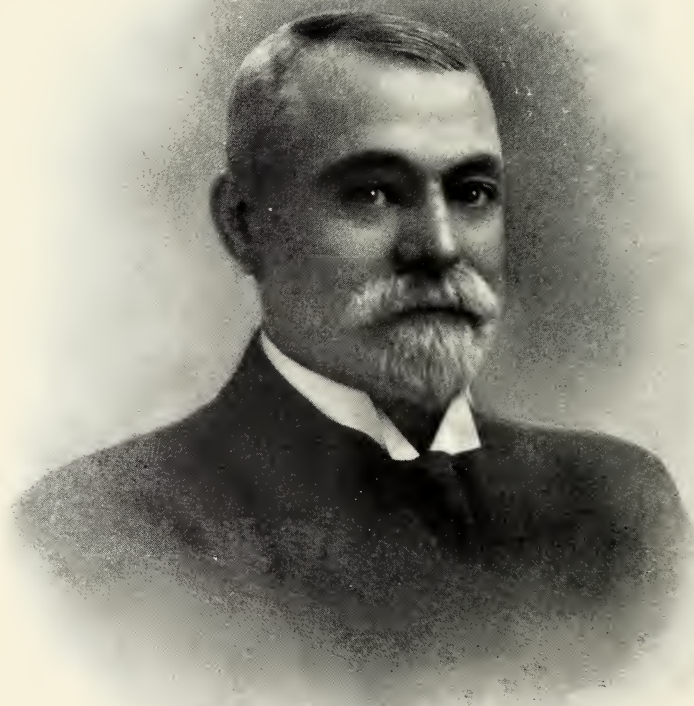


The Thunder Bay Historical
Society

Fourth Annual Report





Peter McKelloe

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER MCKELLAR, Esq.

To the officers and members of the Thunder Bay Historical Society I beg to make the following remarks:

This will be the fourth annual we have published since our inauguration in 1907. We feel that we have gathered much material that is valuable, and will be appreciated more and more as time goes on.

We all regret that our highly esteemed patron president, Mr. Barlow Cumberland, has passed away, in the prime of life. He was truly the father of our society. Another sad event of the year that we cannot forego to record is the death of the great fur trader and statesman of Canada, the Right Hon. Lord Strathcona and Mount Royal.

Several valuable papers will appear in this issue, referring to the early missionary, social and municipal life of the city, early mail carrying and mining, etc., and we have the promise of many papers for the coming year.

A committee is now engaged in getting up a monument or tablet in Fort William on the Kaministiquia River, on the old site where the fur traders had trading posts off and on for over 250 years, or since 1678. Here the early French explorers and associates, the Northwest Company, the X.Y. Co., and latterly the great Hudson's Bay Company had their successive trading

posts where much business was transacted.

The tablet will consist of red polished granite, with a short descriptive history of the pioneer events engraved upon it—about 2,000 words. Its importance to Thunder Bay and to the Dominion of Canada must be evident to those who will give the matter a little thought. The placing of such a monument here will be the means of keeping "green" the heroic achievements of the Canadian pioneers, as it will stand in the gateway of the early fur traders as well as in the "golden gateway" through which now pass the vast Canadian traffic and commerce between the East and the West.

I trust that in future the people of Thunder Bay will show an increased patriotic zeal in preserving the records of early events, viz., the history of our district. Join the society by mailing your address and one dollar to Miss M. Black, Secretary of the Thunder Bay Historical Society, Fort William.

In closing, I wish to express my sincere thanks to those who have helped by contributing papers, and to the officers and members who are standing faithfully by the cause, and more especially to the Secretary-Treasurers who bear the burden of the clerical work.

PETER MCKELLAR.



MISS C. C. GRANT

Secretary-Treasurer's Report

MISS C. C. GRANT

The work of the Thunder Bay Historical Society for the years 1911-12 has been most encouraging. Great interest has been shown in the proceedings of the Society, and there has been a gratifying increase of membership.

Since the last annual report appeared, nine meetings have been held at which the papers printed in the following pages were read and discussed.

An era in the history of the Society was reached in August, 1912, when for the first time the meeting was held in the handsome new Public Library. Through the kindness of Miss Black the strong-box, in which are stored books, papers and documents of value, is deposited for safe keeping in the vault of this building. Thanks are due Mrs. Anderson of Preston, Minn., and Mr. J. J. Wells, Fort William, for valuable historical gifts of maps and

photographs, preserving scenes of the Fort William of long ago.

One of the most enjoyable meetings was that held at the home of Miss Dobie, Regent Street, Port Arthur. Refreshments were served and a social time enjoyed after the business of the evening was concluded.

It is very gratifying to report that the government has shown quite an interest in the work of the Society, inasmuch as an annual grant of one hundred dollars is to be given it, to be used towards the publication of an annual report dealing with the work of the Society.

The balance on hand in the treasury at the beginning of 1911 was \$24.85. Since then \$25.00 has been received in fees which, with the government grant of \$100, leaves a balance in the bank of \$149.85. There were no expenditures.

CHRISTINA CAMERON GRANT,
Secretary-Treasurer.



MISS M. J. L. BLACK

Secretary's Report, 1912-13

MISS M. J. L. BLACK

Mr. President and Members of the
Thunder Bay Historical Society:

I beg to present the following report
as Secretary of our Society.

During the year, three regular meet-
ings were held, one in February, April,
and in October. In addition to these
were two special meetings of the ex-
ecutive.

On February 28th was held our first
annual banquet, which was a most en-
joyable affair. Over one hundred

friends were present, and many in-
teresting reminiscences were told

Several very interesting papers have
been read before the Society, but as
they are being printed in full in this
annual, it is unnecessary for me to
refer to them. They were all very
much appreciated by the members
who were so fortunate as to hear
them read.

All of which is respectfully submit-
ted.
M. J. L. BLACK,
Secretary.

Treasurer's Report, 1912-13

MISS M. J. L. BLACK

Mr. President and Members of the
Thunder Bay Historical Society:

I have the honor to present the fol-
lowing report as Treasurer of our
Society. Yours respectfully,

M. J. L. BLACK,
Treasurer.

1911
Jan. 1. By balance..... \$24.85
By fees 25.00
1912
Dec. 1. By grant..... 100.00

1913	
Mch. 3. By fees	7.00
Jun. 25. By fees	1.50
Oct. 1. By grant	100.00
	\$258.35

1913	
May 8. To printing.....	\$141.60
To charwoman	1.00
Nov. 28. By balance in bank.....	115.75
	\$258.35



MRS. M. SLIPPER

Port Arthur's First Boom

MRS. M. SLIPPER

The history of the early days of the "Twins of Thunder Bay" is glorified with the splendid faith and endurance of the early pioneers. The story of that time of discomfort and hardship is threaded upon a golden strand of cheerfulness, over which we of today marvel and admire. The future, to the settlers of the '70s and '80s enduring the hardships of the bleak, rocky shores of Thunder Bay, was bright with promise—so bright that their faith never faltered nor wavered.

The first hint of the future in store for Port Arthur came with the opening of the Dawson Route, and the activity that awakened that first glimmer of hope came when the engineers in charge of this undertaking selected the site of the present city as the headquarters and made it the base of their supplies. The year 1874 was one of railway excitement for the whole of Canada, and the Dominion, from coast to coast, was thrilled with the idea of a tremendous undertaking. The new country, unaware of its own greatness and wonderful possibilities, was aroused over the daring attempt to link with iron bands the far West with the farthest East, and join together the two great oceans.

June 1st, 1875, the first sod was turned on the C. P. R., and then sprang into existence Port Arthur's first boom. The people seemed to suddenly have realized that Port Arthur was on the pathway of commerce between the eastern and western seaboards and that something wonderful was going to happen right here in the very near future.

Port Arthur's first boom stands out as the most wonderful in the history of the Dominion. It lasted during the construction of the C. P. R. until completion of the "eastern section" in 1885, and those who were here in the "boom days" never expect to experience another period of such dazzling opportunities during their lifetime. It came with a burst of glorious prosperity, excitement was at fever heat, money was more plentiful than any-

thing else. Like all booms it passed as a dream, and the after-effects were disheartening and discouraging; but, to the everlasting glory of the hardy citizens of Port Arthur, not deadly nor disastrous to the life and growth of the city.

To get a faint idea of the conditions of the early days we must go back to the spring of 1870, when the first beginnings of what we now know as Port Arthur were clustered in a small clearing on the shores of Thunder Bay.

This place was then known as the "Station," and the reason for its existence was the building of the Dawson Route to Fort Garry and the mining operations at Thunder Bay, Shuniah and Duncan mines. There was not much to boast about in the way of buildings at the Station. A general store, built by Mr. Thomas Marks, it is said, out of 1,000 feet of lumber rafted ashore, and a number of quite respectable houses and a small dock.

The first ripple of coming greatness reached the community with the arrival of the 60th Rifles, under Colonel Wolseley, in that long to be remembered journey overland to the Red River to quell the Riel Rebellion.

The place received its first honor from the hands of this distinguished soldier, who named it "Prince Arthur's Landing." In 1872 the original town of 534 acres was surveyed and the lots sold at public auction.

The first public meeting held was in the year of 1875, and the subject discussed was "the coming of the railway." We can have a faint idea of what that meant to those people so isolated from the centers of civilization—cut off so many months of the year from all communication east and west. It was that first public meeting, held in June, 1875, in Hebert's Hall, that fanned the spark of enthusiasm which burned so brilliantly in the famous "boom."

It was while going through the records of those early days that the writer came across the story of a win-

ter in Port Arthur which proved that history very often repeats itself, and that this wonderful winter of 1913-14 is not the most wonderful we have enjoyed on the shores of Thunder Bay.

The winter of 1877 and '78, before the coming of the railroad, was even more wonderful. The only communication with the outside world in those days for Port Arthur people, late in the fall, was the tug coming from Duluth. There were no ice breakers or big boats to keep the waters of the Bay stirred up and ward off the grasp of the ice king. The boat for the east left early, not because the weather prevented the running of the boats, but because of the general belief that this place was just on the edge of the polar regions, and so, despite balmy weather and lovely sunshine, the boats stopped running. However, the tug "Siskiwit" made a trip to and from Duluth, arriving in Port Arthur New Year's day with a cargo of green stuff, fowl and fresh meats. But the outstanding feature of that winter was the excursion and picnic on New Year's Day. It was the loveliest New Year's Day—so perfect a day that the people decided it would never do to allow it to pass unhonored, and so it goes down in history as a day observed in a manner that is unique and special. An excursion and picnic

was arranged, the tug "Kate Marks" carried a happy crowd of the leading citizens twelve miles down the Bay to Silver Harbor, and there a picnic was held at the mine and a New Year's dinner eaten with Mr. Parsons.

That memorable winter went down on the records as one with very little snow, much rain and scarcely any ice, and an unusually early spring, the first boat coming in from Duluth the 17th of March. Another thing the people remember of that open winter was the prevalence of "corned beef." There was no fresh meat. The local butchers salted down their stock of beef, and "beef in brine" was the usual item on the menu.

Many people who were attracted here by the first boom remained and are still residents of the city. The population increased so that in 1884 the place was incorporated as a town and named Port Arthur.

Among those whose names are associated with the stirring days of the first boom, and who are still active residents of Port Arthur are such prominent citizens as W. C. Dobie (P. M.), R. E. Mitchell, D. F. Burk, Dr. T. S. T. Smellie, W. S. Beaver (P. M.), R. Nichols, Alderman M. C. Campbell, W. P. Cooke, Colonel Ray, J. M. Munro, W. J. Trethewey, F. Brown, Richard Vigars, W. Vigars, F. S. Wiley.



The Otter Head Tin Swindle

PETER MCKELLAR, Esq.

In the summer of 1872 I called at Silver Islet. Mr. McDermott, the assayer, asked me to go down to his assay office as he had something to show me. This was several white plates of metal, and he asked me what the metal was. I told him it looked like silver. He said it was not silver, but seemed to be uncertain as to what it was. He said he had made several tests and thought it must be tin. Mr. Northrop and Company told him they had discovered immense lodes or veins of this ore in the district, but would not tell where. After that I heard rumors of wonderful discoveries of silver or tin which would stir the mining world when made public. During the following winter there were reports of surveying parties operating in the vicinity of Otter Head.

The following spring Capt. W. B. Frue sent for me and told me to take four Indians and supplies for six weeks, and make a thorough examination of the tin discoveries near Otter Head. He gave me a map of the tin fields, with detailed reports of the various tin veins and deposits.

Otter Head is over 150 miles down the Lake, near Michipicoten. On the fourth day we arrived at the Pocosquaw River, about the center of the "tin section." There were a number of tents on the west side of the river, with Mr. Pennoch and associate (the prospector), Captain Slawson and eight to ten half-breeds. We pitched our tent on the east side. I had met Mr. Pennoch a few times and was intimately acquainted with Captain Slawson, who had been the superintendent of the Silver Harbor mine, in Thunder Bay, while in operation.

Captain Slawson had a tent of his own, and whenever we came to our headquarters on Saturday nights and Sundays, I spent the evenings with him. He was free in giving me information about the affair, from which I gathered that Mr. Pennoch and the prospector were the discoverers and promoters. By their glowing reports of the tin deposits they induced

American capitalists around Detroit to form a company and send out surveyors to survey a whole township (Homer) about two miles east of Otter Head. It extended along the coast for about twelve miles and back from the shore about ten miles. The purchase money and the cost of the survey would probably amount to \$75,000 or more. Mr. Pennoch and the prospector published an elaborated report, with map and detailed plans, of the various deposits of tin ore, one of which Captain Frue gave me.

When the season arrived for commencing mining developments, it was discovered that Mr. Pennoch had not seen the tin deposits. The prospector was the discoverer and the only one who could show them. He insisted on securing certain terms from the company before he would divulge the secret, but the company would not consent to those terms, and much delay was occasioned. In the meantime Mr. Pennoch was trying to induce the prospector to agree, and finally an arrangement was made and the party started for the "tin fields." This party consisted of officers of the company, Captain Slawson, Mr. Pennoch, the prospector and voyageurs. They landed at the mouth of the Pocosquaw River. The prospector again refused to show the tin. After a day or two the party went back to the Soo, leaving Captain Slawson with the Pennoch party pending the solution of the difficulty. Soon after this, I arrived at the Pocosquaw River and was informed of the condition of things by Captain Slawson, who was then in hopes of everything turning out all right. He told me Mr. Pennoch was sure of getting the prospector to show the ore in a few days.

I had four Indians and commenced our explorations the next day. We came back occasionally to the Pocosquaw, especially on Saturday nights, as we spent our Sundays there. One Saturday night I went to see Captain Slawson. He said: "It is all right now; the prospector is going to show

the tin vein to Mr. Pennoch tomorrow (Sunday) and will bring in samples of the vein." The party started in the morning and expected to be back about 5 o'clock p. m. The captain told me to go over about 7 o'clock and he would show me the ore. When I went back, he had a pan full of tin ore which the party had brought. I noticed that the samples were not freshly broken and that they were more or less covered with sediment as though they had been for some time under running water, and I pointed this out to the captain. He then informed me that Mr. Pennoch had not seen the vein yet, and that the voyageurs told him when they landed at a certain place the prospector had instructed them to remain there and not follow him; that he would be back in two or three hours, and would bring specimens out of the vein. The reason for not showing the tin lodes was because, so he stated, he was waiting for an answer from the company that they would concede to his terms.

Before starting for home, on June 22, I told Captain Slawson that I had examined all the localities represented on the plans, and that there were no signs of tinstone lodes or other lodes or any veins, as marked on the plans, and that any mining man, even if he had never been in the locality, could have made such plans and report on the township map as those. To give you a fair conception of the impression that was abroad, especially among mining men, I will quote a few abstracts from the New York Herald: "The tin-producing region, so far as explored and surveyed, extends along the lake shore from Otter Head southeasterly for about twelve miles. New deposits have been successively discovered until now not less than fifty well-defined fissure veins of (tin) ore, with multitudes of feeders, have been brought to light, spreading like a vast network of mineral over the whole area from a point three miles below the Pocasquaw to the Rideau River, eight or ten miles above." "Some of the veins are found to be six to twelve feet in thickness. These veins can be traced with the naked eye from cliff to cliff across the rugged highland. The location of this wonderful and most timely discovery, as already intimated, is on the

north shore of Lake Superior, in Ontario."

The samples of tinstone assayed an average of 33.3 per cent. metallic tin, which is a very rich average.

I quote the above extracts to show the general impression which was abroad about this reported tin discovery.

On my return I reported the conditions as I found them, wholly misrepresentations.

During the latter part of the summer there were reports of a great swindle circulating, and no mining developments in progress. In November I was coming home from Toronto. The steamer called at the American Soo, where it remained for several hours, taking on coal. I met some mining acquaintances, who took me to a room and showed me samples of cement which had been extracted by boring through barrels that had been stored there in a warehouse for months, with destination unknown. They said: "These are to be shipped on your boat; you watch where they will be landed. There is crooked work intended." On our way up the lake, the steamer ran in towards Otter Head, stopped outside and whistled.

A small boat came out and took the said barrels (five or six) off the steamer. No mining man would be so stupid as not to surmise what was intended. I fully expected to hear sensational reports about the Otter Head tin by the coming spring. The people of Thunder Bay knew the results of my examination, and reports from the East were accepted as confirming the same. Reports were rife about the great tin swindle for a time. About mid-winter, letters and papers brought news of the great excitement regarding the genuineness of the Otter Head tin. The famous Capt. Wm. Harris, of the Minnesota copper mine, had made an examination of the vein and ore and made an elaborate report of its extraordinary richness and value. His report was generally accepted as undoubted proof, and much money was paid on the strength of it. A Thunder Bay party wanted to send a surveying party off immediately, and wanted me to join, as there were reports from Silver Islet that a party was being sent off from there.

My friends expressed their sympathy for me for the blunder I had made. I told them not to worry about me,

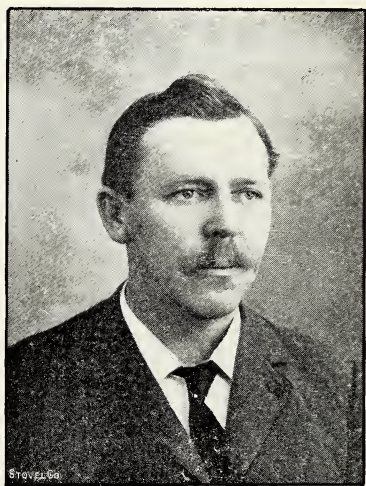
as I was perfectly satisfied to rest my reputation as a mining man on my report, and that they would find out that Captain Harris had been duped or deceived by a manufactured vein. There was great excitement around Silver Islet, and a surveying party with Walter McDermott, the assayer, set off on snowshoes, with toboggans, to secure some of the tin lands. I was surprised to hear that Captain Frue was the head of the company.

Early in the spring Captain Pritchard, with his tug and a party of explorers, was going down to prospect in the vicinity of the Pic River. I went along with my party to explore back of Jackfish Bay. After landing us there, they went on and were to take us up on their way home.

The following day I, with my two Indians, was back on the mountains and heard the tug whistling repeatedly. We hurried to the shore to see what was the matter. When we got on the boat Captain Pritchard handed me a specimen and asked what it was. I said it was tinstone. He asked if I were sure, and I said "Yes." I could not be deceived; the crystals of cassiterite were plentiful, and I had seen lots of it. "Well" he said, "there is great excitement at the Pic. The Indians have brought lots of this ore out of the veins of Otter Head, and the Silver Islet party is busy surveying for miles back. We are going down to get a 'slice,' but we want you to come along." "Well," I said, "I will go. I would go twice that distance to see a manufactured vein. I was on the boat that brought the material to do the work."

On our way down we crossed a number of boats and canoes going along the shore, but we were too far out to hail them. When we reached the harbor we found one man who told us the Silver Islet party had started for home that morning. He said Mr. McDermott had sent an Indian out

the day before yesterday to tell the surveying party to come and bring everything with them. He went with us to show the tin vein which was back from the shore about half a mile. On the way out we passed a number of headless barrels, such as I had seen landed from the steamer. The vein presented the general appearance of well-defined fissure veins, consisting of white quartz with a central grey gangue. The tinstone was all through it in lumps and had been partly dug loose. We cleaned it out to the solid rock bottom, which consisted of black mica at a depth of about two and one-half feet. The cunning genius displayed in the selection of the place and the rock formation was remarkable. The place was a steep escarpment of exposed rock for eight or ten feet. The rock was banded gneiss, the bands being each a foot to two feet thick and consisting of the characteristic minerals, white quartz, black mica, feldspar and hornblende. This gneiss rock has a striking appearance, showing like varied colored parallel ribbons. The quartz, white, hard as steel, is the usual vein stone or gangue of fissure veins, in the granitic rocks especially. The mica is black, soft and easily chiselled. Like usual fissure veins, the strata are nearly vertical. They dug out a mica stratum that was enclosed between two quartz strata to a depth of two to three feet as far as the rock was exposed. This cavity was filled in with grey cement and tinstone mixed through. The metallic bearing stratum of veins is generally in the middle and enclosed within white quartz like this one. The vein presentation was ideal. It is not strange that Captain Harris or any other mining man would be deceived when he had had no opportunity of examining the rock formations in the locality. When we arrived home the "tin bubble" was burst, and the matter settled by law.



J. J. WELLS, Esq.

History of Fort William

J. J. WELLS, Esq.

The municipal history of Fort William would not be complete without referring to its early associations and connections with the municipality of which it first formed a part, and I will endeavor to relate to this society the principal circumstances and events which lead up to its formation and separate existence.

We find that Fort William as a trading post, and in connection with the Hudson Bay and the early voyagers, has an history of more than two hundred years, but of that stage of its existence I will at this writing have nothing to say. My history starts from the time that it had a municipal experience.

It appears, from the best information obtainable, that Prince Arthur's Landing was incorporated as a village in the year 1872.

First we find Fort William a part of the rural municipality of Shuniah, which consisted of eleven townships which at that time represented nearly all of the surveyed portions of the district of Thunder Bay, and was the first organized municipality in the district.

This municipality owes its existence to an "Act of Incorporation" passed on the 29th day of March, 1873, whereby special legislation was obtained granting special rights, powers and privileges to the townships at the head of Thunder Bay, to be organized and known as the municipality of Shuniah.

On the 16th day of June, 1873, under the authority of this legislation, a proclamation was issued by Delevan D. Van Norman, stipendary magistrate of Prince Arthur's Landing, calling for nominations for councilors to represent the municipality of Shuniah, the elections to be held on June 30th following.

The returning officers appointed were: For Thunder Cape Ward, James Hill at Silver Island; McTavish, McGregor, McIntyre and Prince Arthur's Landing, John J. Landy at Prince Arthur's Landing. For Nee-

ing, Paipoonge, Blake, Pardee and Island Ward, at John McLauren's, with Robert W. Gregg as returning officer. The elections were held on the 30th day of June, 1873, and resulted as follows:

Ward of Pardee, Peter Johnson Brown; Ward of Crooks, William Joseph Clark; Ward of Blake, Adam Oliver; Ward of Paipoonge, John McIntyre; Ward of Neebing, John McKellar; Ward of McIntyre, Thomas Andrew Paton Towers; Ward of McGregor, James Flaherty; Ward of McTavish, Peter McKellar; Ward of Thunder Cape, William Bill Frue; Island Ward, John William Plummer; North Prince Arthur Landing, John McGillivray; South Prince Arthur Landing, Cosford Chalmer Forneri.

The above gentlemen constituted the first council of the municipality of Shuniah, and met for the transaction of business on the 14th day of July, 1873. The first by-law, which was passed on this date, was one in connection with the obstruction of streams, while by-law No. 2 was for the appointment of officers. The officers appointed were as follows:

Robert Maitland, Clerk, salary \$300 per year; Charles James Brent, Treasurer, one-fourth of 1 per cent per annum; James Warnock and John Cooper, assessors, salary \$150 each.

By-law No. 3 was in reference to licenses, the annual fee for which hotels were \$65, while that of billiard licenses was \$50. By-law No. 4 appointed Thomas Penfold as License Inspector at a salary of \$20 per annum. By-law No. 5, defining the various school sections, resulted as follows: S. S. No. 1, Prince Arthur's Landing; S. S. No. 2, Neebing or Fort William and the islands in front thereof; and S. S. No. 3 was described as Thunder Cape and Silver Island.

These were the only schools that were in existence at that time, and the by-law in reference thereto was passed on the 16th day of August, 1873. On the 30th day of August a meeting of council was held, and by-

law No. 9, being a by-law in reference to public health of the district, was considered and passed, and the following appointments were made.

Board of Health—Dr. John Alexander McDonell, Noah Keen Street, and George Lewellyn Jones.

Health Officers—Adam Oliver, John McIntyre, Peter McKellar, for what was then known as Prince Arthur's Landing and Neebing, and Dr. Thompkins and Myrom Gilmore for Silver Island.

The following year Silver Islet, Thunder Cape and McTavish Township were withdrawn from the Shuniah municipality.

Up to this time the district was without railway communication, but efforts were being made and several charters had been granted, and in 1873 Shuniah appointed a committee to wait on the Dominion government in reference to placing the terminals for Lake Superior at Thunder Bay. The committee was: D. D. Van Norman, Lawyer Machar and Peter McKellar, but owing to a change in the government, the personnel of the committee was changed and in 1874 another committee was selected consisting of E. B. Brown, M. P., Adam Oliver, M. P. P., P. J. Brown, Thomas Marks and Peter McKellar to collect information and furnish statistics in reference to the location of the Red River Railway.

Efforts were being made to locate this railroad (afterwards the C. P. R.) at Nipigon, and it was the duty of this committee to furnish the government with information sufficient to warrant the construction of the road to Fort William or Thunder Bay, and after much labor, and several years' efforts, it was finally decided that Thunder Bay should be the terminus.

The efforts put forth at that time resulting in this selection did, without a doubt, decide the location of the cities of Fort William and Port Arthur, and to a great extent warranted the conditions which now make them the important places which they are at the present time, and what they will eventually be in the future.

From the year 1874 to 1880 nothing of importance appears to have happened in the District of Thunder Bay or in Fort William, in particular, except the construction of the Canadian Pacific Railway, which at that time

was a proposal only, but became an accomplished fact from Fort William to the west during the year 1883, and the construction of what was known as the Prince Arthur's Landing & Kaministikwia Railroad from Prince Arthur's Landing to West Fort William as a connecting link.

This branch line was constructed during the year of 1878-9 by a bonus of \$35,000 given by the municipality of Shuniah bearing 7 per cent. interest and levied on the whole of the rateable property of the township. These were the first bonds or debentures issued in the district.

This railroad was built for the purpose of carrying supplies from Prince Arthur's Landing (which was at this time the only port on Thunder Bay) to the then terminus of the C. P. R. at West Fort William, but on the completion of the through line, and the development of the harbor at Fort William to a sufficient depth to permit all lake vessels entering the river and discharging their cargoes at the terminal point the road became obsolete and eventually passed into the hands of the C. P. R.

The building of the C. P. R. had by this time assumed commercial and national importance throughout the country, and the growth of West Fort William as the terminal point led to the withdrawal of certain townships, and on the 4th day of March, 1881, on a petition signed by John McKellar, Peter McKellar, Edward Ingalls, P. L. Knappin, Neil McDougall, J. M. Black, Daniel McPhee and P. J. Brown, legislation was secured incorporating the municipality of Neebing, and the townships of Blake, Crooks, Pardee, Paipoonge, Neebing and McKellar Ward, with the islands in front thereof, were permitted to withdraw from the municipality of Shuniah.

This brings us to the second stage of the history of Fort William, and will include and consist of Fort William as part of the municipality of Neebing from the year 1881 to 1892.

The first election was held in April, 1881, and the following were elected as councilors: John McLaurin, Reeve; Chapman Pennock, Paipoonge; Daniel McPhee, Pardee; Alex. Crawford, Neebing; Alex. Stephenson, Blake; Edward Ingalls, Crooks. These gentlemen constituted the first council of the municipality of Neebing, and to

gether with William McLean as Clerk, Archibald McLaurin as Treasurer, and Richard McNabb as Constable, guided the destinies and transacted the business of the new and rising town at the head of the Lakes.

From the year 1881, the formation of the municipality, until the year 1888, there does not appear to have been anything that happened in the district that is of great historic value, but on the 27th day of August, 1888, the Canadian Pacific Railway Company entered into a contract with the McKellar Ward of the township of Neebing, to locate shops and principal works in the district in the McKellar Ward.

This move was necessary in order to fulfill another contract the company had made with the Hudson Bay Company, and to secure land and the locations necessary to bring their business from the then terminal, about four miles up the river to near the lake, and to meet the trade and traffic, which was necessarily being forced upon it in connection with the development of the great Northwest. Elevators began to be built, and freight sheds became necessary, and the situation offered by a river harbor closer to the lake was apparently the desire of the company.

An agreement between the McKellar Ward and the C. P. R. provided for the company to locate their works here in lieu of exemption of taxes for 20 years. Agreeable to this agreement the council left the C. P. R. property off the assessment roll. Some citizens applied to the Court of Revision to have the said property entered on this roll. Being unsuccessful, they applied to the judge, who ordered the C. P. R. property to be assessed. Then it became necessary for the McKellar Ward to apply for a bonus of \$120,000 to the C. P. R. to pay the taxes until such time as the exemption could be ratified by legislation. But it was understood that these debentures would only be used for paying taxes and that the council would accept them good for that purpose, and when the exemption was made law by the government the balance of the debentures would be returned to the municipality.

This contract was ratified by the legislature on the 23rd day of March, 1889, being chapter 66 of 52nd Victoria, and in detail consisted of a

bonus to the company of \$120,000 of 6 per cent. 20-year bonds, with annual charges amounting to \$11,250.

At this time the total assessment of the McKellar Ward was only \$510,620.00, with debenture debt of \$10,500, a portion of which must necessarily fall upon the McKellar Ward of the township.

These debentures were finally returned to the municipality in lieu of a new agreement of exemption from taxes for 20 years, or until December 1, 1909.

This was the first working agreement made between McKellar Ward, or the present city of Fort William, and the Railway Company, and was strictly observed by both parties thereto.

On the 18th day of September, 1889, a bonus of \$2,500.00 was given to Thomas Trotter Thomson, in aid of a foundry to be erected at Fort William, which was ratified under two by-laws, which consisted of \$1,300.00 from the township of Neebing and \$1,200.00 directly chargeable to the McKellar Ward.

At the same time, and under by-law No. 99 of the township, a bonus of \$16,000.00 was given to the Port Arthur, Duluth & Western Railway, for the purpose of assisting them in building the line through and into the McKellar Ward, Fort William, and arrangements were also made for the location of the station on Vickers Street, or the present location of the C. N. R. station.

In order to accomplish this it was necessary that certain additional land should be secured, and through an arrangement with the McKellar Bros. an additional 33 feet was made to Vickers Street.

This entrance and conditions in connection therewith were the foundation of the arrangement necessary to secure the entrance of the now second great transcontinental railroad into the city, as the Port Arthur, Duluth & Western Railway. This road later became the Ontario & Rainy River Railway, and its charter was eventually bought by and is now part and parcel of the Canadian Northern.

The growth and importance of the rising town at the head of the Lakes had now become an accomplished fact, and the building by the C. P. R. of roundhouse, machine shops, eleva-

tors, freight sheds and other buildings in connection with their proposed new terminals was going rapidly forward; and talk of "incorporation as a town" was prevalent.

A special census was taken by Mr. John McPhelen and although the municipal records only showed a population of a little over 2,000, the special census showed a population of over 4,000, or a sufficient number of residents to warrant an application to be made for "incorporation as a town," and in the fall of 1891 application was made to the provincial legislature that it be granted.

The application was successful, and under and by virtue of special legislation we became the Town of Fort William.

This brings us to the third stage of our existence, and I will now endeavor to relate the chief events which took place while we occupied this distinction, but the records up to and including the year 1902 having been destroyed by fire on the 8th day of March, 1903, most of the records and proceedings between the date of incorporation and the year 1902 were lost, and I have had to depend to a great extent upon personal knowledge and hearsay information.

Fort William as a Town.

The act to incorporate the town of Fort William, being chapter 70 (55 Vic.), in its preamble recites whereas the district hereinafter described is rapidly increasing in population and is becoming a manufacturing point and shipping port of considerable importance, and whereas it is necessary to incorporate the said district as a town in order to promote its future progress and prosperity and enable its inhabitants to make suitable regulation for the protection and improvement of property, etc., therefore permission was granted and the boundaries defined, and Edward S. Rutledge, as acting Clerk for the municipality of Neebing, was appointed returning officer for the purpose of the nomination and election. The nominations were held on the..... day of....., and the elections a week later, when the following were returned:

John McKellar, Mayor. Councilors—Ward 1, R. Reese, H. Sellars; Ward 2, R. J. Armstrong, John Morton; Ward 3, James O'Hagan, S. Stevens;

Ward 4, James Hammond, John Armstrong.

Provision was also made for the election of school trustees and all other regulations which were necessary in separating from the township of Neebing, with a special provision that all expenditures in the municipality for any class of improvements for which special provisions are made in the "municipal act" should be provided under the local improvement "act" then in force or hereafter enacted.

The balance of the year 1892 was chiefly occupied in making provisions for the rapid growth of the town, and working out of the details in connection with the separation from the township of Neebing, and an agreement was entered into bearing date of the 16th day of February, 1893, by which Fort William was to assume \$58,500.00 of the then \$69,000.00 debenture debt of the township, which together with a further sum of \$11,000.00, making in all the sum of \$69,500.00 (exclusive of local improvements) was the total debenture debt of the town of Fort William on the 1st day of January, 1893.

The total assessment at this time amounted to \$1,089,288.00 for the whole municipality of Neebing, and the assessment for that part which had become incorporated into and made to form the town of Fort William was \$917,366.00. In the settlement between the township and the town, the following is the detail of the debentures assumed by the town:

Schools (by-law No. 44), \$3,000; foundry (by-law Nos. 95-96), \$2,500; P. A., D. & W. R. R. (by-law No. 99), \$15,000; McKellar Ward improvement (by-law No. 114), \$10,000; sawmill (by-law No. 119), \$8,000; McKellar Ward improvement (by-law No. 123), \$20,000. Total, \$58,500. These amounts were arrived at by a committee of councils of Fort William and Neebing, and agreed to by A. L. Stevenson, as Reeve of Neebing, and John McKellar, Mayor of Fort William, and was afterwards ratified by the legislature under chapter 53 (66 Vic.), passed on the 27th day of May, 1893.

During the years 1894-5 nothing of historic value appears to have transpired at Fort William, but in the year 1896, and after the town had experienced several disastrous setbacks

owing to an inadequate water supply both in regard to quality and expense, a decision was arrived at that it would be absolutely essential for the protection of health and property that a water work system should be installed, and in the year 1896 efforts were first made in that regard.

The first by-law was for \$35,000, and was passed on the 21st day of July, 1897, and during that year the system was installed. At the same time, and under somewhat similar conditions, a by-law for \$13,000 was passed which permitted us to have our city lighted by electric light.

These were important events in the town of Fort William and were hailed with delight by the residents at that time.

Up to the present the town had only a volunteer fire department and brigade whose only source of supply in the case of fire was obtained from a pump owned and operated by the Canadian Pacific Railway elevator B, and about 1,000 feet of hose, which made our fire area very limited, and the only system of lighting consisted of tallow dips and oil lamps.

During these years the population and assessment of the city had not increased as much as we had hoped or desired, and the municipal rolls for 1892 only showed a population of 1980 people while in 1898 it had only risen to 2,075. The valuation of real estate was about stationary, and the property now known as the Murray and Victoria blocks was sold at this time for \$1,500, or 200 feet frontage on Victoria Avenue at the price of \$7.50 per foot, and the total assessment of the town had actually been decreased by a few thousand dollars.

But better times were in store and the possibility of our position and the strategic importance of this point were becoming better known to the outside world, and we find that the eyes of the investing public, in reference to transportation, water power and the resources of the great Northwest were being developed, and the long looked-for and expected situation of our town was being more fully appreciated, which resulted in the efforts of certain people to place the town in the position which it rightly and justly was to occupy in the near future.

The first enterprise or development which was promised, and which had official government sanction, was proposed by Edward Spencer Jenison. After years of fighting, he was permitted by the official arbitrator of the city of Toronto to develop power at or near the Ecatie Rapids, on the Kaministikwia River at Kakabeka Falls, and had made certain contracts with the towns of both Port Arthur and Fort William to furnish them with electric power and water for domestic and other purposes, and the rights given him by the statutes were numerous and highly interesting, and consisted of powers to erect the dam, authority to divert water, to expropriate certain lands, to expropriate highways, authority to convey water across roads and certain lands, authority to make ponds, authority to lower the beds of the Kaministikwia and Mattaurn Rivers, authority to flood ungranted crown lands, authority to erect poles for electricity—all of which were settled by the official arbitrator at Toronto.

This legislation was first granted on the 13th day of April, 1897, and was afterwards confirmed by the additional legislation in April, 1899, and consisted in short of a scheme to conserve the water of the Kaministikwia River, and diverting its flow across the townships of Oliver and McIntyre to a location north and west of the towns of Fort William and Port Arthur, and within a short distance thereof.

In obtaining this legislation, Mr. Jenison had numerous trials, sittings of the board and other difficulties to contend with, but eventually, under chapter 120 (62nd Vic.) obtained the rights for which he had long striven and secured agreements with the towns of Fort William and Port Arthur for the sale and disposal of his electricity, water and power.

The proceedings which led up to and made possible the development of Kakabeka Falls were long, tedious and costly, and great credit is due to Mr. Jenison for the persistency with which he pursued and made possible his favorite scheme; and it may be truthfully said that no one but a person possessed with indomitable energy, tenacious persistency of purpose and wonderful powers of endurance would accomplish the desired re-

sults, but as will be afterwards shown, while Mr. Jenison did all of the pioneering, he was not permitted to make the development nor obtain the reward of his genius.

The year 1897 only appears remarkable, as far as Fort William is concerned, because of this legislation and proposed development, which was continually being brought before us by other parties and our own efforts, and we find that the Clergue interest of Sault Ste. Marie, and others, were after the same privilege, and made several trips to Fort William in reference thereto.

During this year real estate seems to have reached rock bottom, and the few small sales of property that took place in Fort William were of remarkable low price.

Nearly all of the half-acre lots in the town plot were assessed for \$45, and several sales actually took place at this figure.

Several lots were disposed of on Syndicate Avenue, between Victoria Avenue and the present Union Station, at a price of \$175 for 50 feet, and the tax sales held by the town of Fort William in some instances did not realize the taxes due upon the property, land frequently being sold for the cost of advertising.

The total taxable assessment had also fallen to \$891,975, or the lowest record in the city. But the pendulum had started to swing, and we find from this date onward a slow but steady growth. The population began to increase more rapidly, and within a few years we find our town rapidly improving.

During the year 1898 we have nothing of importance to record, but in the year 1899 we find that several by-laws of more or less importance were presented to the people. For instance: By-law No. 205, entitled "A by-law for granting aid by way of a free site to W. W. Ogilvie for the erection of an elevator and flour mill," and by-law No. 227 to authorize the issue of debentures for \$25,000.00 to aid in the erection of a copper smelting establishment, and for \$50,000.00 to aid in the establishment of a blast furnace by the Mattawin Iron and Mining Company, Ltd.

Although ratified by Parliament, these latter two unfortunately failed to materialize, but in the Ogilvie

Flour Mills we have today the first and most important industrial establishment in the city of Fort William, and one which is of international reputation throughout the world. The agreement with the town of Fort William consisted of the gift of the site which cost \$25,000.00, and exemption from taxation for all except school taxes for twenty years.

From incorporation to the 1st of January, 1899, Mr. John McKellar had been mayor, without a break, for a period of seven years, and retired voluntarily after years of active, energetic and painstaking service, wishing to be relieved of his municipal and public duties to enjoy a few years of private life in store for him.

On the retirement of Mr. McKellar as mayor, Mr. C. W. Jarvis was chosen, and for the years 1899 and 1900 represented the town of Fort William in that position.

The water works system had also become insufficient, and during the year 1899 a further debenture of \$35,000 was sold in order to bring the system up to date, and further debentures amounting to \$14,000 in connection with our electric light.

In the year 1901 Mr. W. F. Hogarth was chosen as mayor, and owing to the condition of the money markets it was deemed advisable (and the "Act" respecting the town of Fort William recited that whereas the said corporation has been unable to dispose of all its debentures at par, or to realize upon them except at considerable sacrifice, owing to the low rate of interest they bear) that permission be granted to raise the rate of interest from 4 to 4½ per cent.

This permission was granted under chapter 51 (Edw. VII.), and consisted of power to extend the time for the completion of the works proposed by Edward Spencer Jenison to such time or times as the council in its discretion may determine, and of the raising of interest on by-law 196 for \$5,000, by-law 199 for \$2,000, and by-law 205 for \$25,000.

For the year 1902 Joshua Dyke was elected mayor, and events of more or less public interest and historic value were being considered almost every day.

The town had, during the year 1901, adopted the policy of furnishing its own telephone, and the plant was in

full operation in opposition to the Bell Telephone Company, in the fall of that year. It was in complete working order during the spring of 1902, and the central station, which was located in the old town hall, was giving entire satisfaction when, unfortunately, one of the telephone wires became crossed with an electric light wire and caused the fire at the town hall which destroyed the central plant and unfortunately nearly all of the records of the town; therefore the history of Fort William, from its date of "incorporation as a town" until 1902, must necessarily be recorded from hearsay information, which I have done my best to verify, and would be pleased indeed, should the Society notice any errors, to have such errors rectified before this article is filed.

The spring of 1902 promised several important undertakings, and the burning of the town hall necessarily forced the situation, and plans for a new hall had to be obtained. Rush orders for the construction of the central telephone station were immediately proceeded with, and the Kakabeka Falls development had not as yet materialized, and legislation had to be secured confirming all tax and assessment rolls, and ratifying and confirming all sales of land for taxes.

The consolidation of our floating debt, which at this time amounted to \$17,000, had to be secured, and owing to default the previous legislation secured by Edward Spencer Jenison had to be terminated, and the town was given all of the rights, under certain conditions, which were formerly given to Mr. Jenison, and a short agreement was also made between the town and the Kakabeka Falls Land & Electric Company, by which the town had the right to transfer and assign all its rights, powers and privileges in the legislation referred to, to the said company, together with the restrictions thereby imposed.

This is the first appearance in this proposition of any person or company other than Mr. Jenison and the Clergue interest, and this company eventually becomes, and secures the necessary rights which enabled it to form the Kaministikwia Power Company of today.

The population of the city had now increased to 4,793 souls, with a total

taxable assessment of about \$1,050,000.00.

The Copp Foundry was built and became an alive industry during the year 1902, and to meet necessities of the education of the youth, several schools had been erected, and a partial system of fire protection was established at West Fort William.

The year 1903 opened with Joshua Dyke as mayor, and many important municipal propositions awaiting the consideration of the new council. The chaos which was occasioned by the burning of the town hall was now nearly forgotten and the municipal matters were in the meantime settled and disposed of by legislation and otherwise.

The efforts of the Bell Telephone Company to discredit municipal telephones was, by the loyalty of the citizens, and the willingness of the subscribers to meet the inconveniences which necessarily followed this destruction by fire, easily overcome.

Once more it was found necessary to have special legislation in reference to certain matters, and we find that in March, 1903, legislation was enacted legalizing the Copp Foundry bonus, the expenditure of \$40,000 on electric lights, and the improvements to Victoria Avenue sewer; and, owing to the death of Mr. W. W. Ogilvie, legislation was necessary to enable the town of Fort William to transfer his privileges to the Ogilvie Flour Mills Company, Ltd.

It was also thought necessary that the telephone system should be handed over to the board of water and light commissioners; and, owing to certain representations which appear to have been made by friends of the Bell Telephone Company, legislation was secured forbidding either Fort William or Port Arthur to lease or sell their telephone system without the approval and consent of the qualified rate payers, and we find that in accordance with this legislation reciprocal arrangements were made, which have been equally advantageous to both towns without additional expense.

The prospects of the construction of the third transcontinental railroad, and the necessary legislation having been passed by the Dominion government, the incorporation of what is known as the Grand Trunk Pacific

Railway Company had forced us to look to them as the means to the end, but as yet the details had not been settled, nor had the terminals at Thunder Bay been decided upon.

The railway company at this time was vigorously prosecuting a survey of that portion of land lying west of Bare Point and north of Port Arthur, and it appeared almost certain that the terminals would be located at that point, but it was also quietly working for a portion of the Indian Reserve, to the south of Fort William, and the uncertainty in connection with the location was causing considerable rivalry between the two cities, and, as will be shown later on, Fort William was successful.

At the municipal elections of January, 1904, Mr. C. H. Jackson was returned as mayor, and we find that, owing to the several matters which were constantly before the town and which were not yet settled, special legislation had to be resorted to.

In the spring of 1903 the city had secured legislation repealing two "Acts" in reference to Edward Spencer Jenison's development of Kakabeka Falls, and he not being satisfied with this legislation, made a determined effort to again reinstate himself in connection with this work. He was successful, and on the 26th day of April, 1904, he secured the passage of an "Act" restoring to him the rights, powers and privileges previously conferred upon him by his two first mentioned "Acts," with a special provision in reference to the assignment of these rights, as it would appear from the legislation granted that he was only securing his previous rights for the purpose of handing them over to some other parties already known and in existence. The agreement of April 11th, 1904, was on somewhat different lines than the agreements heretofore made by him.

The price of real estate was increasing by leaps and bounds, and we find that the taxable assessment had more than doubled in the past few years; sales were plentiful, and circumstances were not rare that in order to obtain transfers of property it was necessary to register several agreements.

During the fall of 1904 the city hall was completed, and the clerical staff and different officers were assigned

to the new building, and several changes were found requisite before the staff found everything in first-class working order. But by the spring of 1905 conditions had greatly improved, and we find an almost completely new set of officers installed and the affairs of the town being conducted on strictly business lines.

The utilities of the town had grown very rapidly, and it was necessary to pass several debenture by-laws to provide the funds which were constantly being required to meet the extensions necessary.

The water works, electric light and telephone systems were all given the sums required to meet these extensions, and provision was again asked in connection with the validating and confirming of the several tax sales which took place prior and up to this time.

Land was becoming more valuable and the assessments and rates were being better paid, and the town of Fort William was apparently fast assuming the proportions which would entitle it to be ranked as a city.

The population had reached the number of 7,832 while the assessment had risen to over \$3,000,000, or three times the valuation of the year 1896, ten years before.

At the election in the spring of 1905 Mr. E. S. Rutledge was returned as mayor, and during the spring of this year legislation was secured ratifying and confirming an agreement between the town and the Grand Trunk Pacific Railway Company, by which we gave them a bonus of \$300,000 in cash, and an additional \$50,000 on the completion and construction of a bridge across the Kaministikwia River for public use in perpetuity.

The company had secured 1,600 acres out of the Indian Reservation for the purpose of its terminals, works and head offices, and the town had agreed to give them rights of certain streets upon approval by the Dominion railway board. In addition to this, exemption had been granted for fifteen years from all municipal rates, taxes and exemption (except school taxes) on all lands, buildings and structures acquired and held for railway purposes. This by-law had been ratified by a vote of the qualified electors by 777 for and 55 against, or the largest vote that had been given

on any by-law at Fort William up to this date. This constituted the basis of an agreement between the town and the Grand Trunk Pacific Railway Company, by which we secured the entrance of the third transcontinental railway in Canada, and it marked an event which placed us in a very enviable position in connection with the transportation problems of the Dominion and our future success as one of the more important cities of Canada.

It was during the summer of this year that the Honorable Sir Wilfred Laurier, Premier of Canada, visited us and turned the first sod in connection with the construction of this road.

The gross debenture debt had also increased to a little over half a million, the exact amount being \$543,567.35.

During the year 1906 we find that, owing to the growth and extension of our town, we were compelled once more to make extensions in connection with our water, light and telephone systems, and money being easily obtainable we were able to secure what we required without much trouble. Our 4½ per cent. debentures could easily be sold at or near par, and an extensive program of local improvements were being carried on to meet the growing needs of the town.

Owing to our source of water supply (the Kaministikwia River) having become contaminated, we were forced to look for new conditions, and we naturally looked upon either Loch Lomond or Lake Superior.

After due consideration, Loch Lomond was chosen, with Crescent Lake as a temporary supply, and a by-law for \$125,000 was passed, enabling us to proceed with the work.

The next obstacle encountered was the tunneling of the mountain in order to draw our supply by gravitation from Loch Lomond, an undertaking which would necessarily entail the expenditure of a large amount of money together with at least three years hard and difficult work. The initial proceedings had been settled, legislation secured and funds obtained, and an engineer appointed who was to have entire control of the work. The engineer in question was Mr. H. Sydney Hancock, Jr., C. E., who associated with him during the

initial stages of the work, Mr. F. C. Fforde, C. E., as his assistant.

The final plans having been prepared, and details of the construction settled, Fort William was enabled to secure at a cost of about half a million dollars a water works system which is unexcelled in the Dominion, and, in comparison and extent, perhaps exceeds any system on the North American continent.

Great credit is due Mr. Hancock and the City of Fort William, for their three years of hard, intricate and persistent labor, and the skill which enabled Fort William to secure the great advantage which we now possess, that of having an unlimited supply of good pure water.

For the year 1907 Mr. E. S. Rutledge dropped the position of mayor, and became chairman of the board of commissioners, which had now become a very important body, the receipts and expenditures in connection with which during construction about equaled at this time the receipts and expenditures of the municipal council of the city.

Mr. James Murphy had been elected mayor, and the assessment and population had increased to such an extent that it was deemed necessary and advisable to become "incorporated as a city."

On application being made to parliament, an "Act" was passed on the 20th day of April, 1907, by which we had now reached the height of our ambition, and became "incorporated as a city." There was at this time (and according to the records of the municipal roll) a population of 13,822, or 3,000 more than was necessary to secure the enviable position.

The "Act" incorporating Fort William as a city did not change any of the provisions by which we became "incorporated as a town," and all of the rules and regulations governing Fort William still became applicable to us as a city.

It was during this year that the statute in reference to the construction of sewers was changed, and we now find that in future all sewers constructed in the city should bear a uniform frontage charge of 11 cents per foot, without referring to the actual cost of the sewer, with special legislation in reference to corner lots.

Power was given the city to construct all private sewer connection in their entirety and charge the same against the property benefitted, in equal payments covering a period of five years.

Provision was also made for an issue of debentures amounting to \$10,000, to cover the expense incurred by the local board of health, with an additional privilege of levying a rate of not more than 4 cents per frontage foot, for the purpose of establishing a depreciation and contingent water works fund. This was found to be necessary from the excessive cost for a city of our size and population having expended such a large amount of money in connection with our water works.

Several by-laws were also confirmed ratifying and confirming the various issues of local improvement debentures, which had been neglected owing to the loss of statistics in connection therewith during the town hall fire.

It might be worthy of note to mention that power was also obtained by the city to bridge the Kaministikwia, McKellar and Mission Rivers for the purpose of making accessible Islands Nos. 1 and 2, and the Indian Reservation, and giving connection to this portion of the city. This privilege, however, was never used, as the Grand Trunk Pacific Company had agreed, and were preparing to construct, a bridge in West Fort William, and the C. P. R. was also negotiating for bridges connecting Islands No. 2.

The drinking water for the inhabitants of the city was obtained from an artesian well sunk by the town a number of years ago and proved a God-send at this particular time. The tunnel at Loch Lomond and the temporary supply from Crescecent Lake was being vigorously prosecuted, but was not as yet a reality.

The assessment had increased by leaps and bounds, and we find that the assessment during the past two years had more than doubled.

The total taxable assessment at this date being \$6,326,279, the total taxable revenue amounted to \$110,570.45, or more than six times what it was in the year 1892.

Building was now very general, and we find that our city was fast assuming a solid and permanent growth,

and blocks of very substantial character, and representing a large amount of money, were springing up on all sides.

In the year 1908 James Murphy was re-elected mayor by acclamation and E. S. Rutledge returned as chairman of the board of commissioners. This was no doubt considered necessary and proper, owing to the fact that the large and important water works scheme was still uncompleted, and it was not deemed advisable to change officers while this work was in progress.

The temporary supply at Crescent Lake had been connected, but it was found that this would be at best a temporary solution in connection with this important part of our municipal requirements, and every effort was being made during the year to penetrate the mountain by means of the tunnel.

Once more it was found necessary to apply to the legislature to ask for certain legislation, and we find the city applying for an "Act" to confirm all tax deeds and tax sales that had been issued or held prior to that date.

They had also obtained, by arbitration, the power to own and control the street railway, and additional powers were required for the purpose of issuing debentures and making the necessary extensions in Fort William.

The McKellar Hospital had, up to the present, been doing a good work, but it was now found that the building was too small, and accommodations so inadequate that in order to make the necessary extensions it would be necessary to secure more money, and power was given the city to guarantee debentures to the extent of \$45,000 to secure the desired results. The name was changed also, and a portion of the original title was dropped, and was henceforth to be known as the McKellar General Hospital. Power was given to the city to purchase lands, among which was included a site for a fair ground, which site is situated on the northern limits of the town and partly in the city of Port Arthur.

But by far the most important legislation granted that year was in connection with the Fort William Car Company, which consisted of a bonus by the city of \$50,000, and the guar-

antee of 6 per cent. first mortgage bonds by the city up to \$600,000.

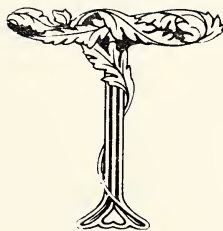
While this special contract was never fulfilled, yet it opened the question and directed special attention and capital to the fact that Fort William was a logical spot for the construction of this class of work, and no doubt laid the foundation for that industry which is now nearly completed, and which it is confidently expected will make Fort William one of the big manufacturing centers of Canada.

The city still continued to grow very rapidly and we find that in the year of 1908 the assessment had in-

creased until it reached the total of \$8,259,087, while the population had risen to a total of 16,242.

The debenture debt had also grown, and we find that the returns for 1908 gave us a total debt of \$2,058,205.25.

Fort William was now making history very rapidly, and to enumerate all of the principal events would be almost impossible, and besides we have passed the early stages where history is unobtainable, and it will now be extremely easy for any person to take up the work from this point. Without trespassing further upon your time and patience I will, for the time at least, ask to be excused.





MISS J. ROBIN

The Story of Fort William Mission

With a Brief Sketch of Some of Its Missionaries

MISS J. ROBIN

On the bank of the Kaministiquia River, where the mission and Kam. Rivers meet, there lies one of the historic spots of Fort William's early days. This land was at one time the Indian Reserve, familiarly known as the "Mission," for on that spot stood the church and missionaries' home; but it has now undergone many changes.

In the spring of 1905, when it was announced that the Grand Trunk Pacific were to make their terminals at the Indian Mission, the news came as a thunderbolt to the Indians, and at first some of them were inclined to be rebellious and obstinate, but with the kind, gentle influence of Rev. Father Lamarche they were easily subdued.

Old residents to whom the Mission is a dear and familiar spot will hardly wonder at the Indians leaving with regret the place they had been accustomed to call their own; for, by historical as well as religious association, these Missions visibly link them with the past of their race.

But talk of reserves to the various tribes of Indians—to tribes whose hunting grounds were nearly half a continent! Is it any wonder that the older and more thoughtful of the tribes spent their lives in sad day dreams, on the epoch when they were undisputed masters of all the Great Lakes, of all the noble rivers, of the rich woodland and of the sunny glades?

From the founding of the Fort William Mission the spiritual welfare of the Chippewa tribe here has been entrusted to the Jesuit Fathers. As appears by the ecclesiastical records, to Father Fremiot is ascribed the honor of being the first missionary who came to begin the work of founding the Mission, although other missionaries had touched our shores at a much earlier date; missionaries who during the days of the early trading posts had come from the old land to

christianize the savages on the shores of Lakes Huron and Superior; missionaries who have filled the woods and fields of parts of Canada with memories of heroism as disinterested and devoted as any that history has to record. In a letter to a friend, one of them tells how he was tired out by paddling all day with all his strength, wading the rivers through mud and over sharp rocks which cut his feet, carrying the canoe and other luggage through the woods to avoid rapids and frightful cataracts, a little pounded maize and water his only food.

Rev. Father Fremiot came to the Mission in 1848, where he was joined soon after by Father Choni, and many were the hardships they endured as they paddled their way along the shores of Lake Superior. Their sojourn at Fort William was not less painful, for in those days it was yet a region of wilderness, with no regular communication with other countries, inhabited only by the Hudson's Bay employees, traders, trappers and the Indians and half-breeds.

The next in the list of missionaries at the Mission is Rev. Dominic Du Ranquet. Sketches of his life, gleaned from missionary records, serve to show with what heroic and self-sacrificing zeal this man was endowed. Father Du Ranquet, whose family belonged to the old French nobility, was born at Chalus (Puy du Dome), France, in 1813. On April 24, 1842, he bade adieu to "la belle France," and came to Canada, where he arrived June 1st, 1842.

After a few months at Oka, near Ottawa, studying the Indian tongues, he began his long career of suffering and isolation among the Ojibwas along the lakes. At that time several palatial steamers plied the waters connecting the American cities of the lower lakes, but Father Du Ranquet, being often without means, did not blush to journey in his humble canoe.

At the sight of this canoe drifting along the shores who could dream of the moral grandeur of the one it carried?

Father Du Ranquet came to Fort William Mission in 1852, before the construction of the Canadian Pacific, and during half a century he followed the Indians along the rivers and lakes of Ontario, from Nipissing to Fort William and beyond. The old missionary had several narrow escapes from drowning and starvation in his long, lonely journeys on the shores of Lake Superior in ante-railway times. Many of the facts that are still preserved by the Indians border on the marvelous.

At first many difficulties were encountered with the band of Indians at the Fort William Mission, especially with the old chief, Peau de Chat.

In the midst of all these tribulations their existence was the most miserable to be imagined, for in the old days the missionaries did not dwell in the imposing stone building with every modern improvement that we see today. Their rude lodgings, built of a convenient height, walls covered over with birch bark, the low entrance door through which innumerable mosquitoes entered and gave them no peace by night or by day, smoke the only means of keeping them at a respectful distance.

Several times the chapel and residence were the prey to flames. The first, a poor, miserable cabin which served as a chapel, was destroyed by fire; the second, a small log house of timber scarcely hewn, was also destroyed. The same with the residence. It was winter; while at dinner the Indians rushed into the house shouting, "Father, Father, your house is burning!" Everyone rushed to the scene. Bucket after bucket of water was carried from the river, but of no avail. Nothing was saved. First the log cabin and then the log chapel were doomed to flames. We read how the Rev. Father Choni described to a friend their mode of living, fish and game their only food, potatoes only at rare intervals, and these dishes always cooked without salt or seasoning of any kind. Father Choni admits with a smile that these were not always agreeable to the taste, but not a word or murmur of complaint ever crossed Father Du Ranquet's lips.

Once in the fall two of the Indians made the trip to Sault Ste. Marie to procure flour that the Father might have bread during the winter. To the present generation this may seem an exaggeration.

Father Blettner was the next missionary to come to the Mission, arriving here in 1874, remaining until his death on January 30th, 1882. He exercised for several years the office of Superior. Father Blettner was a man of superior talents and held several important offices before coming to Fort William. But here at the Fort William Mission this man, endowed with so many brilliant talents, was to end his long, useful career. During the last years of his life he was constantly an object of admiration to all those who saw with what courage, zeal and ardor he continued to work for the glory of God, notwithstanding his infirmities.

The Rev. Joseph Heberts, succeeding Father Blettner at the Mission, did great work in educating and civilizing the Indians in this district. During his residence as Superior of the Mission he built the stone buildings which now stand. He died at the Mission of Fort William, where he had spent many years for the spiritual and temporal welfare of his loved Indians, and his remains were laid in the church yard beside his brother missionary.

Father Specht, who was ordained at the Mission and well known to old residents, was at the Mission at the time of Father Hebert's death. Succeeding Father Hebert, each in turn, were the Rev. Father Beaudin, Father Nadean and Father Lamarche. Father Lamarche was Superior here until September, 1907, when he was called by his Superior to the Missions of Lake Nipigon. He was ably succeeded by the Rev. Father Dugas, who for many years followed faithfully and with untiring zeal the Missions of Lake Nipigon.

The Orphanage at the Mission.

Among the religious who have labored hard and faithfully to instruct and educate the Indians here, special mention must be made of the good Sisters, the "Daughters of Mary," composed of Sister Josephine Martin, Superioress; Sisters Tellier, Nagle

and Madden, who came to the Mission in the fall of 1870 and opened one of their homes. In a short time they had gathered in quite a houseful of little waifs and orphans. Hard were the struggles to give these orphans food and clothing, for the Mission was poor and the remuneration received from the government was small. The Sisters met with many difficulties and had to shoulder more than one burden. They bore it all very patiently, however, and little by little, as their work and devotedness became better known, they won of all who had the happiness of coming in contact with them, the admiring respect almost amounting to adoration.

Governor John McIntyre, who was factor to the Hudson's Bay Company at the Fort, was extremely kind to those in charge of the orphanage. Among others who showed marked kindness to the Sisters were Dr. T. S. T. Smellie and the late John McKellar. Dr. Smellie is one of the pioneer physicians of Fort William. The doctor had many a weary, cold tramp through deep snow, visiting his various patients, scattered here and there through the country.

Some of the old residents who attended the Mission church still remember Sister Josephine Martin, Superioress. Her gentle face was quite a study as she sang the Indian hymns, her right hand in motion as though an instrument were before her (there was no organ in the church in the early days). Later on, during the construction of the Canadian Pacific, Sister Nagle could be seen visiting the various camps along the line, soliciting subscriptions for the support of the orphanage and to enlarge the building, which had grown too small for the number of orphans, who were continually knocking for admission under their loving care and protection. Therefore Sister Nagle, on her "begging errands," was always generously and cordially received. In those days was built the convent that was burned down with the church and priest's residence during the fire of April 10th, 1895. For when the stone building was built the old frame residence of the Fathers had been left standing beside the church, and stood there as an old landmark of earlier days.

After fifteen years of untiring zeal

and labor they were recalled by their general Superioress, who lives in Paris, France. On the day appointed for leaving, Father Hebert, accompanied by the Brothers of the Mission, a number of Indians and some white people, went to the convent to bid the sisters farewell. An address was then read, in both English and Indian. Everyone expressed sincere regret at parting, and Sister Martin in a few words thanked the assistants. The Sisters affectionately shook hands with everyone present and were accompanied by them to the Steamer Kakabeka (then plying the waters between Fort William and Port Arthur where the final farewell took place.

The Daughters of Mary were succeeded in the good work by the Sisters of St. Joseph, who opened up their Mission House in 1885. Their maternal care towards the orphans and their labor of love and mercy was carried on among the Indians, until they too were compelled to make way to the demands of the Grand Trunk. They consequently opened up an orphanage and boarding school on Franklin Street; but of the Sisters of St. Joseph we will not dwell longer. Their constant efforts to instruct and educate young girls is well known to the people of this vicinity, who know how to appreciate true zeal and devotedness.

But alas! Many changes have taken place since the beginning of our story. The Jesuit Fathers and Brothers have gone, their many acres of cultivated lands have been abandoned. The little, neat, white church which at one time stood between the convent and priest's home, was torn down to be rebuilt at Squaw Bay—now called Mission Bay. How peaceful and quiet that small church seemed, as its bell pealed forth on Sabbath mornings, reminding its members of the reserve and whites from across the river of the hour for worship, for many were they who wended their way thither. The Indians have all deserted their old homes, and at the call of the white man have fled to new homes, some at the foot of Mount McKay, the remainder at Mission Bay. The Sisters were the last to leave, thus breaking the last link and old associations of our dear old Mission, for even the dead were removed. The

cemetery, which lay back near the convent, where slept the dead for many years, was removed—the Indians to Mission Bay, and the few whites whose relatives still resided here were claimed by them and removed to this side of the river.

* * * * *

It was spring and I stood on the banks of our noble Kaministiquia, watching with a pang of regret (for those old landmarks are dear to the hearts of old-timers) the many changes going on across where a short time before stood the trees in the field beyond, with Mount McKay in the background, where the river banks were once clothed to the verge with rich woods that put forth their young foliage reflecting in the quiet waters below as though through a mirror. But alas! Our beautiful scene has all vanished. The trees had all been felled and there lay a vast bare field. How changed it seemed! Even the

birds of the air seemed to feel the desolation and dreariness of the landscape, for they could be heard in the distance plaintively calling their mates.

But months have elapsed, and we look on with wonder at the wonderful changes still going on. The venerable stone building for so many years the home of the Jesuit Fathers, is now occupied by officials of the G. T. P. In a few months more will be seen on that land the extensive works of the G. T. P.

The historic ground is now covered with elevator, coal docks, freight sheds and tracks. The Mission River is now dredged out to admit the large lake vessels which come in our harbor, and on its banks, and on the Kaministiquia, will be built miles of docks, for the Grand Trunk Pacific, like the Canadian Pacific, will make Fort William the terminal of their northwest grain transportation company.





S. M. Keller

History of the Post Office and Early Mail Service

DONALD MCKELLAR, Esq.

Fort William was an important place one hundred years ago, as the following extracts denote:

La Houtain's Memoires say: "At some seasons of the year no less than 3,000 traders, trappers and their families were assembled at Fort William, which had become the chief entreport of the Northwest fur traders."

From the Rev. Dr. Bryce's book on Manitoba, Mr. Frencechere says: "In 1814 Fort William had really the appearance of a fort, from its pallisades fifteen feet high, and also of a pretty village from the number of buildings which it encloses. In the middle of a spacious square stands a large building elegantly built, in the center of which is a room 60 feet long by 30 feet wide, decorated with several paintings. It is in this room that the agents, clerks and the interpreters take their meals at different tables. At each end of the room are two apartments for the partners in the principal factory of the Northwest Company."

In 1816 Lord Selkirk, with his noted De Murons soldiers, 250 in number, landed and took possession of Fort William, making prisoners of the officers of the Northwest Company—McGillivray, McKenzie and Fraser—and sending them as prisoners to York and Montreal because of the massacre of Governor Semple and the Red River settlers. Lord Selkirk wintered in Fort William and in the following spring continued on to Red River to restore and help the suffering colony.

In 1821 the Northwest Company amalgamated with its only rival, the English company, which had operated from Hudson's Bay under the name of the Hudson's Bay Company.

After the amalgamation of the companies, strife subsided and the place was governed by regal authority by the factor in charge. Governor Mc-

Intyre, now of Fort William, was the last officer in charge.

From the foregoing we can see that there must have been a large trade in Fort William even in the early days. The nature of the trade at that time was different to the commerce and the traffic of the present.

Thousands of dollars are now spent in the maintainance of industrial bureaus, advertising our special features in the press, endeavoring to acquaint the world with the natural resources we possess. With these old fur traders it was different. In order to keep their business on a paying basis, they had to keep all knowledge of the resources of the country from the outside world, for if the settlers started to open up the country, such as mining, lumbering and farming, the fur animals would soon disappear and the trade would be ruined. We all know that there are no means by which knowledge will be spread more than by the postoffice and mail service. We can readily see that this mail service would be strictly private with the old fur traders. Therefore we find but very little mention of it in the history during their time.

Naturally they would use all their influence to prevent their employes, as well as the Indians they traded with, from giving any information to the outside world regarding the minerals, timber or soil that would be likely to attract attention. All that they could do, however, could not prevent civilization from pressing on. The valley of the Kaministiquia became known. In 1860 the government had the townships of Neebing and Paipoonge, and also the town of Fort William, surveyed and put on the market.

We are indebted to Wm. Armstrong, our postmaster, for the following information regarding our first postoffice:

"Ottawa, April 11, 1913.

"William Armstrong, Esq.,

"Postmaster, Fort William.

"Dear Sir:—I hope my delay in answering yours of the 28th ult. has caused no inconvenience. I could have told you at once the date of opening and name of the first postmaster, but hoped to be able to give you particulars of the service. I am sorry that I have not this information even now, though I have gone through the reports of that period.

"The office was opened on the 1st of June, 1860, with Robt. McVicar as postmaster. It was doubtless served during the summer by steamer from Collingwood, but how during the winter I do not know. An additional note I came across regarding Fort William is that of 1858, before there was a postoffice there, arrangements were made to serve the Red River settlement through Canadian territory. In summer the mails for the settlement were taken from Collingwood to Fort William, and thence conveyed by canoe or other means to Fort Garry. The service was twice monthly. I hope this may not be without interest to Mr. McKellar. Please give him my regrets that I am unable at the moment to answer his inquiries completely.

Yours truly,

"W. SMITH."

The government record does not show that there was any arrangement made for the winter service, but the people here must have had an understanding with the American mail carriers to bring the Canadian mail as far as Pigeon River (or the American boundary) and then send their own carrier from here to meet him and bring the Canadian mail to Fort William.

In 1846 a Montreal Company undertook to work a mine on Spar Island, which is situated about thirty miles southwest of Fort William in Lake Superior. In their workings they secured some very fine samples of native silver, but owing to the imperfect transportation facilities of that time, and other causes, they had to suspend operations. This discovery of silver became known to the mining men around Lake Superior, and as soon as the country commenced to open up, prospectors came in and the silver was found on the mainland in many

places, as well as on the islands along the lake shore. Some of these discoveries became large producing mines and added millions of dollars worth to the world's supply of silver.

The influence of the fur company to prevent settlers coming into the country soon vanished before the great rush, and prospectors roamed through the woods looking for silver, and in so doing discovered the great timber belts, and the beautiful fertile valleys that abounded in the district. Settlers of all kinds soon followed.

In the summer of 1871 a number of the large mines were opened, which brought hundreds of people into the country. While the boats were running the mail service was satisfactory, but when navigation closed the trouble commenced. The Canadian mails were not coming to Pigeon River as usual. All our mail carriers could find out was that the Americans said there was too much mail to handle expeditiously. Our people were getting desperate for it was now mid-winter and no mails. A meeting was called and it was declared that someone must go to Duluth, to find out what the trouble was. Your humble servant was the victim. It was arranged that I should take five Indians. I can assure you that it was not a very pleasant trip to undertake. It meant 400 miles on snowshoes, there and back, along the north shore of Lake Superior, which is noted for being a rough and rocky coast, comparatively a wilderness. I had hopes that the ice on the lake would be in a condition to travel on it. If so it would save much hardship.

The citizens' committee prepared telegrams to be sent to Ottawa, and a number of Americans largely interested in the silver mines, who were here for the winter, prepared telegrams to be sent to Washington, each urging their respective governments to have their mails forwarded. The Indians and I completed arrangements and started. We found the ice very good for traveling to Pigeon River, but from there on the lake ice was floating, so we had to take to the shore, through the woods, until we arrived at Grand Marais. That night the wind turned off land and moved the ice out from the shore, leaving a clear sheet of water, permitting a rowboat to be used to good advantage. This we pur-

chased from one of the citizens. We started early the next day and made thirty miles before night. Next morning the ice was again piled up on the shore. We had to take to the woods, and two days later arrived at Beaver Bay. Here we found quite a settlement. The Wieland brothers had a large sawmill and fine store at this point. When we told Mr. Wieland that we came for the Canadian mail, he said: "I have the contract for carrying that mail. I took it some years ago when there were only two or three letters and perhaps one or two papers each trip. This was not very much to take along with the Grand Portage mail that I had to carry anyway. I only asked a few dollars a trip. I never expected that the mail would increase the way it has. It would be ruinous for me to carry it now at the price I am getting. Look into this room and see the number of bags I brought here, but I could not send them on."

I proposed that we send four of my men back with the mail that was here, and asked Mr. Wieland to come up to Duluth and we would see what could be done there. Duluth is about fifty miles from Beaver Bay. We took my one Indian and started, being obliged to take the trail through the woods and over the hills.

We arrived in Duluth in two days, went to the postoffice and found one of the rooms there filled with Canadian mail bags. The postmaster said that he did not know what to do with them. I sent my dispatches off to Ottawa and to Washington. In three days the postmaster received orders to forward all Canadian mail without delay, at any cost.

We were busy the next two days getting mail carriers away with the mail. On the third day we started for home, and had to take four Indians along with my man (Louis) to carry all the mail that was left.

It was now near the end of February. The weather had been very cold—20 to 30 below zero a number of times—during the last ten days. We hoped for a good trip, for we expected that the ice would be frozen solid along the shore by this time. In this we were somewhat disappointed. We found the ice frozen solid

enough, but in many places it was so rough that it was almost impossible to walk on the great cakes of ice piled one on top of another, in every shape, so that we had to take to the bush more than we wanted to for there the snow was three or four feet deep. After a very hard tramp we arrived home safe and sound, thirty days from the time we left.

The mail service from this time was once a week during the winter, and gave good satisfaction until the Canadian Pacific Railway was completed.

The following two letters add some interesting information to the above article:

Office of the Dominion Archivist,
Ottawa, May 9th, 1913.

Dear Sir.—Replying to your favor of 30th April. Enclosed please find information requested, which I think is what you want.

Yours truly,

WILLIAM SMITH.

D. Mackellar, Esq.,
Fort William, Ontario.

Enclosure (re Postmasters).

No. 1.—Miss C. McVicar, appointed
4th August, 1864.

No. 2.—Miss V. McVicar, appointed
14th June, 1895.

No. 3.—A. D. Sutherland, appointed
21st November, 1899.

No. 4.—William Armstrong, appointed
25th May, 1907.

Ontario Branch of Lands, Forests and
Mines—Survey Branch.

Toronto, May 5th, 1913.

Dear Sir:—In the absence of the Director of Surveys from his office, I have to acknowledge your letter of the 30th ult., asking for information regarding survey of the townships of Neebing and Paipoonge, also the town of Fort William.

I find that the plan of the township of Neebing is signed by Thomas W. Herrick, dated July 10th, 1860. The islands at the mouth of the Kaministiquia River, called Neebing additional, were surveyed by Thos. O. Bolger, in 1875.

The plan of the township of Paipoonge is signed by Thos. W. Herrick,

July 10th, 1860.

The plan of the town of Fort William is signed by Thos. W. Herrick,
July 10th, 1860.

Hoping this information is what you

require, I am,

Yours truly,

L. V. RORKE.

D. Mackellar, Esq.,

Fort William, Ontario.



DONATIONS.

Waterloo Historical Society—Annual report.

Brant Historical Society—Annual report.

Mr. J. J. Wells—One pamphlet, "The question of the terminus of the branch of the Pacific Railroad on the North Shore of Lake Superior, showing the advantages of Thunder Bay over Nipigon and other points, 1874." One bond for the "Prince Arthur's Landing & Kaministiquia Railroad Company, 1877." One map of the original survey of the Canadian Pacific Railroad.

Mr. C. N. Bell—Papers, as follows: Statement of Servants' Account, Fort William, 1834. Distribution List, Fort William, 1836. Articles in Use, Fort William Establishment, 1836. Packing Account, Michicopton, 1828. Articles for Moose Factory, 1828. Sundry Supplies, Michicopten, 1828. Letter

from Simpson to John MacIntyre, 1859. Six letters from F. Sheppard to J. Mackenzie, 1846. Thirteen letters from T. C. Childes to same, 1846 and 1847. Letter from A. Bethune to D. Macintosh, 1836. Letter from John Swanston to H. Mackenzie, 1843. Five letters from W. N. Macleod to Mackenzie, 1846 and 1847. Letter from L. D. D. Larondez to John MacIntyre, 1859. Spaniards' Account Current with Fort William Trading Establishment, 1831. Official communication to C. G. Keith. Circular letter from John Swanston, 1844. Letter without name, relating to early postal service between Michicopton and Fort William, 1858. Memo. regarding supplies. Order from F. Sheppard for supplies for one "Louis, an Indian," 1846.

Mr. Peter McKellar—Framed photo of S. J. Dawson.

The late Mr. R. M. Hamilton—Photo of old fort.

HONORARY MEMBERS.

William Smith, Ottawa.

L. V. Rorke, Toronto.

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1st Vice-President—Mr. J. J. Wells.

2nd Vice-President—Mr. A. L. Russell.

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The Thunder Bay Historical Society

Fifth Annual Report

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PAPERS OF 1914

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The Thunder Bay Historical
Society

Fifth Annual Report



PAPERS OF 1914



The Thunder Bay Historical Society

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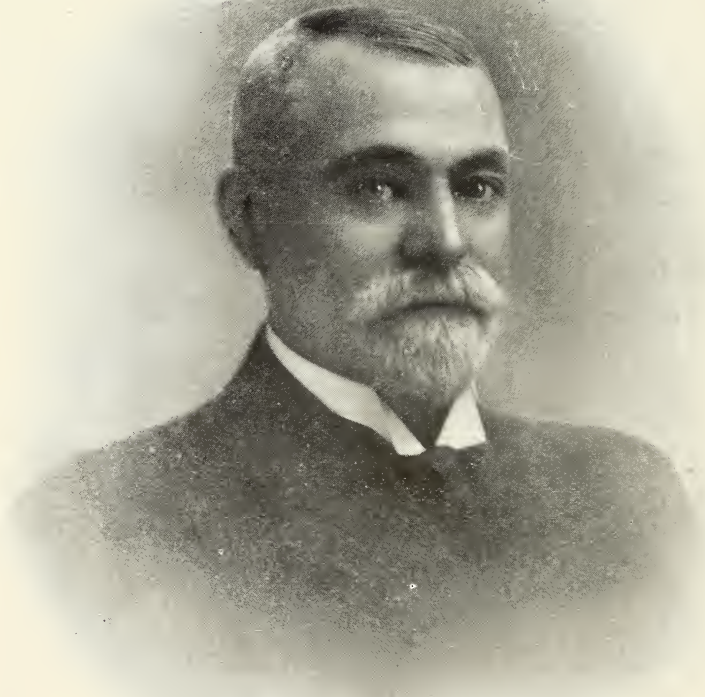
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Auditors

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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

Fort William, Nov. 27th, 1914.

To the Officers and Members of the
Thunder Bay Historical Society:

I wish to make a few remarks regarding our present standing.

Although we are not making great progress in increasing our membership, we are doing well in other respects. We have gathered, in the annuals, over thirty valuable papers on original pioneer matters, such as relate to voyageurs, home narratives, railway and shipping transportation, mining and mail matters, journalism, militarism, libraries, sanitation and municipal affairs, and general local controversies.

We are now engaged in a very important work—the erection of a granite monument on which will be engraved a chronological history of the Canadian fur-traders from the early days, relating more particularly to the Thunder Bay District (see the Souvenir). The Tablet is being placed on the plot of land which occupied the enclosure of the old North-west and Hudson's Bay Companies' Post. It will stand at the intersection of McIntyre and McTavish Streets, as near the Kaministiquia River as practicable. The concrete foundation with the granite base is now in place. The polished Tablet is being engraved by Mr. Gladstone in Fort William. Were it not for the commencement of this appalling European War, we would have had the monument completed and in place before now. The work will cost about fifteen hundred dollars, and it is being erected through voluntary subscriptions. We have received about three hundred dollars now, although we have not opened the real canvas, on account of the unusual strain on the people to meet so many patriotic demands. The contract was let and the work begun before the war started; now we do not expect to have it completed before next May.

Our publications have been sought after, and this year our Society has

been invited to join the Louisiana Historical Society of New Orleans in celebrating the centenary of the "100 years of peace." We have also been honored with letters from several societies asking for copies of our publication, as from the

Washington Congress,

State Society of Wisconsin (of Madison),

Western Reserve Historical Society of Cleveland, and

Yale University Library of New Haven, Connecticut.

Miss Mary Black has mailed to them copies of the Annuals, also the Souvenir. We have received some of their publications and expect more.

Mr. Neil McDougall was Superintendent of the first telegraph lines built in this Western country, and has kindly sent us copies of the first telegraphic messages which passed over these lines, with dates and other information. He has also offered to present the Society with the originals.

Mr. W. A. Matheson, barrister, has presented us with the original Government papers relating to the formation of the Fort William Board of Trade.

I am pleased to present to the Society a framed photograph of the Hon. A. McKellar, Commissioner of Public Works, who let and inspected the first contract work in dredging the Fort William Harbor in 1873.

We have a comfortable room in the Public Library to hold our meetings, and are also supplied with a safe place wherein to store our books, photographs, curios, etc., through the kindness of Miss M. J. L. Black, City Librarian.

In closing I wish to express my sincere thanks to the officers and members of the Society, but more particularly to Miss Black, Secretary-treasurer, and to those who have contributed papers.

PETER McKELLAR,

President.



MISS M. J. L. BLACK

Secretary's Report, 1914

MISS M. J. L. BLACK

Fort William, Nov. 27th, 1914.

To the President and Members of the
Thunder Bay Historical Society:

I beg to present the following report
as secretary of our Society:

During the year there were held six
regular meetings, including the one of
this evening, and two special meetings
of the executive. The gatherings were
all of a most entertaining and instruc-
tive nature.

Eight letters were received during
the year from officials of various his-
torical societies, usually requesting
copies of our annuals. These were all
attended to, copies of our reports be-
ing sent to the following: Department
of Education, Toronto; John H. Coyne,

J. W. Congdon, Library of Congress;
State Historical Society of Wisconsin;
University of Toronto; Ontario His-
torical Society; W. Smith, Ottawa; L.
V. Rorke, Toronto; Brant Historical
Society; Waterloo Historical Society;
C. N. Bell, Winnipeg; C. C. James,
Toronto; Clarence Warner, Napanee;
Public Library, Toronto; Yale Univer-
sity Library, and the Louisiana His-
torical Society.

We have twenty-four paid up mem-
bers, and three honorary members at
the present date, with twenty or more
who are in arrears.

All of which is respectfully submit-
ted.

M. J. L. BLACK.

TREASURER'S REPORT

RECEIPTS

1913.	
Nov. 28—Balance in bank.....	\$115.75
Nov. 29—Membership fees (Mrs. Graham, Mr. Horne, Mr. and Mrs. King, Mr. Vickers, D. Mc- Kellar, Miss Stafford, Mr. and Mrs. Perry, Mrs. Sherk, Mr. and Mrs. Russell)	10.50
1914.	
Jan. 31—Membership fees (Mr. and Mrs. McKellar, Mrs. Lee, Mrs. Wock- er, Mrs. Wink, Mr. and Mrs. H. King, M. Black)	7.00
Feb. 28—Membership fees (D. Smith)	1.00
May 1—Membership fees (Miss Dobie)	1.00
June 13—Membership fees (G. R. Duncan)	1.00
Sept. 25—Membership fees (Dr. Oliver)	1.00
Sept. 25—Donation for tablet (J. King)	25.00
Sept. 28—Donation for tablet (McKellar Bros.)	100.00
Sept. 29—Donation for tablet (H. B. Co.)	100.00

Sept. 29—Donation for tablet (Mr. and Mrs. G. A. Graham)	50.00
Nov. 21—Government grant	100.00
Nov. 25—Donation for tablet (W. R. Berford)	5.00
(W. Stevenson)	5.00
(D. Smith)	5.00
(J. Manion)	5.00
	\$532.25

EXPENDTURES

1914.	
Jan. 22—50 copies of Times- Journal	\$ 2.50
Printing and cut of tablet	14.05
Feb. 28—Typewriting (Miss Mc- Donald)	3.00
April 12—Printing annuals	107.00
Sept. 25—Printing souvenirs	31.50
Oct. 26—D. Gladstone (tablet)	150.00
	\$308.05
Balance in bank	224.20
	\$532.25

Audited and found correct.

M. ROSS GRAHAM,
K. PERRY,
Auditors.



MISS BELLE DOBIE

Pioneer Women of Port Arthur and District

BY BELLE DOBIE

When the writer undertook to gather information concerning the earliest pioneer women of Port Arthur, the interest in the visits alone was a revelation. It was a study in the value of leading a busy life, if nothing else. Some of the older pioneer women were sewing mats, knitting or patching quilts, and doing various other work. Port Arthur can safely say, too, that her pioneer women possess the most vivid memories. We should not call them "old" pioneers, for, indeed, all are engaged more or less today in the activities of the modern times. In some cases it was interesting to look upon a few, to prove that history does repeat itself, when I saw the quilts being patched in the same old basket patterns, and crazy work designs, that are today much sought after. Those old designs were used, they told me, forty, fifty years ago, and today are known as the "arts and crafts" designs. In one case I met a dear friend I had not seen since I was almost a child. Her interest in me and mine in her, became intense. It made me feel that we do not quite appreciate our pioneers in the right spirit, when so much interest is overlooked almost at our door. The accompanying contributions by earlier residents show many phases of the social life, and its inconventionality, especially when the dusky maidens stole kisses from the bachelors and others on New Year's Day.

Mrs. William Nettles

One sweet old lady, feeble only in physique, could tell everything mentally, but from weakness of speech had great difficulty in making herself understood. In order not to tax her strength too much, she was not ques-

tioned very often, consequently her reminiscences will be short and to the point. The one in mind is Mrs. William Nettles, who in her old age is receiving the very greatest attention, being cared for by a trained nurse. She arrived in Port Arthur, then "Prince Arthur's Landing" in the early seventies, by the steamer Chicora. At that time the passengers were landed by means of small boats. She spent her first Christmas in a small house situated on the ground now occupied by St. Joseph's Convent. She remembers quite clearly a man, by the name of Martin Teskey, who walked all the way to Fort William to attend mass when Father Baxter was in charge. Mr. Teskey was a neighbor at that time employed on the erection of the Catholic church which was partially destroyed by fire. Her husband, Mr. William Nettles, who died about fifteen years ago, was a member of the Catholic church. Her only daughter, Kate, died over twenty-five years ago, which was a great grief to her, as was her son, Alex. Nettles' death, which took place seven years ago. The nurse in charge, Mrs. Burns, describes Mrs. Nettles as the loveliest, sweetest and most patient of old ladies with never a murmur. In age she is well over ninety, and informed the writer that she was quite prepared and happy over the thought of being called to the other world at any time. "I have a clear conscience," she said.

Old Time Parties

"Old timer" tells of many funny happenings but suppresses several of the funniest as they might seem "too funny," for the present day conventional social life. She spent the winter of 1879 in Prince Arthur's Landing and since then has never spent one out of it. She probably, and without a doubt, has seen more changes; entered into more pioneer happenings than most of people. She says: "Rev. J. K. McMorine of St. John's

church, later of Kingston, preached the Christmas sermon, December 25, 1879, Miss Jennie Laird (first wife of the late G. T. Marks), was organist in the choir. In the evening a family union with a few other friends composed a jolly dinner party at the home of Mr. and Mrs. Thomas Marks, the home since was burned down, being situated on the vacant lot adjoining the Port Arthur club, on St. Paul street. In the party were Maria Wiley (Mrs. W. H. Plummer), Miss Kate Marks, Mr. George Marks, Mr. Harry Wiley, Mrs. Andrew Wiley, Mr. Lynn Wiley, Mr. Fred Jones, Mr. Phil Coulter, Col. Ray. The evening was spent in music, anecdotes, and the usual Christmas merriment. The principal amusements in those days were skating, snowshoeing, teas, and driving parties, generally started by Mr. Phil Coulter, who did the "verbal invitation" part, and the ladies the rest. The latter supplied spoons, forks, table cloths and other articles necessary. They often drove to Fort William to the McIntyre home, or the first McKellar home, where a dance was indulged in. It was no trouble getting up impromptu parties in the days mentioned, especially on New Year's. I received the first New Year's Day, and had as many as fifty callers, among them being John McKellar, W. F. Davidson, Peter McKellar, W. J. Clarke, W. C. Dobie, Robert Maitland, D. F. Burk, W. H. Laird (New York), Robert Laird, W. H. Furlonge, C. E., Jim Woodside, Wiley brothers, R. M. Pratt, J. P. Donnelly, George Kennedy, Col. Ray and many others. Many will remember Mrs. Donnelly and her hospitable family, who kept open house, another neighbor being Mrs. Mary Munroe, a Scotch lady, sister of Mr. Maitland, who kept a boarding house, in a log building that in these days would be coveted by many for its quaintness and comfort. She made a home for the "homeless grown-up waifs" as they called themselves. One of her special preparations at Christmas was a large round of pickled beef. She always had this in readiness for lunch for the boys. In these days dressmakers were scarce, and all the women and girls made their ball dresses and other apparel. The life in the days mentioned was truly unconventional and enjoyable."

Mrs. Thomas Woodside

We came to Prince Arthur's Landing in the month of July, 1883, the year we built the foundry and iron works. This was then a busy, noisy village, no vacant houses to be had. In nearly every home boarders or lodgers were kept. We were very fortunate to find our room ready for us in the old home with Mother and Father Woodside, where we stopped until November, and then an old friend, Mr. C. Farrar, moved down the line to the C. P. R. construction camps and we rented their home on Ambrose street. We were glad to be there as it was so near to our shop. Times were quite brisk in those days too, everyone, apparently eager to catch every dollar. Sometimes one felt there was hardly time to live. I was often very lonely and only for my good old neighbor, Mrs. Mayes, who lived next door, I would have been much worse, for my husband worked till late every night. The first winter was a real severe one. There were only a few days when the thermometer registered as high as zero. The mails that year from the east came by way of Winnipeg. Before that it came across the ice by dog team from Duluth. It was an extra welcome sight to see a letter, as they were so often delayed in those days. There was no such thing as three mails a day. About our first Christmas here, all the Woodsides then living here had a family gathering. There were Father and Mother Woodside, Mr. and Mrs. James, John, Annie, Mary, Bessie and my husband (Tom), and myself and our baby girl, seven months old, who was the most important one apparently in the gathering. For dinner we had roast goose and chicken. The latter was the pick of the well cared for flock which was mother's delight. The vegetables we always knew were the best in the village, as father's garden was the admiration of all the passers-by, and his special pride. Weeds were not allowed to live there. We spent the day through looking at pictures and magazines and listening to interesting tales of adventure and experience, told as only father could relate of the early days, when all the villagers knew one another. After all, that which made great men and women in the past was the unconsci-

ous education of tales and stories told around the family circle. When books were discussed and changes and events talked over, far weightier questions were debated around the family fireside and threshed out thoroughly. Christmas gifts were freely exchanged but a simple card or small gift was much prized then which now would not be thought worth carrying home. How time changes as it flies by, and none seem more happy than we were just thirty years ago.

Ada Whitlaw (Mrs. Thos.) Woodside.

December 5, 1913.

Mrs. Hugh Jones

Another pioneer not often met by the earlier, or even the more recent arrivals in the country, owing to delicate health, is Mrs. Hugh Jones, who settled in the Thunder Bay District in 1873. Mrs. Jones' maiden name was Agnes Jameson, hailing from Edinburgh, Scotland, later to meet her fate at Bruce Mines.

In company with her husband, who is still hale and hearty, she left Bruce Mines by the steamer Manitoba (long ago a wreck) for the Landing. She had no thrilling experience in the way of storms, but in those days men, women, children, cows, horses, sheep, pigs or any other animal of fancy took passage on the same boat, there being no other alternative. Later on after Christmas, which was spent quietly, Mr. Jones went out with the Wolseley expedition in company with James McDougall to build barges which afterwards plied backwards and forwards on Lake Mille Lac.

Mrs. Jones is the mother of eleven children, also mother-in-law of Mr. Gurney, city treasurer, and lived in a house for years on the hill near Wilson street, and later in the house, now used as a billiard room and peanut stand at the corner of Cumberland and Pearl streets. Mrs. Jones, as all other pioneers, told of the visits of the Indians on New Year's day, sometimes terrorizing the women and children. She resides today on Argyle street.

Mrs. Annie J. Barrie

(Written by Mrs. Barrie).

In the year 1880, the last boat left Prince Arthur's Landing, November 12, leaving a small band of less than

four hundred persons in the little village, without communication with the outside world except by dog train via Duluth. The mail was carried by Indians along the north shore of Lake Superior and was due Sunday morning. Needless to say if the mail as carried by "Joe" was late, the churches were poorly attended in the morning. Christmas came on Sunday that year. The churches (at that time three in number) and the Presbyterian lecture room ladies had been busy making ready for their annual sale of work, and gay and happy times we had at our sewing meetings held at the homes of members, with refreshments served after. The Methodists held their bazaar on Christmas eve, and was followed by supper, and a concert. The entertainment was held in the town hall which was destroyed by fire a few years ago. The ladies served a good meal and the concert was taken part in by nearly all the local musicians, later going up the hill to St. Andrew's church, where Mozart's Twelfth Mass was being sung by a quartette choir, Mrs. Ryan, a C.P.R. contractor's wife, with a beautiful voice, taking the leading part, Miss Jean Donnelly (now Mrs. Fred Jones), Mr. S. W. Ray from the English church, and Mr. P. S. Griffin from the Methodist church. The music was good and would equal anything we hear in the churches today. The night was cold, but home with friends, hot coffee, and Christmas cake and a merry time made us forget a little thing like a cold night. It did really seem colder in those far away days. Christmas morning the Methodist choir gave a service of song, the music taking its tone from the Christmas season. Three members of the choir are still living in the city of Port Arthur, namely, Mr. W. S. Beaver, Mrs. Thomas Penfold, and Mrs. A. J. Barrie, organist, the two latter being at that time the Misses Harvey. Dinner was taken with Mr. and the Misses Penfold, and greatly enjoyed, as was the pleasant evening that followed. New Year's Day was celebrated on Saturday, December 31. All the ladies were at home waiting to receive and had their baskets at the door for "cards." It was rather an ordeal to have great sleigh loads drive up, rush in for a mouthful of cake, a drink of coffee and say good bye. In a moment they were gone, so many

calls had to be made. They always visited the "River," as Fort William was known in those days. Our twin city, Fort William, was then a Hudson's Bay post, with the block houses and stockade still in use, and only a few families living there. The gentlemen calling on foot were inclined to take their duties more leisurely. The boys from my brother's office (J. W. Harvey's Thunder Bay Sentinel) called themselves the "hungry club" and made good their name. That evening the gentlemen gave an impromptu dance in the town hall, the ladies receiving during the day, being the guests. The ladies also provided the music for dancing. The Monday following the gentlemen received, Mr. A. W. Thompson, Judge Laird and the Wiley brothers in the "Wigwam," as the place was called, which stood on Water street south. It was most amusing to the ladies to hear their words of Saturday repeated. They were chiefly "weather, coffee, cake, the dance, oh, why such haste." Looking backward I can safely say "that" was the nicest winter spent on the

Bleak north shore with its legends old,

And store of wealth as yet untold,
Standing there like a sentinel brave,
Marking time with the restless wave.

Mrs. M. E. Bailey

Mrs. M. E. Bailey, formerly Miss Lizzie Vivian, relates a most interesting experience in her first attempt to reach Thunder Bay by steamer. Being a resident of Bruce Mines for several years, she in company with her husband went to Marquette, Mich., for a short time, returning again to the Bruce Mines before taking passage for Prince Arthur's Landing November 13, 1872, by the old steamer, Chicora, which in two hours after leaving the dock, ran on a boulder in Bear Lake. They were hard and fast on the rock for two days. The steamer Algoma (No. 1, and long ago a wreck) landed them safely at the "Soo." The "Acadia" was the third effort by steamer made to reach "the Landing," as Port Arthur was called in those days. Among the passengers was the staff of Canadian Pacific railway surveyors. Others were Mr. McKenzie, Mr. Gingras and a Frenchman

who went by the name of "Maggie Doodia," won from continuously singing the song. The voyage lasted from November 13 to 27. The boat was covered with ice when they reached "the Landing." They were met by Mr. J. P. Vigars and Mr. W. C. Dobie, who went out to the steamer in a row boat to welcome them. In the days mentioned larger boats could not land as there was no dock. The package freight was loaded on a scow from the Chicora which was anchored a short distance out. Mrs. Bailey's first Christmas was spent in company with her husband, Mr. James Bailey (one of Port Arthur's first street railway conductors of 1872), her daughter Kate, now in Winnipeg, and her son, Jim Bailey, at the home of Mr. and Mrs. J. P. Vigars, and their son, Harry Vigars. Like many other pioneers, Mrs. Bailey, who now is as active as ever and ready for social affairs, spent her first winter principally in the interests of her pioneer home, her diversion from work being tea meetings and concerts.

Mrs. Donald McKinnon

Quite often when old timers are told of a happening incidental to Mrs. McKinnon, of Regent street, Port Arthur, they will exclaim: "I thought she was dead long ago." Well, she is far from it. She is very much alive and "seventy years young," makes others feel that it is good to be alive as well as herself. She can entertain a caller in the most interesting way about things in general and is one of the good genuine old-time Highland Scotchwomen, with a little of the mother tongue still ringing in her voice, "the Galic." There are none in Port Arthur among the pioneer women than the same Mrs. McKinnon, Mrs. Nettles, and Mrs. John Ferguson (Lizzie Ferguson) that the writer finds an hour more "fleeting" with than these three within a stone's throw of one another. Mrs. McKinnon told of her first Thunder Bay experiences very interestingly. She was Katherine McDonald, coming originally from Argyleshire, Scotland, and to Canada later on to settle near Hamiltion. She, as a great many other old timers, took passage up the great lakes by the steamer Chicora, on which trip were several men, includ-

ing her husband, who had been working on the narrow gauge railway between Toronto and Owen Sound, who were on the way up to work for Mr. S. J. Dawson. She was here before the Dawson road, now called Red River road, was surveyed. She lived five years in the government yard, where the hotel "Prince Arthur" now stands, one of the Canadian Northern's chain of hotels from coast to coast. She spent her first Christmas in the home mentioned. Many of the men around at that time were Glengarry men, all Murdocks, McDonalds, McKenzies and others with Scotch-like names. She had several Christmas callers. Among them she remembers James Dickson, Mrs. Lobb, who later was Mrs. James Dickson, Mr. William Webster, Mr. Joseph Ross, Mr. "Sammy" Wilcox, and several of the "Macs" from Glengarry. On New Year's day thirty-two called. She remembers the amusing and, perhaps tantalizing, habit the squaws of the early days had of kissing every man they saw on New Year's day, in fact made desperate efforts. The Indians in those days expected to come in for some of the good things, and invariably tea, coffee, cake, candy and tobacco were put up in parcels and presented to them. It was the custom for years, and quite often they startled the white women. Mr. Halstead was the Methodist minister then in charge. My eldest children were baptized by Mr. Black of Kildonan, though. "You know I was such a Presbyterian," said Mrs. McKinnon. Her husband, Donald Campbell McKinnon, died seventeen years ago. She had a family of eleven, six boys and five girls, now somewhat scattered, Bella (Mrs. Baldwin, as far away as Spokane, and Annie in Manitoba). She lately patched a quilt for St. Paul's new church, and is over seventy.

Mrs. John Ferguson

Mrs. John Ferguson, Regent street, formerly Lizzie McGrath, can boast of being amongst the first pioneers, having come to Port Arthur in 1871, when it was called "the station." She claims Whitby as her girlhood home, leaving there when quite young, to travel up the great lakes, afterward making her home with an old and well known pioneer, Mr. James Flaherty.

She took passage by the Chicora. A tug met her with several friends who were aboard. The first hotel was run to accommodate the miners who were employed at the Shuniah and other mines, supposed to be very promising. She spent three days with Mr. and Mrs. Flaherty, who erected the first hotel. Sometimes hundreds of men were boarding at the place. At the time given the "3 A," and Silver Islet mines, and the Ontario mine near Current River park, were sinking shafts. They found silver but not in paying quantities, so all were soon shut down. Mrs. Ferguson's first house was on Arthur street, later being burned down. The place was opposite W. P. Cooke's store where the New Ontario now stands. Her first Christmas was a pleasant one. The possibility of the C. P. R. was much talked about during the day, as the surveyors were at the hotel, and much work was going on. Among the guests at the Christmas dinner were: Mr. and Mrs. Flaherty, Mr. and Mrs. Gimmons, Mrs. W. C. Dobie, Mr. and Mrs. Lobb, Mrs. Hunt, (Miss Lizzie Lobb), Mr. W. H. Furlonge, civil engineer, Mr. Alfred Tennyson, a nephew of the poet, Tennyson, Mr. Savenaw, James Woodfine. The dinner was exceedingly good, with an ample supply of partridge, then so plentiful; plum pudding and all other good things that constituted a first class Christmas festival. Games were played. Music was furnished by Mr. Gingras, C. P. R. commissariat. Others camped at the "Kam" were Mr. William Murdoch, Mr. Michaud, and Mr. Fofneri. Mr. and Mrs. Ferguson, who are still active in work, bright and cheerful, may be called pioneers, but do not look it.

Mrs. Gilby

Mrs. Gilby, Van Norman street, being at one time a resident on the waterfront, on South Water street, cannot escape being numbered amongst the pioneer mothers. Her home was a rendezvous for fun and merriment among the young people. If any of the girls wanted a new idea in fine embroidery, or any other useful needlework, it was to (Mrs. Daniels) Mrs. Gilby they would resort. To make it more interesting still, she always served tea and cake.

Mrs. J. L. Meikle

Like many others who can claim to be pioneers, having lived near South Water street, or the vicinity of the city's water front at one time, Mrs. Meikle can tell a few, if not many interesting tales incidental to earlier days. To prove the newness, and vagueness of idea of the easterner of transportation in those days the Meikle family left the east by the Campana, with the idea of traveling from Prince Arthur's Landing to Winnipeg by rail. However, traveling by ties being more possible than by rail owing to the unfinished work of the road, they decided to settle in Port Arthur, as it was looking pretty good to all. Times were good then—money was flush, and the place of business which they started, was well patronized by the hundreds of men, who sought literature, musical instruments and supplies in general, the receipts of one day then being quite large, as the place was booming, though not large seemingly, but large in population. They spent their first Christmas and first year in prosperity in a house on South Water street, not far from the mining exchange, the buildings then being amongst the most important on that street. Mrs. Meikle's home then, as it is today, was one which was a delight to enter, through her hospitable and unconventional way of entertaining friends.

The Humphrey Family

Mrs. Sutherland (Mantie Humphrey, as she was nicknamed), was a very popular pioneer daughter of a very popular pioneer mother, (Mrs. Jane Humphrey, wife of Mr. Scott Humphrey, now living in the Okanagan Valley, B. C.) The family circle was a particularly interesting one. The home was a great haunt of the women editor's when a school child, who remembers clearly the various teas she ate, and especially the fried potatoes Mrs. Humphrey used to chop so fine and turn over and over with a fork, until they were evenly browned through and through. Mr. Sutherland is the only one residing in Port Arthur, one sister, Mrs. Kane, being a resident of Fawcett street, Winnipeg, and Mrs. Donnelly, (Nelly), living in the west. She visited Port Arthur two years ago.

Mrs. Katherine Rapsey

Coming to Silver Islet by the steamer Chicora, from New York, as early as 1872, Mrs. Katherine Rapsey, wife of the late William Rapsey, can tell very interesting tales of pioneer life, particularly that at the Shuniah mines. After living at Silver Islet two months they decided to move to West Shuniah. On the way to West Shuniah they put up at the Mining Exchange, then kept by Mr. and Mrs. Ward, and still in existence today. At the western mine was an hotel run by Mr. Ned Kitto, and at the east Shuniah one kept by Mr. Everington, better known as captain of the mine. The second Christmas was spent with Mr. and Mrs. John Andrew, who had come shortly before from England. Mr. and Mrs. Bailey were also residents at the mine then. Mrs. Rapsey said: "Our principal amusements at the mines that winter were surprise parties, in fact the people from the Landing (now Port Arthur) used to drive out, among them being Mr. and Mrs. Amos Bowerman, Mr. and Mrs. "Rightaway" McDonald, a contractor on the C. P. R., Mr. and Mrs. James Woodside, and many others I have forgotten, were with them. Others I remember as being residents were Captain Nichols and family, the Caseys, and Mr. and Mrs. V. Nichols. The houses at that time, a few of them left yet, were made of logs. We left the Shuniah for New Brunswick, residing there six years, the only time except the trip I took to England, that I have spent out of Port Arthur since I came to it forty years ago. Mrs. Rapsey has in her possession today two writing desklike boxes which were presented to herself and to her husband by a neighbor, who lived in one of the big houses mentioned. They were gifts for Christmas, are very quaint, with inlaid work, and very complete in their places for pen and ink and other little corners for stowing treasures into. The neighbor was Mr. Pearce, who was so clever at this craftsmanship. Mrs. Rapsey is among Port Arthur's many active and bright pioneer mothers, having three daughters, whose companionship is much enjoyed by their mother, and with one of whom she makes her home.

Mrs. Chisholm

Dear Miss Dobie:—Mother asked me to write you as she had promised to let you know about grandma's first winter spent in Port Arthur. The first house grandma lived in was one on Water street, owned by Mr. Vial, and that was where she ate her first Christmas dinner. The first meal she had in Port Arthur was at the home of Mr. and Mrs. Hancock. Grandma has been very ill since you were in Nipigon.

PEARL CHISHOLM,

Nipigon, Ont., Dec., 1913.

"Grandma" as mentioned by Pearl Chisholm, a resident of Nipigon, is making her home with her daughter, Mrs. Chisholm, but residing so many years in Port Arthur, still claims Port Arthur as her home. In the earlier days she was surrounded by a family of eight or nine. They were a most united one, nearly all having nicknames. There were Jule, Mar, Sal, Bid, Fed and Hen, Jack being the only one that possessed a name not suited to an abbreviation, such as Hen for Henry, and Sal for Sally. Mrs. Harris' husband, who died several years ago, was a builder and clever with his tools in many other ways. Grandma Harris has from the earliest days been famous for her "saffron loaf," and at Christmas time, sharing her baking with friends. Today she is cared for by two most devoted daughters who seldom leave their mother, the latter being the most of the time indisposed.— B. D.

Other Active Pioneers

Other interesting women of pioneer days engaged in the activities of the day are "Mary Markwell," a noted journalist now in London, England; Mother Vincent of St. Joseph's Convent; Mother Monica, of St. Joseph's Hospital; Mother Depasse, founder; Jane Watt (Mrs. Wollard, now of Nipigon, a sister of Mrs. Walpole Roland); Mrs. McGillis; Mrs. Foote, Mrs. Fitzgerald now of Winnipeg; Mrs. Peter Trunkley; Mrs. Bowerman; Mrs. Delbridge; Mrs. Stocks; Mrs. R. Nichols; Mrs. Gillis; Mrs. Hamer; Mrs. Neil MacLean; Mrs. Smellie; Mrs. Kittie; Mrs. Reoch; Mrs. R. Fox, Mrs. Allan McDougall, and many others of the more recent pioneers.

Mrs. Davidson

It is difficult for me to remember anything of interest about my first Christmas here, so many things have happened since, that I have concluded it must have been a quiet and uneventful day with me. I arrived here early in May, 1872, with my first husband, William Eades. We came from Hamilton, Ontario, where we had spent our first winter in Canada, having arrived there the year before direct from Liverpool. My first voyage across the water was an eventful one. We were passengers on the "Fitz-bury" on her maiden trip across the Atlantic. At the mouth of the river St. Lawrence the boat struck a rock while running in a heavy fog. The passengers were all taken off the steamer to Apple Island, where we remained three days before a tug was sent to bring us further on our journey. I will always remember the excitement of that time when the women and children first were put off in the life boats, and when I, with my little daughter (now Mrs. G. H. Slipper) in my arms, was put into the boat with the other women and children, leaving my husband standing on the deck of the doomed steamer.

When I first saw Prince Arthur's Landing I felt that I had been cast into a wilderness, and the day the last boat left, and we realized that we were to be cut off from all communication with the outside world—I thought it the most sorrowful hour of my life and I remember spending that day mostly in tears. My first home was on Pearl street, but there was no street and during that first winter we had to depend upon the good services of a neighbor who used to break a path through the deep snow for us to get down to Cumberland street. My husband, Mr. Eades, opened a bakery and confectionery store on the corner of Park and Cumberland streets, and as there were no streets named then, he was the first to name a street, which he did by painting on a piece of board the name "Park Street" and nailing it up in front of the store.

When I think of my first Christmas I picture a little group of shacks, for there were no houses, and a dreary outlook, a winter of very heavy snow and bitterly cold—that is my remem-

branch of my first Christmas in Port Arthur in the year 1872.

SARAH DAVIDSON.

Mrs. Penfold

October, 1879, was the first month I experienced in Port Arthur as a pioneer, the place in those days going by the name of "Prince Arthur's Landing." At the time mentioned I was Nettie Harvey, claiming Strathroy as my former home. I ate my first Christmas dinner at the home of Mr. and Mrs. Richard Nichols. Other guests were my brother, Mr. J. W. Harvey, now of Monrovia, Cal., and my husband, Mr. Thomas Penfold. The home of the host and hostess was situated near the shore on South Water street and after used as a coal office. My first home in which my brother shared, was situated on the present vacant lot near the house now occupied by Mr. Richard Vigers. A few months after, we moved into a house on Pearl street, opposite St. John's church. My first winter was spent chiefly in working for bazaars, concerts and other schemes for raising money for the church. I received the first New Year's Day and had many callers, calling at that time being the custom of the gentlemen. Church going and choir practice was the usual diversion from the day's routine of work. Mrs. Beaver is the only woman in the city today, that I can remember as having been a member of the choir I mention. My first Christmas afternoon was spent in out-of-door skating at the south end of the village—now a city of many thousands. — NETTIE H. PENFOLD.

Mrs. Cross

Silver Islet, Nov. 21, 1913.

Dear Miss Dobie—Mother remembers very little about her first Christmas here (1871). The men quit work at four o'clock the day before and each man was given his choice of a bottle of beer, wine, or whiskey. There was no intoxication on Christmas day however. The young people spent the afternoon skating and of course there was the usual amount of Christmas good things. The Indians called for their gifts of cake and candy, and everyone was happy and contented.

Mrs. Gillis, Pearl street, Mrs. Alex-

ander McPherson, Fort William, and I think Mrs. Alice Whalen, Van Norman street (Jim's mother), were here at that time. These women can tell you more than Mother, possibly.

I am, yours sincerely,

MAGGIE CROSS.

Mrs. Chase

My first Christmas in Port Arthur was the Christmas of 1882, and was rather lonesome in some respects. I promised myself then it would be my last, but, the promise I never fulfilled, as I have spent nearly every one of my Christmas seasons in Port Arthur. When I saw the last boat go out that fall I thought my last friend had gone, as the only way to get away was by dog team to Duluth, a rather inconvenient way of traveling. I ate my first Christmas dinner with Mr. and Mrs. George Clarke, who, within the last year have been called away to the great beyond. After dinner, in company with four other friends, I went for a sleigh drive to West Fort, which proved to be very exciting before we returned. The drive over was made without mishap, but on our way back, the horses ran away and the sleigh overturned. Not having conveniences we enjoy today in the shape of street cars, it was up to us to walk, which proved very tiring. About two miles from town we overtook a man driving with a load of wood to town. We asked him if he would let us ride, as we were getting very tired. He politely informed us we could upon payment of fifty cents each. Although this was expensive, we climbed up and rode as far as Bay street, which was then considered to be a long way out of town. From Bay street we had to walk home. It was a tired bunch that arrived home at about eight o'clock. That winter we amused ourselves at skating and snowshoeing, but it was very lonesome at times. This, I think, dear editor, is about all. Wishing you a merry Christmas, I am

CHRISTINA M. CHASE.

Mrs. N. N. Stewart

"My first trip to this country in the year 1874 was as a bride on my honeymoon trip. My husband and I came by the steamer "Frances Smith" which was commanded by Captain Tate

Robinson. We were four days and four nights on Lake Superior, coming around by the north shore, and when we arrived at the Landing had to be rowed in to the shore. The Queen's hotel at that time on the site of the Mariaggi, had a tent roof, the construction work being finished later, in time for winter. My first trip to Fort William was over a floating corduroy road. The only buildings then, which was forty years ago, at Fort William, were the Hudson's Bay store, the McIntyre home, the McKellar home and one or two other small buildings. Everything around the Fort at that time was characteristic of the Indian. On the parts of property which today is a principal street of Fort William the Indians could be seen going around with their canoes, the ground near the river was so marshy, and the water so much higher seemingly. Dozens of cannon were then placed along the river, many of which are to be seen on the grounds of old-timers today. White families were not very numerous, not many apart from the McIntyres and the McKellars. The Indians were around with their birch bark canoes, shooting ducks. This to me was very interesting. My husband (Mr. Nat. N. Stewart) went through at the time of the Wolsley expedition. We lived for nearly forty years in the vicinity of Pearl and Court streets. The first house was in a swamp and my husband in order to get material in to build it, had to cut down the trees of the swamp to make a road for the wagon with which to haul it in. Mrs. John Ferguson was my neighbor for years and my first one."

(MRS.) R. STEWART.

Mrs. Nat. N. Stewart, who gives such an interesting account of early day life, has always been famous for her excellent way of making Christmas cake. She taught and befriended many of the pioneer daughters in their first attempt when they were struggling over the chopping bowl, among them, the editor of the "Woman's Page." Monday, December 15, 1913, at three o'clock she was making the same kind of cake in preparation for the twenty-fifth, when the writer called on her. She has made many people happy on Christmas—and will for many years to come.—B. D.

Absent Pioneers

The write-up of "the pioneer women" is limited to the pioneer mothers still residents of Port Arthur, with the exception of three, namely, Mrs. Joseph Ross, now in Edmonton with a daughter, Mrs. W. A. Brown (Miss Lillie Ross), Mrs. William Harris and Mrs. John Casey of Duluth, daughter of Mrs. A. H. Knutson of Fort William (Edith Casey). We could scarcely mention pioneers without thinking of Mrs. Ross, whose home on Water street for years was one of hospitality, and a delight to visit. "Mother" describes the character of this delightful woman more than any other word could possibly express. The same can be said of Mrs. Casey, who in her advanced years takes a keen delight in paying the old haunts a visit once in a while. The same can still be said of Mrs. Harris, who very recently enjoyed a jaunt from Nipigon to Port Arthur.

Some of Those Who Have Passed Away

Among those who passed away several years ago, and some very recently who could have told even more of the "bitter-sweet" of the early days, are Mrs. Thomas Trethewey, Mrs. W. C. Dobie, Mrs. Basil Guerard, Mrs. J. P. Donnelly, Mrs. John Andrew, Mrs. William Vigers, Mrs. Jolm, Mrs. John Bray, Mrs. Scott Humphrey, Mrs. Sickles (mother of Mrs. Thomas McAuley of Calgary), Mrs. M. Healey (mother of Mrs. Ella Gurnett and Mrs. Gatewood, Vancouver, B. C.), Mrs. Fox (mother of Mr. Richard Fox) Mrs. G. Clavet (first wife of Mr. George Clavet and mother of Mrs. J. E. Cauchon (Una Clavet), now of Edmonton, Alberta, Mrs. Everington, senior, and Mrs. Vial, mother of Mrs. Stephen Jones (Winnie Vial) of Duluth; Mrs. Dickson, Mrs. St. Louis, Mrs. Bonin, Mrs. W. J. Clarke, Mrs. James Flaherty, Mrs. Vigers, senior (Grandma); Mrs. Geo. Clarke, Mrs. Roland, Mrs. W. H. Langworthy, Mrs. John Cooper, Mrs. Edward P. Langrell, Mrs. Woodside, senior (Grandma); Mrs. Woodside, first wife of Mr. James Woodside; Mrs. W. P. Cooke, Mrs. George H. McDonnell, Mrs. Hasting, and Mrs. M. Dwyer and Mrs. Forneri, senior; Mrs. Mary Munro, sister of Mr. Robert Maitland; Mrs. Fortune, Mrs. John Cooper.

The Thunder Bay Harbor

BY PETER McKELLAR

This Paper Treats of Some of the Critical Crises Through
Which the Twin City Harbors Have Passed

The Fort William Harbor was on the Kaministiquia River, which enters the bay in three branches. The river channels are miles in extent, and the bottom consists of stratified clay, which required to be dredged in many places to accommodate shipping.

The Port Arthur Harbor was situated on the shore of Thunder Bay, about three miles from Fort William, and consisted mostly of rock and hard pan, which necessitated the building of piers and docks out into the open bay, and backwater protection, to accommodate shipping.

The Port Arthur people contended that a harbor could not be made and kept open on the Kaministiquia River, as the bottom consisted of shifting sand and silt that would fill in as fast as dredged, and, of course, any developments made there would be money wasted.

The Fort Williamites claimed that the river bottom was not shifting sand and silt, but stratified clay, the best material possible for harbor purposes; and that the Port Arthur harbor bottom was hard pan and rock, and the cost of enlarging its capacity compared with that of the Fort William harbor would be as the cost of excavating rock compared with dredging clay.

It will be seen by the above that the two parties were directly opposed to each other, and, being human, some, of course, carried their aggressiveness beyond reason, and thereby gave cause for bitter controversies which continued for about thirty years. Yet, for all that, the people of the two places continued friendly in a social way.

There had been many efforts made to put a stop to the dredging in the river. The late Mr. John McKellar, ex-mayor, was chiefly responsible for keeping the dredging going. He persevered and succeeded, under strong opposition, in securing from the Government a small appropriation for dredging the river on nearly every occasion that Port Arthur had received an appropriation for the Port Arthur

harbor. The late Mr. S. J. Dawson, then M. P. for this district and a resident of Port Arthur, helped the mayor very much in securing even these small appropriations, which no doubt were the chief means by which the river harbor was kept from being effectually closed to heavy shipping for many years.

There were annual delegations to Ottawa and Toronto from the Twin Cities or Towns while the Parliaments were in session. As was usual in those days, the late Mr. Thomas Marks headed the Port Arthur delegation and Mr. John McKellar headed the Fort William delegation. Each of them had been a municipal councillor, reeve and mayor. Besides these, many others on each side were active in these controversies. On one occasion, the Fort William delegation was in Ottawa and succeeded in getting the Government to promise an appropriation of \$15,000 for dredging the river. Then they left for Toronto to attend to the Provincial affairs. Soon afterwards, Mayor McKellar received word that the Fort William appropriation was left out of the estimates. He took the next train for Ottawa. Mr. Dawson, M. P., was greatly surprised to hear it, but on looking up the matter found it was true. He said: "We will see Dr. Tupper, Minister of Public Works, about it." Dr. Tupper, after consideration, said he could fix it. "We will make one harbor of the two, and issue an order that \$15,000 of the appropriation be applied in dredging the river." In the spring, when the dredges started work in the river, many were surprised, as the appropriation did not appear in the estimates in the regular way.

Now, after the "smoke" had cleared away, it appeared that each party did believe that developments made in the other harbor would be money wasted, and that the only way to prevent such waste of money was to get the Government to stop development—in the case of Port Arthur, stop building

docks and piers; and in the case of Fort William, stop dredging the river. The Fort William people had little weight in holding up the Port Arthur developments, as during the early developments there were more stranded boats to be accounted for in Fort William than in Port Arthur, on account of the natural conditions, along with the want of proper buoys in the river. Again, the Government would naturally favor Port Arthur, on account of nearly all the local Government officers being stationed there. On the other hand, Port Arthur influence was strongly used to stop the dredging at Fort William, and very nearly succeeded on several occasions. I will only refer to a few of those crises in this paper.

On one occasion, in 1881, the railway contractors, Percil and Ryan, were to get in the winter supplies to the new warehouse at West Fort William. The Canadian Steamboat Companies refused to bring the supplies in to the river, wanting to land them at Port Arthur, claiming that the river channel was impassable by reason of being filled in with silt. We knew it was not true, but there was nothing left to do but try to get an American boat to come in and prove it. As luck would have it, the excursion boat "Peerless" of Chicago, a much larger boat than any of the Canadian boats, made fortnightly trips around to Duluth, calling at Port Arthur on the way. I met the boat at Port Arthur. Mr. Allan McIntyre, a boyhood friend of mine, was captain, and I prevailed on him to run his boat into Fort William on his next trip, which he did, running four miles up the river to West Fort. He had no trouble and he ran in and brought some supplies to the contractors on the next trip. I know this to be true, as it was I who piloted the "Peerless" in to the river on that occasion. After that the Canadian boats brought the freight into West Fort without any trouble.

I might mention that the Government did not buoy the dredge cuts inside the river, neither did the municipality; private parties had to attend to it, by driving tamarac or spruce poles about 16 feet long into the bottom on each side of the cuts, with colored flags on them.

On another occasion the Government

ordered the light houses on the Kaministiquia River to be closed and destroyed; but Fort William made such a rumpus about it, the light houses were left, but Fort William had to furnish the up-keep and keeper for some seasons. Had the order been carried out, Fort William harbor would have been closed to shipping for many years at least.

These dissensions continued for years. Finally, in 1906, there appeared on the scene a wise Minister of Public Works, Mr. Hyman. He laid out an elaborate plan for a great harbor covering the two harbors.

The work was soon commenced by the Great Lakes Dredging Company starting five large dredges to work in the Kaministiquia river. Once this great work was started, the people took it for granted that all trouble about the harbor was over until the report of the season's dredging by Government Engineer Temple appeared in the spring of 1907. Then the people of Fort William were struck with consternation. This report showed the Fort William contention about the harbor to be wrong, and if the Government accepted the report as correct, Fort William harbor was doomed. I knew the showing in the report to be entirely wrong, and wrote the following letter, which will explain matters, and published it. I mailed marked copies to the Premier, Minister of Public Works, our M. P. and others.

The Morning Herald, Aug. 8th, 1907.

RIVER DREDGING

Editor Morning Herald:—

Dear Sir: I see an article in the Herald of July 31, "Good Work by Dredging Co.", which gives valuable information, and also information that is false and casts a libel on our magnificent harbor. It shows the great work that is being done by the five great dredges constantly at work from about May 1 until December, and removing about 5,500,000 yards of material during a season. It states: "Constantly as these five dredges are kept at work, however, it must be understood that an accumulation of the same material is constantly being deposited along the beds of those rivers, and that, in all likelihood, so long as navigation is carried on the dredges will have to be

kept hard at it and always at it." This would infer an annual expenditure in dredging of \$500,000 to \$1,000,000, after the harbor is completed, which is an absurdity. The facts are that there would be little or no dredging required for many years, unless for the purpose of further enlarging the accommodation. The materials that the dredges are now engaged in removing are almost entirely the stratified clays that were deposited long ages ago in deep waters before the existence of the Kaministiquia River below the rapids. As the waters lowered and the valley bottom appeared above it, the flow of waters from the high lands back commenced cutting the river channel by cutting through the surface sand stratum and in to the clay strata, continuing it out as the waters receded until the present time.

The river is comparatively deep, and the current slow, back for 10 or 12 miles to the rapids, and of course only light sediment would reach to or near the mouth of the river which would naturally be removed by the recurring freshets. In proof of this, examine the bed of the river and (with few exceptions) you will find it to consist of the stratified blue clay.

Of course, it is understood that some of the heavy material from the surface sand stratum, would be washed in with freshets and the swash of steamers. That would be trifling, as the clay strata for the most part reaches higher than the freshets' high water mark.

According to natural conditions, the above showing is practically correct, and from my experience I am convinced it is. For many years I was one of the parties who attended to marking out the channel, or rather the dredge cuts through the channel, by driving long spruce poles with flags on each side of the cuts.

The first cut through the bar at the mouth of the river was made in 1873 by the Williams Dredge Co. of Duluth. It was narrow and about 11 feet deep. Capt. Symes brought the first boat, the Manitoba, into the river that same summer. The river was not again dredged for seven years, yet the same class of boats continued to come in, but occasionally had trouble by reason of the slight narrowing of the cut by the lateral wave wash. On account of the continued enlargement of the boats from a draught of 10 feet up to

20, the cuts through each shoal had to be redredged to increase the depth and width, stage by stage. The enemies of the harbor represented the cause of the redredging to be the refilling of the channel; and even the people of Fort William, with a few exceptions, believed it.

When the narrow cut, 40 feet, was exposed through the bar to the waves and storms for seven years and then only partially filled in, although unprotected, there need be no fear of the expense of keeping the harbor opened, when enlarged as it is being done now. When completed, especially if protected by walls at the mouth, there will be little or no dredging required, excepting for further accommodation or enlargement.

Yours, etc.,

PETER McKELLAR.

The development went on, and the engineer's report disappeared from view, whether my letter had to do with it or not, I do not know. About a year afterward I was called by 'phone from Port Arthur by the said engineer. He asked for a copy of the report I made in 1907 of the harbor. I said: "I think I have it in a scrap book at the old home." He wanted the copy as he said the showing in it is all right. To cut things short, I found the copy, and he had got a newspaper with it in at Port Arthur. After reading over the report, he was very emphatic about the correctness of my showing on the harbor conditions, that is, that the bottom of the river is not shifting silt and sand.

At one time I did not believe, but now I do fully believe, that the Government engineer was honest in the report he made, but certainly he made a mistake in accepting and making his report on the opinions of irresponsible persons, instead of awaiting another year for his own examination and experience.

After reviewing the whole situation, I have come to the conclusion that each party was right, and also wrong—right when he defended his own harbor, and wrong when he tried to condemn the other harbor.

Now that the two have been developed, we find that together they form a grand harbor, one of the most convenient and commodious harbors on the Great Lakes.

PETER McKELLAR.

The Newspaper

BY D. SMITH

It has been the grave-yard of the ambition of thousands of men who have devoted their lives to it. It has taken toll of the best that is in man and then thrown him to one side—a worn out wreck, a thing of no further use. It has taken into its tender arms a few men and made them powerful in local and national affairs. It has been the medium of wealth and comfort. It has been the sinkhole of fortunes and has blasted the hope of individual and family. It has taken the man of little education and made of him a great power. It has tossed the man of education into the human scrap heap. It is a wonderful thing, the newspaper, it is a loving mistress, it is a brutal task-master, it is hateful and it is lovely. It is all things that may be encompassed in the gamut of human emotions and passions. As it is in its world-field, so is it in its restricted field of localism. Here at the head of the lakes men have embarked in the publishing of newspapers, many of them indeed, and the oldest daily in existence has not yet seen a quarter of a century pass over its head.

Probably the first paper to make its appearance here, that is the first paper printed from type, was the Sentinel at Port Arthur, a paper launched by Michael Hagan, and called the Sentinel. The ambition to have a paper in the community, however, was ripe two years before the appearance of Mr. Hagan in 1874, and there is still in existence the first subscription list ever drawn up on the north shore of Lake Superior. This document shows that the public spirited citizens were willing to risk the sum of \$459 in a newspaper venture. True, they desired repayment of the advances in "printing and advertising." No person claimed the fund, and it remained for Mr. Hagan to be the first in the field. He lasted a few years and then went west, the Sentinel continuing as daily or weekly until 1898, when the sheriff sold the plant and it was removed to the Soo, and, if there is any of it left, forms part of the Soo Express plant.

To make the history of Fort William and Port Arthur newspaperdom complete I must refer to a period, fully covered in a previous paper by Mrs. Perry, when early attempts at supplying news and amusement to the few inhabitants here at that time was accomplished so well by a group of Fort Williamites named Miss Groom, editress; Mr. Peter McKellar, artist and printer; Mr. Archie McKellar and others. The paper published was called the "Perambulator" and, as its entire production was with pen and ink, needless to say the number of copies of each issue was limited. Its circulation, however, included everyone in the two villages, as it was carefully passed from hand to hand.

Of course the "Perambulator" had nothing but nice things to say about the folks across the river at Prince Arthur's Landing, and, not to be outdone in progressiveness, Messrs. C. S. Marks, G. A. Holland and W. W. Russell, artist, produced the "Thunderbolt," and a merry war of wit and sarcasm was continued from week to week, the location of the C. P. R. being the matter in dispute.

In 1877 two young men, as already recited in a previous paper, unloaded a small printing outfit on the banks of the Kam and sent a weekly craft out upon the sea of journalism. The wolf howled at the office door from the first, and one of the youths sold his interest and departed. Then the other went his way and the sea remained unruffled for two or three years. Frank Graff was attracted by an offer of \$500 bonus and launched a weekly called the Herald in 1880 at West Fort William. A couple of years later found him and his plant at Port Arthur, and that town, then booming, had two papers. The ownership of the papers changed several times, and, when the writer joined the staff of the Herald in 1887, Webb and Wood were running that paper, having succeeded James Dickinson, formerly of the Toronto Globe, a gentleman who had found his troubles in the newspaper office. D. F.

Burk and James Conmee owned the plant when I first knew it.

The trials and tribulations of producing a paper in those days, from a mechanical standpoint, were at times bordering on the ridiculous. Housed in a building once used for a boarding house in which it was stated that several men were badly frost bitten though bunked closely to the stove; where miniature snow drifts remained from late fall till early spring, it is easy to imagine some extremely funny situations. We remember one winter day, when the boss had laid in a supply of green slabs to fire the lonely and decrepit wood stove, that it was found necessary to install a small oil burner in front of the stove as a silent but expressive argument that the slabs were in bad repute with the boys, and "D. F." arose to the occasion and purchased a load of logs and borrowed a cross-cut saw so that we might warm ourselves.

It was just after I essayed the task of devil on the Herald that I visited the printing office at West Fort William, where, after a merry fight between Graff and Captain Sidney Smith in 1888 over the possession of the Echo, Harry D. Lee had succeeded to the captaincy of the craft, changing the name to the Journal.

It is a long time ago, and yet it seems but yesterday. But, since the dawn of that yesterday, what wonderful changes have taken place. Where were a few straggling buildings alternated by forest and bush, swamp and rocks, now are examples of the builder's art of which any city might well be proud; where were ruts plashing mud far into the summer months now are miles of paved streets bearing the traffic of a metropolis; where was naught but bush now are farms; where was but one railway in its first days of struggle, now are three railways stretching their bands of steel across the continent, and in place of twelve passenger trains weekly now are almost that number daily carrying thousands of souls in place of the tens that then travelled east and west.

It is something to have taken a part in this wonderful transformation, and to all those my colleagues of the past and present I reach out a hand of fellowship and declare that to the newspapers is due no small measure of credit for what has taken place, for,

notwithstanding what may be the hysterical opinion of some, the newspaper is true to the community which makes its continued existence possible.

Let me now go back to a time when Port Arthur, having had its dailies and its days of prosperity, had fallen upon evil days. Its papers had felt the pinch, and F. B. Allen, who had leased the Herald from Mr. Burk, handed it back to him and the office was closed and the Herald printed at the Journal office, Fort William.

The concentrating of the C. P. R. interests at East Fort had induced practically all business men of West Fort to shift the scene of operations to this point. Mr. Lee had died a few months previously and his widow, who had conducted the business for a short time, on Dec. 6, 1890, sold to T. W. Rutledge, a practical printer, and James McLaren, a well known citizen, still with us, and those gentlemen migrated with the plant to East Fort. Mr. McLaren handled the business end, while Mr. Rutledge looked after the mechanical end and a Mr. W. H. Cummings wielded the editorial pen, and did it to the queen's taste, for he stood for Fort William first, last and all the time. The writer was employed on the Journal for some months during this time. This was when the great boundary war prevailed, and I remember a brochure written and issued by Mr. Cummings in which he repudiated with all his soul the pretensions of the neighboring city to that territory lying along the lake front and afterwards incorporated into Fort William.

With the death of Mr. Cummings came the late T. A. Bell into the newspaper field. He was a contractor, but one of those men who can do many things well. He saw a chance for a daily paper, and on January 21, 1893, bought out McLaren and Rutledge and continued the paper as a semi-weekly until October 12, 1893, when he started a daily. He established an office in Port Arthur under the charge of the late T. A. Keefer, who was succeeded, upon his death, by Hull Austin, who retired a few years later to enter another line of business. A. M. Frank then took that end of the business, and with the assistance of staff members has held ground well for the Times-Journal up to the present.

It is natural that, lying so closely together, the history of newspaperdom in

these two cities should interlock. I cannot possibly give but the briefest mention to much that would be of interest. For instance, previous to his retirement from the field at the head of the lakes, Mr. James Dickinson had conceived the idea that Fort William required two papers, and he essayed a paper which he called the *Echo*, the first issue being on November 11, 1893. It was printed at the Sentinel office at Port Arthur part of the time, and part of the time on a press which had been installed above a Chinese laundry in Fort William. The *Echo* died out, and the Sentinel ceased its watch. The publishing of the *Herald* was taken up by Mr. Allen, who killed it, and the *Chronicle* was born. The latter ran as a daily for nine months and then dropped out, taking its place with the semi-weeklies and again stepping into the daily parade some eighteen months later, where it is today, but under different management, Mr. Allen having sold his interests a few months ago. In the meantime, the *Daily News* had made its appearance in Port Arthur and still is. So much for Port Arthur. Now we will come back to Fort William, where we left T. A. Bell as the new owner of the *Journal*.

The writer re-joined the staff in 1893 and was put in charge of the mechanical department, and had the distinction of setting up the first heading for Fort William's daily newspaper.

The *Journal* was an aggressive exponent of Fort William's strategic position and rightful claim as a coming great city, and it was in no small measure due to Mr. Bell's energy through his newspaper, a few years later, that Fort William's first industry, the Ogilvie Flour Mill, was located here. This event occasioned the first special illustrated edition ever gotten out in this city.

In June, 1895, Mr. Bell was induced by friends in Winnipeg to take hold of the "*Nor-Wester*," now the *Telegram*, and sold the *Journal* to the writer and Mr. T. W. Rutledge, who in the meantime had rejoined the staff, but as neither of the purchasers had any capital, the deal being floated with notes, it was soon apparent that with the very small volume of business going through at this time—which will be remembered as one of

great business depression—the buyers thought it best to cancel the agreement.

Mr. Bell continued the operation of the paper for another eighteen months, with Mr. McNally as news editor and the writer as manager. Mr. Bell finally disposed of his interest in the "*Nor-Wester*" and engaged in life insurance in Winnipeg, directing the *Journal* from that city. Mr. B. G. Hamilton, having replaced Mr. McNally, was in charge of the news and editorial.

Mr. Rutledge severed his connection with the paper and started a job printing office and, in 1899, prevailed on the writer to join him in the publication of a semi-weekly, which was called the "*Times*"—the first issue appearing September 23 of that year. F. E. Trautman of Niagara Falls was engaged to handle the editorial and news department. The plant was housed in a new frame building erected by Rutledge & Smith on the present site occupied by the *Times-Journal* building. The paper was a small five column affair published twice a week, and was well received by the public, but was not a financial success as the field was too small for two papers. Two months after the *Times* was started, Mr. T. A. Bell was stricken with a sudden illness, resulting fatally, and the *Journal* plant and business was thrown on the market.

By considerable strenuous financing, Rutledge & Smith acquired the paper, and immediately commenced issuing the paper from the office of the *Times*, under the new title of the "*Times-Journal*," the first issue being Nov. 30, 1899.

The financial load was a heavy one, and it was found necessary to form a stock company to provide the necessary capital. Mr. E. A. Morton's aid was secured and quite a number of local people subscribed small amounts. Dr. T. S. T. Smellie was approached among others, and he made the proposition that the prospective shareholders be dropped and he be allowed to take a one-half interest. This was arranged, and Dr. Smellie remained as president of the company for some years. A fine new building was built, and large additions made to the plant. Dr. Smellie finally secured all the

stock of the institution, and in 1908 he sold the business to the present owners.

Large additions were made to the plant and the portion of the building formerly occupied by Dr. Smellie's drug store was taken for the newspaper.

We will retrace our steps to throw a little more light on the actual conditions when Mr. Bell took hold of the Journal. It was being printed on a Washington hand press, which, with the help of three or four persons, had a production of about 200 sheets printed one side per hour. Mr. Bell at once put in a steam plant and large press which had a capacity of 1000 sheets printed one side per hour. Mr. Bell also installed from the electric railway the first electric lights in Fort William. The first type-setting machine in this district was also installed.

Messrs. Rutledge & Smith installed a larger and better press, folder, and the steam plant was supplanted by a gasoline engine, which, I believe, was the first in the city.

Under Dr. Smellie's part ownership a still more modern press was installed which gave a production of 4500 completely folded 8 page papers per hour.

Under the present company's ownership the first modern type setting machine in the two cities was installed; the first modern cylinder press for job printing and many other features which have kept the plant thoroughly up to the minute and in advance of any other printing plant.

Just this year the press purchased in 1907 has been replaced with one of R. Hoe & Co.'s latest models, capable of producing a 32 page newspaper completely printed, folded and counted at one operation and if necessary in more than one color. Whereas the old machine would produce only an eight page paper, the present machine will produce a 32 page, and whereas the old machine would print only 4500 papers per hour, the new machine will produce 25,000 per hour.

In 1890 the Journal was published from the building now occupied by a fruit store, corner of Brodie and Victoria Ave.

In 1893 Mr. Bell removed the plant to a building then owned, I believe, by the late Sir Wm. Whyte, on the corner

of Simpson and Victoria, and now occupied by Gerry Bros.' hardware store.

We will again retrace our steps to recount the history of another newspaper.

In the spring of 1905 the field looked enticing to two western newspaper men, R. G. McCuish and C. D. McPherson, and they started the Herald as an evening paper, the office being that now occupied by a creamery on Brodie street. They found the going pretty hard, but, to add to their worries, in November of the same year, just as the paper was going to press, there was an explosion of gasoline and the building partially gutted.

Several months elapsed, during which time the plant was put in order, and taking advantage of the local feeling running high on the near approach of a general election, a local company took over the plant and the Herald was again started on June 15, 1906, as a morning paper.

In July, 1908, the plant was again gutted by fire, and the paper was published by the Times-Journal for many months.

A new building was built and new machinery added, and the paper took on a new lease of life, but the smallness of the loaf to be divided again became apparent, and the company found itself in dire financial straits, assigning and forfeiting their charter. Port Arthur capital came to the rescue, and a new charter, The Central Canada Publishing Co., Ltd., obtained, the paper in the meantime being published by a receiver. This arrangement continued for some months, when some Fort William men thought it advisable that the newspapers of Fort William should be in the hands of Fort William people, following which the interests of the Port Arthur stockholders were secured. Finally, in order to reduce expenses and in an endeavor to keep the morning paper alive, printing arrangements were made with the Times-Journal, but soon this method was unsuccessful and, after losing a large amount of money, the paper was suspended.

It would be a serious oversight should I omit to chronicle the coming and the passing of the "Industrial Review," started in 1901 under the able editorship of our good friend, J. R.

Lumby. It was published from the Journal plant and was in book form. Its chief aim was to advertise the mines of this district, but unfortunately the field was too small to carry the project and, in the course of a year or so, it was discontinued.

Speaking particularly of the Times-Journal, the newspaper office has been one of the storm centers in every great fight in the city: the entrance of the Port Arthur Street railway; the various utility and bonus bylaws; the big fight for Loch Lomond pure water; the purchase of our end of the street railway; the telephone system fight and many others of lesser importance.

While in some cases the paper may have been wrong, on the whole I think

its record is an enviable one as a champion of the welfare of Fort William, and while it might have made more money at times by taking a different attitude, it made many fast and true friends by its staunch support of what has in almost every case resulted in the betterment of the city.

It is something to say that after thirty odd years of public usefulness no charge of graft has been flung at it, and every idle sneer of its enemies during the heat of some battle has been shown to be shallow and groundless, resulting frequently in the vanquished becoming firm friends of the paper.

D. SMITH.

June 26, 1914.





DR. E. B. OLIVER

Department of Health

DY DR. E. B. OLIVER

We learned from the interesting paper read before this Society by Mr. J. J. Wells that the Municipality of Shuniah, of which the area now known as the "City of Fort William" was a part, was organized in June, 1873.

At a meeting of the Councilors of the Municipality held on the 13th day of August of that year a bylaw, known as Bylaw No. 9, was passed in reference to the Public Health of the District. It appointed the following gentlemen to be "Health Officers or a Board of Health" for the district mentioned.

For Prince Arthur's Landing:

Messrs. J. A. McDonald, Noah K. Street and Geo. L. Jones.

For Fort William:

Messrs. John McIntyre, Peter McKellar and Adam Oliver, the latter being my father.

For Silver Islet:

Messrs. Dr. Tompkins, Myrom Gilmore and W. B. Frue.

Probably owing to the withdrawal of Silver Islet from the Municipality in 1874, it was found necessary to pass a bylaw known as Bylaw No. 16 repealing Bylaw No. 9 aforementioned. This new bylaw appointed Messrs. Noah K. Street, Thos. Marks, Peter McKellar and Dr. J. A. McDonald a Board of Health for the whole Municipality "to have full powers according to law."

It seems probable that this Board held office continuously up to the time Fort William ceased to be part of the Municipality of Shuniah.

I am unable to find any written record of the transactions of this Board.

The general council of the Municipality, however, seems to have had an eye to the safety of the public, for they passed two bylaws that were in the interest of Public Health.

Bylaw No. 109 was passed in March, 1880, and stated that "all holes cut in ice over an area of two square feet

must be enclosed by a fence four feet high, said fence to be maintained while the ice lasted, and be strong enough to prevent cattle getting into the opening." A fine of fifty dollars might be imposed for breach of this bylaw.

The other bylaw, though not directly concerning Fort William, is worthy of note.

It defines an area in the village of Prince Arthur's Landing over which pigs might not run. These limits were from the south end of Cumberland street (where the Canadian Northern Hotel now stands) to McVickers Creek on the north and between Cumberland street and the lake shore to the south.

In the year 1881 Fort William ceased to be part of the Municipality of Shuniah, and became part of the Municipality of Neebing. I am unable to find whether or not a board of health was appointed by the new council. Dr. Hamilton was appointed Health Officer for the Municipality in that year at a salary of fifty dollars. He held office during the time Fort William was part of the Municipality of Neebing and for some months after the time the town of Fort William was incorporated in 1892.

Dr. Hamilton resided in what is now called West Fort William. At the time of Dr. Hamilton's appointment the population in the present city boundaries was not more than 800 people, if it reached that number. This gradually increased till in 1889, when the Canadian Pacific Railway entered into an agreement with the McKellar Ward, which was then what we might call Fort William proper as distinguished from West Fort William, the population was between 1200 and 1500.

In 1888 occurred what might be called the first epidemic in Fort William, when there was about ninety cases of diphtheria. It was of a very mild type, there being but two deaths.

While Fort William was part of the

Municipality of Neebing, Messrs. John McKellar, R. R. Reaveley, Jos. Hammond, Alan McDougall, R. McNabb and others were members of the Board of Health. The first mentioned was chairman for a considerable time.

When the Canadian Northern Railway Company had completed their building two years later, the Municipal records showed a population of 2000. However, as incorporation as a town was agitated, a special census was made which showed the population to be 4000. This being a sufficient number, the "Town of Fort William" was duly incorporated in the fall of 1891.

Owing to the records up to and including the year 1902 having been burned in a fire which destroyed the Town Hall in March, 1903, no accurate record is available from the year of incorporation as a town to that time. However, I have done my best to collect from every available source all data in regard to the Health Department.

At a meeting of the Town Council held in July, 1892, Dr. T. S. T. Smellie was appointed Medical Officer of Health. Dr. Smellie had been a resident of this district for some time, having located in Prince Arthur's Landing in 1879. He became a resident of Fort William in 1891.

The members of the first board of health for the town of Fort William were Messrs. R. R. Reaveley, R. McNabb, Jos. Hammond and Ries.

The Board of Health and the Medical Officer of Health had little apart from routine duties to attend to until an outbreak of smallpox occurred in 1893. Dr. Smellie has already written a paper for this Society on this outbreak, so I pass it by with mere mention.

The water supply during this time was drawn mainly from three wells situated at the Coal Docks, Central School and Town Hall. The latter appeared to have been a well of such excellent water that it is spoken of with respect by the citizens until this day.

The first sewer was laid on Victoria Ave. about the year 1890. It was not until about 1897 that the first sanitary sewer was laid on this street.

The first Isolation Hospital was built in 1896, and was located on Park Lot No. 8 on Empire Ave. Smallpox cases only were accepted. No regular nurse was employed, one being sent in as needed.

Dr. Smellie and Dr. Hamilton were in turn Health Officers until the year 1897, when Dr. W. W. Birdsall was appointed in August of that year.

The outstanding feature in the history of the Health Department in the late nineties was the installation of a water supply from the Kaministiquia river. This was in the year 1899. The commission who had the matter in hand was composed of Messrs. Dr. W. H. Hamilton, C. W. Jarvis and Jas. Murphy. Water from the Kam river had been drunk in increasing quantities during the last few years, so I presume most of the citizens thought that the water was pure.

At the time the decision was made to get a supply of water from the Kam the population of the town was about 3500.

I am pleased to note that two of my predecessors in office, Doctors W. H. Hamilton and W. W. Birdsall, protested against the water being taken from the Kam river at the point from which it was taken. They urged that the intake should be placed at least a mile further up. Two sewers emptied above the intake. The pipe was located at the junction of Sprague street and the river. The cost of the plant was about thirty-five thousand dollars.

The locating of this intake pipe at the point above mentioned was probably one of the sorriest things the citizens ever did. It was the direct cause in 1906 of eight hundred and thirty-two cases of typhoid fever, with ninety-eight deaths. As the population was six thousand five hundred, this gives a case rate of one hundred and twenty-eight per thousand and a death rate of fifteen per thousand.

I do not know how many cases of typhoid fever there had been previous to the year 1905, as I have been unable to get a definite report.

The first general hospital in the city was opened in the building on Donald street until recently used by the C. Y. M. A. by Miss Cope in the year 1898. In 1900 the hospital was moved to the building on George street now used as a club house. Miss Banks and Miss Duncan were the nurses in charge. In 1902 the first unit of the McKellar Hospital was opened. This was added to in 1908, and at the present time still another addition is being made which will give us one of the finest hospitals in Canada.

In the year 1903 the Babcock Milk Tester that we are now using was bought. There is no report that samples of milk were taken regularly. In fact, down to 1910 samples were, as a rule, sent to the Provincial Laboratory at Toronto.

In this year the Smallpox Hospital was removed from Empire Avenue to the Blackwood Addition.

The births for the year numbered eighty-three.

The expenses of the Department for the year were one hundred and fifty dollars.

Mr. W. W. O'Brien was Sanitary Inspector. Later he resigned and Chief of Police W. J. Dodds was appointed.

I find, as a matter of fact, that Chief Dodds was the reliable man who always filled the want of a Sanitary Inspector, for in 1905, when J. W. Robertson resigned after serving a few months, Chief Dodds again became Sanitary Inspector. The salary at that time was one hundred and eighty dollars per year.

In August, 1905, a joint Plumbing and Sanitary Inspector was appointed in the person of Mr. W. T. Rankin.

This year marks the first suggestion for an Incinerator.

An Isolation Hospital was proposed to be erected at a cost of two thousand dollars.

In the year 1905 occurred the epidemic of typhoid fever to which I have referred above.

A vessel going down the Kam river dragged her anchor, loosening the intake, allowing large quantities of unusually polluted water to enter the pipe. As stated, eight hundred and thirty-two cases of typhoid fever resulted, with ninety-eight deaths. The accommodation of the local hospital was taxed to the limit and emergency hospitals had to be opened. The largest of these was on Marks street.

Dr. Douglas, Medical Officer of Health of Winnipeg, was called upon, and he came to the city and gave valuable assistance.

This epidemic seems to have thoroughly awakened the citizens to the fact that prevention is better than cure, for from this day forward rapid strides were made in the Department of Health.

The greatest good that came from the typhoid epidemic was an agitation for a purer water supply. Loch Lo-

mond, a lake lying about seven miles southwest and being at an elevation of three hundred and twenty-three feet above the level of the city, was now for the first time suggested as a source of water supply.

At this time, too, there was an agitation to drain that section of the city known as the "Coal Docks." This was due probably to the fact that about seventy-five per cent of the typhoid cases came from that part of the town. This was not due, however, to the sanitary conditions of that section as popular opinion suggested but, as Dr. Manion stated, to the fact that more un-boiled water was consumed there than at other points.

As a result of this epidemic, too, Dr. Manion, who was appointed Medical Officer of Health in September, 1906, strongly urged the Board to do all in their power to see that increased hospital accommodation was provided as soon as possible.

The Board of Health requested the Board of Works at this time to take over the scavenging, and asked them to have the two sewers above the intake pipe cut off.

Later in the year Mr. Rankin gave way to Mr. Thos. Watson, who was appointed Sanitary Inspector, at a salary of one thousand dollars per year.

In the year 1907 the Town of Fort William became a city with a population of 12,500. Dr. R. J. Manion, who had been appointed in 1906, was the first Medical Officer of Health. The salary was three hundred dollars per year. This included care of the sick indigents.

Apparently Dr. Manion recognized at once the need for some Isolation Hospital accommodation, for I find that the minutes of the proceedings of the Board of Health for 1907 are replete with recommendations in regard to this. It will be remembered that the Isolation Hospital that then existed really handled only smallpox cases.

The year 1908 marks what I might term the commencement of the recognition of the importance of the Department of Health. From now on progress was more rapid. The city continued to increase in population.

Good progress was being made with the Loch Lomond water works scheme. In the meantime good water was being peddled in wagons.

Typhoid fever was getting less, there having been but seventy-seven cases in 1907 and sixty-eight cases in 1908.

Mrs. Flanagan was appointed permanent nurse at the Isolation Hospital at a salary of \$45.00 per month.

The Board of Health investigated the method of garbage collection with a view to having a uniform system.

The Provincial Government were asked to establish a branch laboratory in this city.

The total expense for the year was three thousand four hundred and forty dollars.

In 1909 the salary of the Medical Officer of Health was increased to one thousand dollars per year. This was an increase from five hundred dollars in 1908, and shows that the city council appreciated the value of the work being done and recognized that it was worthy of a proper remuneration.

I have mentioned before that the obtaining of a water supply from Loch Lomond was the direct outcome of the 1905-1906 typhoid epidemic.

The project was commenced in 1906 and carried on steadily until it was completed in 1909. The total cost of the work was four hundred and fifty thousand eight hundred and twelve dollars. In the course of construction a tunnel was driven through solid rock for over a mile.

Perhaps the chief event of interest in the year 1909 was the turning into the mains for the first time the water from Loch Lomond. The exact date was June 23rd, and James Conmee, M. P., officiated.

In March, 1909, the Board of Health approached the Port Arthur Board in regard to the erection of a joint Isolation Hospital. The latter board, after looking into the matter, rejected the proposal in September of the same year.

The expenses of the Department for the year were three thousand eight hundred dollars.

Dr. Manion resigned to take effect January 1st, 1909. One of his last acts was to again urge the erection of a suitable Isolation Hospital.

The year 1910 opened with Dr. R. E. Wodehouse as Medical Officer of Health. Messrs. G. W. Brown, R. S. Piper, G. Matthews, R. Hymers, G. Hartley and F. W. Young formed the Board of Health.

In February Dr. Wodehouse and the chairman of the board, Mr. G. W. Brown, were appointed a committee re building of the Isolation Hospital.

In April of this year Mr. Thos. Watson resigned as Sanitary Inspector. Mr. S. Macnamara, who the year before had been appointed assistant to Mr. Watson, now assumed all the duties of a Plumbing Inspector.

The position of Medical Officer of Health and Sanitary Inspector were combined and Dr. R. E. Wodehouse was appointed thereto at a salary of one hundred and fifty dollars per month. This was increased to two thousand four hundred dollars per year in 1911. Later in that year the positions were again separated and Mr. W. E. Stanley was appointed Sanitary Inspector.

The committee to which had been given the task of getting the Isolation Hospital built worked assiduously, so that early in 1910 the contract was let.

At first an endeavor was made to locate the building on the same lots as the McKellar Hospital. But eventually the present location at the corner of N. Vickers Street and Northern Avenue was chosen. The total cost of the building completely furnished, including the land, was about twenty thousand dollars.

This was one of the best investments the citizens ever made. We have now a first class institution in every respect.

The building was ready for occupancy in May, 1911. Miss M. E. Duncan, who is still with us, was the first and only Superintendent.

I will not detail the construction of the hospital. It will accommodate twenty cases of single infection. Cases of Smallpox, Measles, Diphtheria and Scarlet Fever have all been cared for at one time without inconvenience.

Apparently, after having gotten the Isolation Hospital question settled, the Board again looked into the question of the necessity for an Incinerator. This, as you will remember, had been recommended by the Board away back in 1905.

The nuisance ground bought in 1904 was totally inadequate for the purpose intended and was becoming a nuisance indeed.

The Incinerator was completed last year (1913) and has this summer been constantly in use and is giving excellent satisfaction.

During the summer of 1910 Dr. R. E. Wodehouse inaugurated a campaign against Infant Mortality. A visiting health nurse was added to the Department. She acted as second nurse at the Isolation Hospital and visited new born babes between times.

A Board of Health Laboratory was established at this time. The principal work was examination of sputum and swabs.

In the fall of 1911 a branch of the Anti-Tuberculosis Society was formed in our city. Mr. J. H. Perry was elected president and I was elected honorary secretary.

Dr. Wodehouse resigned in July, 1912, to accept the newly created position of Provincial Medical Officer of Health. I was appointed his successor and assumed office August 1st, 1912.

Up to this time the Department had no quarters of its own. But the Police Department having moved from the city hall to the new court house, we were given their former quarters. This enabled us to concentrate our efforts. The Laboratory that Dr. Wodehouse had established, part in his cellar and part in his private office, was transferred to the city hall. The stenographer who had been appointed the year before, who had been in the city clerk's office, was located in the new offices. The cost of the Department for the year was about seven thousand dollars.

During the year 1913 the staff was increased by a veterinary, food and dairy inspector and an assistant for-

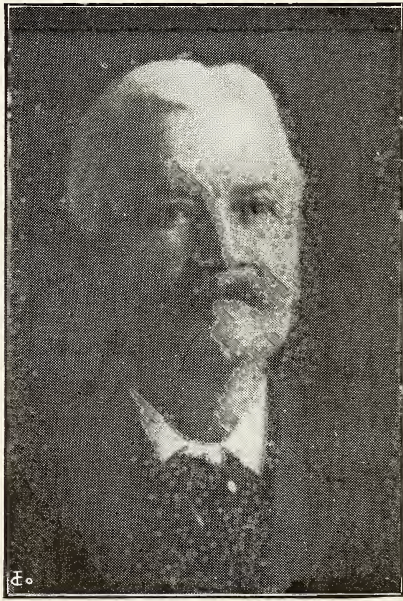
eign speaking sanitary inspector. These two appointees served during the summer months.

Another nurse was engaged as assistant at the Isolation Hospital, and the work of visiting health nurse was combined with that of school nurse. Miss Ida M. Hobbs was the first nurse to fill the position. She was forced to retire on account of illness and was succeeded later by Miss K. Spearing, who now is devoting her whole time to the school work.

This brings us to the present year. In April I was appointed whole-time Medical Officer of Health—the first the city has had. At this time, too, Mr. Digby, the present capable assistant to the Sanitary Inspector, was appointed as a permanent man on the staff. Mr. Stanley, while retaining title of Sanitary Inspector, gives his whole time to food and dairy work.

This year will be noteworthy on account of two things. One is the obtaining of an up-to-date milk bylaw, duly approved by the Minister of Agriculture, under which we are able to ensure to the citizens of our city as good and pure a quality of raw milk as can be gotten anywhere. The other is the installation by default of over one hundred sanitary plumbing installations.

The Board of Health year ends October 31st, tomorrow night. While I have not commenced work on my annual report, I feel that I can say that this year will show two things in which the citizens can take pride, viz.: the lowest case rate of typhoid fever in twenty years and the lowest rate of infant mortality since statistics have been kept. And the cost will probably be less than thirty-five cents per capita.



W. C. DOBIE, Esq.

Sailing Across the Atlantic Sixty Years Ago

Address by Mr. W. C. Dobie, before the Art and Literary Club, Port Arthur
Tuesday, November 27th, 1914

I have made no notes on this subject. I merely trust myself to a good memory. A good memory is a very good thing to have.

As a matter of fact, it is 65 years since I crossed the ocean. Sixty-five years ago in August my father, Uncle William and Aunt Betty, my mother and my sailor uncle, Captain Dobie, made up their minds they would come to America.

It is a revelation to many to know that, in spite of the great strides made of late years in steam vessels, there are still today 55,000 sailing vessels as against 47,000 steam vessels.

If you were living in the old country today and wanted to come to Canada, you would have nothing to do but go to the ship's office and ask when the next ship would sail. You would be given your ticket, told to go down to such-and-such a dock at such-and-such a time on such-and-such a date, and you would find your stateroom ready for you, replete with every modern convenience. You would have nothing to do but get your baggage aboard, go to the stateroom and sail away, with meals served four and sometimes five times a day. Amusements and all kinds of games would be provided. The palatial steamship would be equipped with saloons, gymnasium, reading room, and even roof gardens, which were not even thought of in the days I am going to speak of. We did not have any such things, and even steamers were few and far between, for the first steamer carrying passengers on the Atlantic was Cunard steamer from Boston in 1844, and I am going to talk about what occurred only five years later—in 1849.

As a matter of fact, at that time there were just two passenger lines crossing the ocean, and they were paddle-wheelers. We can cross the ocean now in from five to eight days. Those boats used to cross in 18, 20 or 25 days, and such slow time was a good passage in those days.

My people made up their minds to go to America, and the first thing to be done was to find a vessel. The vessel lay in Liverpool docks and we lived in Birkenhead opposite Liverpool, across the river. Anyone in Birkenhead in those days (there was only one dock there then—the Morpeth dock) could see ships lying there, and in the rigging or the shrouds would be a board stating that the ship was preparing to make a trip to carry so many passengers from such-and-such a port, and would sail on such-and-such a date, and that by applying at such-and-such a ticket office the fare would be accepted for coming across the ocean. At that time the fare was £3 for an adult, and for children 12 years of age ½ price—\$7.50. That is what it cost to take me across the ocean, as I was only a boy of ten years, and though I am not supposed to remember very much at that young age, still I may tell you that my memory is quite clear on the events of that ocean voyage. When I begin to talk to you about things that I can remember 65 years ago, people think I am drawing on my imagination.

Our party consisted of 15, my father and mother, five of us, Uncle William, Aunt Betty and five children, and my sailor uncle, who was a bachelor. He used to be in the India trade which ran passenger ships. The next thing, after booking our passage, was to get supplies for the passengers who were going aboard. You may think £3 was very cheap fare, but they only provided us with water, fire and a bunk. Then there was nothing left for a single man to do but go up town and buy a chunk of hard tack, and, if married with a family to provide for, he would get several bags of this hard tack. The longer these hardtack biscuits were kept the better they used to be, for in order to make them palatable we used to soak them during the night in fresh water,

and then we would split them and fry them in pork gravy, when they were very palatable. All the cooking utensils, which outfit had to be bought, were made of tin and sheet iron, because crockery would not last long on a ship which might roll from side to side, therefore everything had to be of iron and sheet tin so that it would fall about in a storm and not break. People had bedticks and they would buy a bundle of hay and also pillows, placing the hay in the ticks for bedding. We had butter and a few potatoes, remember that it was August, and we had some cheese which did not keep very well. The reason why so many of the sailing ships carried passengers was that emigration was very large. In the year I speak of there were 59,000 left the port of Liverpool, mainly for the U. S. The reason for that excessive emigration was the Irish famine, in other words, the potato crop in Ireland failed, upon which the peasantry depended for a livelihood, and fever followed, and none of them had anything left on which to support himself.

A ship would come in to Liverpool from a foreign port, discharge cargo at one of the docks and then prepare for passenger service. Two tiers of bunks were put up. If any of you have ever been out in a lumber camp in the woods, you will know what these wooden bunks are like. Just a bare board and nothing more, with a partition down each line of bunks marking them off and marking each bunk off from the next.

Well, the \$15 a head was paid, and we all went on board. We went to our palatial stateroom and found the bunks allotted out to the passengers. A partition was put up, as I have said before, and we could only go to the middle of the deck. There were 247 passengers aboard that ship, and it would probably be as big as the America which runs from here to Duluth; the boat would not be any longer and not as wide. The captain's cabin was at the stern, the next part was called the second cabin, and the next part was the steerage, which the passengers occupied who were carried across the ocean at a cheaper rate than the second cabin passengers. Forward of that was the fore-castle, where the sailors slept in their hammocks. There were 30 sailors be-

fore the mast. The boat was a good ship and passenger ships had to carry double crews.

The ship provided nothing but fresh water, fire and a bunk. An emergency store of provisions was kept in what was called the lazarette. This store was put there in charge of the bosun, and nothing was to be given out from that store except by order of the captain, in case of disabling of the ship, shipwreck, baffling winds, etc.

On the date of sailing, we crossed from Birkenhead on a ferry boat. We got aboard our ship lying at the Princess dock, and we had a glorious time. It was a novelty. I well remember the bags of hard tack. I took one hard tack biscuit and ate one, and put two more under my pillow so that if I awakened in the night hungry I would have something to eat.

Well, we hailed out of the dock in good time; weighed anchor in the middle of the river waiting for the tide to cross the bar, for vessels drawing 25 feet of water had to wait in those days for the tide. Things are different now: it is dredged out. The neap tide in Liverpool is 13 feet, the spring tides are from 25 to 26 feet. The morning of our sailing the anchor was taken up. Thirty men did the work, all by hand, no steam winches or windlasses then, and they worked to the tune of an old chanty, raising the anchor by main strength, not by machinery. One fellow, picked out by the rest as a singer, would stand up and would sing to the men who were doing the work. They would walk around singing in unison, and then the leader would improvise on the song. One of the songs was "Heave away, boys, we are bound for the Rio Grande."

Then, after a while, away we went for the mouth of the river into the Irish Sea. When we got near to the mouth of the river sails were hoisted under the direction of the mate. The captain did not say a word to the sailors: he spoke to the mate and the mate gave the orders to the sailors. We came round the south of Ireland with a splendid wind; we were running on the port tack along the coast. I was on the quarter deck; I don't know how I got there. Mr. Collins, the first mate,

said: "Say, boy, aren't you getting sick?" I did not know I was sick until then. I said, "Yes, sir." He said, "You had better get down below." So down I went and went to bed. I fell asleep, and probably would have been all right, but my two brothers came rushing down and said to me, "Come up and see Holy-head." They hauled me up on deck and up the stairs we went, and then, well, I glanced over the bulwarks. I then got downstairs and crawled into a lower bunk, and did not go on deck again for ten days. Part of that time is a blank to me.

On board there were, as I have said, 247 passengers, 30 men before the mast, the cook and his assistant, the cabin boy, three mates and the bosun. The names of the chief officers were: Captain Barril, First Mate Collins, Second Mate Woodside, Third Mate Griffiths, Bosun Barnes.

All the way across we had lovely weather. We never reefed a top sail from the time we reached the Irish Sea until we anchored in New York harbor. One of our amusements was rolling from side to side, down to the bulwarks on one side and down to the bulwarks on the other side with the roll of the ship, and another amusement we had was climbing the shrouds. At the time we were getting near the Gulf Stream a flying fish came aboard. It was about 10 in the morning and, after the first gasps of astonishment, there was a rush for that fish, and I remember an old gentleman who had a son whose name was Jonathan, captured it. From flying fish it soon became "frying fish." We were on the lookout for whales, but we did not see any extraordinary fish except this flying fish I have mentioned and schools of porpoises. We had read at school about whales, walruses, dolphins and seals. All we saw, though, was schools of porpoises or sea hogs, and of course gulls and Mother Carey's chickens.

The fresh water was in casks down in the lower hold. Water was served out once a day, and the cask was brought up out of the hold and water served out so much to one person for whatever purposes he wanted it. After we were about 10 days out at sea the water became putrid. Then the odor from the cask, if the wind happened to

be blowing "across," was awful. Then the water became good again. After a little while it gets over that putrid taste and smell and becomes perfectly sweet. Then, if it is kept longer it putrifies again, and again gets better, and then you can take the cask of water round the world for years and it stays sweet. We had no condensing machines on board that ship.

We had three deaths on board the ship—a man, a young unmarried woman and a child. Most of you have read accounts of a burial at sea. The person dies; the officer notifies the bosun, and the body of the deceased is measured. It is sewn up in a canvas, with a weight at the feet. When the time comes for the funeral to be held, the captain makes his appearance with the Prayer-Book in his hand. A plank is set, with the long end reaching over the side of the ship, and the body is laid upon it. The ship is stopped and at the words, "We therefore commit his body to the deep," the body slides down into the ocean. There was no doctor on the ship, nor a surgeon, though there was a medicine chest aboard in care of the captain in case of necessity.

The most we ever made was ten miles an hour, with a very fair wind and a fresh breeze. I remember looking over the bulwarks at the phosphorescence of the water. Phosphorescence is caused by millions of small fish which are phosphorescent, and something like fireflies that we have here at night. The whole thing seems to be a mass of glittering fire. The ocean is never at rest. There is always what we call the ocean roll, however calm it may be.

We got near the banks of Newfoundland, and there we were becalmed two days. There is nothing more exasperating to a sailor than this. He hates a dead calm worse than a bad storm. We were coming along, and one morning we got up and the lookout man gave the alarm, "Sail ho! dead ahead." It was about six in the morning. We could just see the topsails of that vessel over the horizon. Then a buzz began, and questions began to be asked, "Is it a ship?" "Is she coming in our direction?" "Shall we go near enough to speak her?" It was four o'clock in the afternoon before we passed her. The usual form of salutation is as follows: "Ship

ahoy! What ship are you? Where are you from? Where are you bound for? How many days are you out? What is your latitude and longitude?" One reason for the last question is so that in that way they could check each other's reckoning and see if either was wrong in his figures.

We saw only three vessels on our trip across the ocean, no steamers. One morning I was up and saw a little boat near our ship: it was a little schooner. I asked one of the sailors what it was, and he said it was the pilot boat. We were then about 150 miles from New York. As soon as the pilot came aboard he took charge. Whenever the pilot comes aboard a ship he is the master of the ship until the vessel gets into port. He is supposed to know where the shoals and reefs are, and the currents. At last word came from the pilot, "We will be in New York tonight." The people went down into the hold; there was great excitement; like the children of Israel getting out of Egypt people came up with their ticks and their tin dishes and threw them into the sea. For a mile at the stern in the wake of the ship there was nothing but a streak of straw and tin dishes. The whole of the ship was buzzing that night. We were awakened next morning by the rattle of the chain cables, and we cast anchor off Staten Island, where the quarantine station was. Word was passed round that the doctor and his assistant would be on board at 9 a. m. We had to wash our hands and faces and look pretty. One man on board named Mr. Johnson was very anxious as he had had illness on the way out. The doctor came along in due time, and we stuck our tongues out, not in an impertinent way but because he asked us to. We then were at liberty to go forward, and saw a tug coming down to anchor. She fastened on to us and towed us to the landing stage. We saw a sloop of war that had just come in from California, and we were at rest 30 days after leaving Liverpool. Mr. Neil MacLean of Port Arthur, known to most of you, came across the same year I did, and he was 13 weeks on the trip. It was an

exceptionally fine and fortunate voyage for us.

I saw and tasted water-melons for the first time in New York. My father and uncle went up town in New York and carried back a big water-melon. I ate a little too near the rind and was not very well after it. In the evening we went aboard a little vessel, then we went up the Hudson and up to Albany. I remember seeing the Palisades there quite well. I saw my first mosquito there, that night on the boat. While the navigation on the Albany river was very smooth I got sick. The water-melon referred to was the cause. I could not look another water-melon in the face for many years. Railways were not exceedingly plentiful in those days; they were like steamers. A great deal of traveling was done then up the Erie canal by canal boat. On the canal boat by which we traveled there were 70 passengers. The vessel was not very large and the accommodation was not very good. It took us eight days from Albany to Buffalo by mule power. Three people had to be taken off the canal boat at Rochester with cholera.

We got a small steamer at Buffalo for Port Stanley on the other side of Lake Erie. We were in Canada—the land of promise. The question was, who would go down and tell our friends of the steamer's arrival? My uncle went, and the second day after he left he returned with a party of our friends and relatives, and on the 43rd day after we left Liverpool we were with our relations and friends in Canada.

P. S.—With his family Mr. W. C. Dobie settled later on at Sullivan, Ontario.

Mr. W. C. Dobie came to Canada September, 1849, moved to Owen Sound in October, 1854, and to Bruce Mines in September, 1860. He came to Port Arthur in June, 1872, and was appointed Police Magistrate on October 1st, 1890, a position he still occupies. He has been a resident of Thunder Bay for over 42 years.

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The Thunder Bay Historical Society

Sixth Annual Report

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The Thunder Bay Historical Society

Sixth Annual Report



PAPERS OF 1915

The Thunder Bay Historical Society

Officers

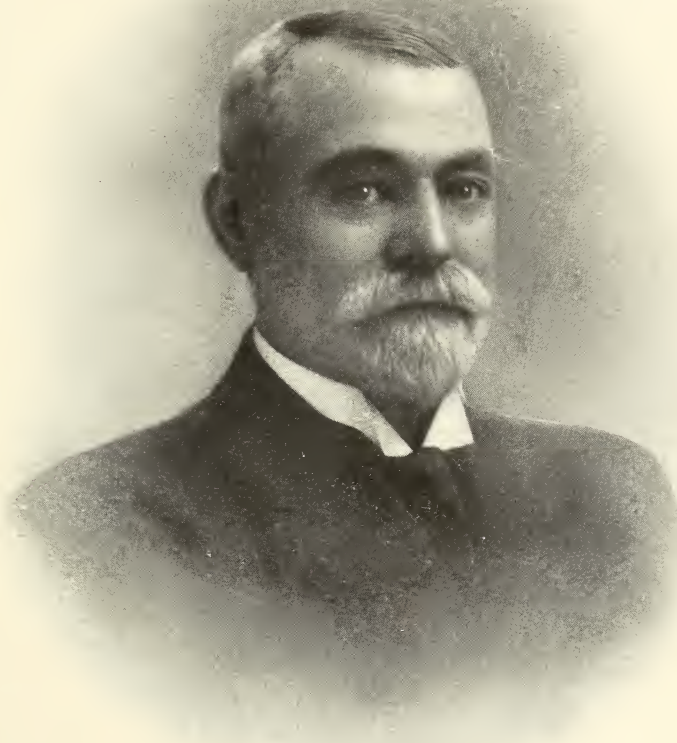
Patron	-	-	Mayor S. C. Young
President	-	-	Mr. Peter McKellar
1st Vice-President	-	-	Mr. J. J. Wells
2nd Vice President	-	-	Mr. A. L. Russell
Secretary-Treasurer			Miss M. J. L. BLACK

Executive Committee

Dr. Oliver	Miss Stafford
Miss Belle Dobie	Mr. W. J. Hamilton

Auditors

Mesdames Geo. A. Graham, F. C. Perry



Peter McKelloe

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

To the Officers and Members of the
Thunder Bay Historical Society:

Another year has passed by since our last annual meeting; a year that is unique in the history of the world. Civilization is divided about half and half against each other. There are millions of men arrayed on each side, bent on the destruction of their opponents by the use of the most deadly weapons of war devised by man. Their operations are being carried on in air, on land and sea, and under the sea.

Considering the great advancement made by the human race, within the last one hundred years, in christianity, intelligence and science, it does appear the reverse of the general order of things, and a going towards heathendom instead of christendom.

It will be seen by the last year's Annual that the Fur Traders' Tablet was under contract when the great European war broke out. The contract was stopped, it being considered wise not to try to raise the necessary

cost until after the close of the war. In the meantime Mr. Gladstone is engaged in cutting the lettering on the stone. He has one side finished and the other partly done.

We are now engaged in an important work in connection with the Historic Landmarks Association of Canada. In the beginning of October I received a letter from the president, Mr. Pemberton Smith, asking for the historic landmarks in the Thunder Bay District as they wanted to have them incorporated in the first series of the Directory the Society is preparing for publication. At the October meeting, our Society appointed Mr. A. L. Russell, D. L. S., with me on the committee to attend to the landmarks. We have now selected about thirty sites, many of which are worthy. We are now preparing the necessary explanatory notes to forward along with the list of sites to the secretary, Mrs. J. B. Simpson, Ottawa.

The papers herein will speak for themselves. In conclusion, I beg to thank the officers and members of the Society for their valuable assistance.



Secretary's Report

MISS M. J. L. BLACK

Fort William, Nov. 26, 1915.

To the Chairman and Members of the
Thunder Bay Historical Society.

Ladies and Gentlemen,—

I have the honor to present the following report as Secretary of our Society:

During the year there have been held five regular meetings and one special meeting of the Executive. It is hardly necessary for me to add that the meetings have always been most enjoyable. The papers given brought out much valuable historic material, but as they are appearing in full, it is hardly necessary for me to make any comment on them. One's only regret in connection with our meet-

ings is that we are unable to take a record of the discussions which follow the papers, for they often prove quite as enjoyable as the original address.

This year we affiliated with the Historical Landmarks Association, and have already organized a committee to co-operate with them in their work.

The correspondence has not been extensive, and has almost all taken the form of requests for our publications.

We have a paid-up membership of twelve, while three outsiders have also contributed to our funds for the tablet.

All of which is respectfully submitted.

M. J. L. BLACK.

TREASURER'S REPORT

Treasurer's Report.

RECEIPTS.

1914.	
Nov. 27.—Balance in bank . . .	\$224.20
Nov. 27.—Fees: Mrs. Graham D. McKellar, E. B. Oliver, Oliver, Mr. and Mrs. Russell, Mr. and Mrs. Perry, Mr. and Mrs. P. McKellar, Miss Staf- ford, Miss Dobie	10.00
Dec. 4.—Donation to tablet (Mrs. Plummer)	10.00
1915.	
Nov. 19.—Government grant (1915)	100.00
Nov. 24.—Donation to tablet (N. M. W. J. McKenzie and J. D. McKenzie)	20.00
	\$364.20

EXPENDITURES.

1914.	
Nov. 30.—Stationary	\$ 10.70
1915.	
Jan. 27.—D. Gladstone (tablet)	100.00
Mch. 9.—Printing Annuals and Circulars	122.60
Mch. —Envelopes40
Mch. 30.—Membership to His- torical Landmarks Asso.	5.00
Mch. 30.—Postage	1.00
	\$239.70
Nov. 26.—Bal. in bank	124.50
	\$364.20
Audited and found correct	
Nov. 26, 1915.	
K. McK. PERRY, M. ROSS GRAHAM, Auditors.	

The Original Kaministiquia Club

BY PETER MCKELLAR

The Kaministiquia Club, as formed in 1879, was to all intents and purposes the "Chamber of Commerce" or "Board of Trade" of the residents of that period, as well as supplying to some extent the social features for which in these later times the citizens turn to their club of today, which, though it bears the same name, does not pretend to include in its functions the settling of such political questions as those for which the original Club was organized.

This narrative presents actualities which were written up at the time those occurrences took place. To make the matter clear to outsiders, necessary explanations are inserted by the writer who was conversant with the affairs at the time. These are as follows:

"Minute Book of the Kaministiquia Club, organized Jan. 20, 1879.

"We, the undersigned, believing that a more united effort on the part of the friends of the Kaministiquia is necessary to secure the justice that has long been denied us, with this end always in view have joined together under the name of the "Kaministiquia Club" pledging ourselves to obey all the laws of this Club and do all in our power to advance the interests of Fort William and the Kaministiquia River.

1. John McIntyre
2. C. N. Black
3. Neil McDougall
4. Wm. C. Kennedy
5. Peter McKellar
6. A. McLaren
7. John McKellar
8. John McKinnon
9. John McLaurin
10. W. I. Connelly
11. David Smith
12. Sidney Smith
13. James Henderson
14. Fred Perry
15. Donald McKellar
16. Robert Cook
17. Chas. McLennan

18. John W. Pritchard
19. A. O'Connor.

"Town Plot of Fort William, Jan. 20, 1879.

"At a meeting held in Oliver, Davidson & Co.'s hall on the 20th of Jan., 1879, when were present Mr. McIntyre, Peter McKellar, John McKellar, W. I. Connelly, C. N. Black, W. C. Kennedy Neil McDougall, John McKinnon, A. McLaren and John McLaurin.

"On motion, John McIntyre was elected Chairman and W. C. Kennedy, Secretary.

"The chairman explained that the object for which the meeting was called was to take into consideration the advisability of forming an organization for the purpose of defending the rights of Fort William and the Kaministiquia River, against the encroachments of the people of Prince Arthur's Landing. As proof of the necessity for immediate action in this matter, the secretary was requested to read a notice in the Ontario Gazette of proposed amendments to the Shuniah Act, which, if allowed to become law, would be very injurious to the interests of Fort William. The Chairman recommended the reorganization of a Club or Society to watch the interests of the River, and act where those interests are endangered.

Moved by C. N. Black and seconded by Peter McKellar, that we at once organize a "Club" to be known as the "Kaministiquia Club."—Carried.

The names of all in the meeting being signed as members of the said club.

It was moved by John McKellar and seconded by John McKinnon that John McIntyre be President of this Club.—Carried.

Moved by John McKinnon, seconded by Peter McKellar that C. N. Black be Vice-President.—Carried.

Moved by John McKinnon, seconded by John McKellar that Neil McDougall be Treasurer.—Carried.

Moved by A. McLaurin, seconded by C. N. Black that W. C. Kennedy be Secretary.—Carried.

Moved by John McKellar, seconded by John McLaurin that the Club meet every Wednesday evening.—Carried.

Moved by C. N. Black, seconded by John McKinnon that a committee of three be composed of Peter McKellar, W. C. Kennedy and the mover, be appointed to draw up Petition, etc.—Carried.

On motion the meeting adjourned."

(Note.—Had the amendments referred to in the application of the Shuniah Council to the Provincial Government, asking for the formation of a County in the Thunder Bay District with the County Seat at Prince Arthur's Landing, become law, the Kaministiquia Harbor would practically be doomed to oblivion for many years to come, as thought by the Fort William people. The County Council would control harbors and the Kaministiquia would be under the guidance of Prince Arthur's Landing. The people of Fort William knew well what to expect judging by the articles appearing in the "Sentinel," Port Arthur.)

" Kaministiquia Club Room, Wednesday Evening, Jan. 22nd, 1879.

A special meeting to receive report of Committee, the Vice-President in the chair.

The report of Committee was received and the draft Petition protesting against the proposed amendments to the Shuniah Act was read and adopted.

The names of David Smith, Sidney Smith, James Henderson and Alex. Spotter were added to the Club.

After which the meeting adjourned.

W. C. KENNEDY, Secy.

Kaministiquia Club Room, Wednesday, Jan. 29th, 1879.

The President in the chair.

The minutes of meeting on January 20th and special meeting, Jan. 22nd, read and approved.

The names of D. McKellar, Fred Perry, Thomas Freeman and Robert Cook were added to the roll as members of the Club.

After considerable discussion on the best means of making the Club a success, it was moved by John McKellar, seconded by C. N. Black, that the entrance fee for each member be 50c.—Carried.

Moved by John McKellar, seconded by John McKinnon, that the monthly dues be 50c each member, to be paid at the first meeting after the 15th of each month.—Carried."

(The Petition already referred to was for the purpose of stopping the proposed amendments to the Shuniah Act from becoming law, at the approaching session of the Provincial Parliament. It reached Mr. Adam Oliver, ex-M.P.P., the Fort William representative, just in time to accomplish the work intended. Another day would have been too late. I may say that this petition was unique, in a way, and created much interest and comment at the time. It was a scroll of paper probably ten feet in length, headed with a descriptive petition, and hundreds of names, supposed to include every man, woman and child in the Kaministiquia locality, inscribed thereon.

Our Society having secured the publication of the Port Arthur "Sentinel" by kindness of Miss Annie Woodside, I thought I would look over these items in the book volumes of that year, as I had read the account in the "Sentinel" at the time of publication. I took the bound volumes, 1878-9, and after perusing them could find no article referring to the matters, not even, to a meeting of the Shuniah Council at which these matters were touched upon. I was dumbfounded as I new I had read the articles in the "Sentinel." I then concluded that some issues must have been left out. I went through one volume and found that out of the 52 weekly issues, 13 were missing. Probably the papers with the interesting articles would be passed around to friends and lost. I mention this so that others may be on their guard in looking up important matters.)

"Moved by Thomas Freeman, seconded by D. McKellar, that the Secretary be empowered to procure minute book and stationery for this Club.—Carried.

Moved by A. McLaurin, seconded by James Henderson, that P. McKellar, C. N. Black and W. C. Kennedy be a committee to secure rooms suitable for meetings, also lamp and what furniture may be required.—Carried.

Moved by D. Smith, seconded by James Henderson, that the Treasurer pay out no money unless by vote of club, and only on order signed by the President and Secretary.—Carried.

Moved and seconded that meeting be adjourned.—Carried.

W. C. KENNEDY, Secy.

“Kaministiquia Club Room, February 5th, 1879.

The President in the chair.

Minutes of last meeting read and approved. The name of Chas. McLennan added to the Club.

A letter from the Hon. A. Crooks re school matters was read and discussed.

Moved by C. N. Black, seconded by A. McLaren, that the letter from the Minister of Education be laid on the table until more definite news is received.

A telegram from McMichael Hoskins & Co. in regard to unseating of Councillors was read.

Moved by C. N. Black and seconded by James Henderson that, as this is a matter which began before the formation of the club, therefore this club is not responsible or in duty bound to pay for any telegrams relating thereto—but that a special collection be taken up to pay for the said telegram.—Carried.

A collection was taken up and the full amount required raised at once.

Alex. Spotter and Thos. Freeman wished to have their names erased from the Roll, which the Secretary took the liberty of doing.

On motion the meeting adjourned.

Kaministiquia Club Room, February 12th, 1879.

The Vice-President in the chair.

Minutes of last meeting read and approved.

Letter from E. Ingalls to school trustees of school section No. 1 in regard to school matters was read and filed.

Moved by A. McLaren, seconded by J. Henderson that A. O'Connor and John McLaurin be added to the executive committee.—Carried.

Moved by Joan McKellar, seconded by R. Cook that the Secretary draft a circular to be sent to property holders on the River asking their assistance to our club.—Carried.

The meeting adjourned.

W. C. KENNEDY, Secy.

“Kaministiquia Club Room, February 19th, 1879.

The Vice-President in the chair.

Minutes of last meeting read and approved.

The Secretary read draft of circular which was adopted.

The Vice-President was asked to send the circular to Joseph Davidson and have 200 copies printed.

Moved by A. O'Connor, seconded by S. Smith, that we send for copies of Grip and the New York Clipper.

Meeting adjourned.

W. C. KENNEDY, Secy.

“Kaministiquia Club Room, February 26th, 1879.

Only a few members present. No business transacted owing to the absence of the leading members.

Friendly discussion after which the meeting closed.

Signed A. O'CONNOR,

Secy., pro-tem.

“Kaministiquia Club Room, March 1879.

Minutes of last meeting read and adopted.

Moved by C. N. Black and seconded by D. Smith, that W. McDougall be admitted as a member of the Club.—Carried.

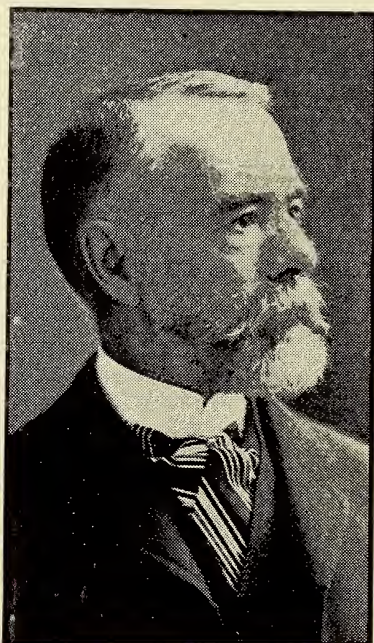
Moved by A. McLaren, seconded by D. Smith, that A. Stephenson be admitted a member of this Club.—Carried.

Moved by A. McLaren, seconded by John McKinnon that a telegram be sent to Emerson International giving local notes.—Carried.

Meeting adjourned.

W. C. KENNEDY, Secy.”

In 1907, twenty eight years later, the Club was resuscitated, and chartered with the usual social club functions and has been in a flourishing ever since.



A. L. RUSSELL, D.L.S.

Fort William in the Middle of the XIX Century

BY A. L. RUSSELL, D.L.S.

In 1883, when the enlargement of the Canadian Pacific railway terminals necessitated the dismantling of the historic old Hudson's Bay Co.'s buildings, which prior to 1803 had been called Fort Kaministiquia and subsequently Fort William, I had the good fortune to obtain several souvenirs of that once famous trading post at the gateway to what was then fittingly termed "The Great Lone Land" over which the "Gentlemen and Traders" of the H. B. Co.—shall I say "Here Before Christ" Co. exercised a beneficent and unlimited control.

The faithful old caretaker of the company, Mr. Richards—kindly offered me every facility to indulge my craving and I carried off as prizes, one manuscript journal, one long antiquated flint lock gun, one tin life preserver, besides other minor articles, all of which I subsequently handed over to Mr. (now Dr.) C. N. Bell, then secretary of the Manitoba Historical Society—a well known authority on Hudson's Bay Co. matters.

There were several other diaries which I had not the nerve to take which, I trust eventually reached headquarters and I hope eventually our Society may become possessed of them as the information they contain relates to the actual local historical facts as they occurred and extends over many years.

The writer of the Diary which forms the basis of this evening's paper—Mr. John McKenzie—was evidently an intelligent and faithful recorder as well as excellent penman. This volume was restored to me by Dr. Bell and covers the period from 17th. July 1845 (when Mr. McKenzie returned to his post after an absence) to the 28th February 1847. The appearance of Fort William or rather Fort Kaministiquia as it was then called is well depicted in the copy of an oil painting in the possession

of the family of the late Dr. Van Cortland of Ottawa. This was on the 15th June, 1805 immediately after its completion—it was four years in building—and gives one an idea of the fortified nature of the establishment, surrounded by a stockade 15 feet in height, when it was the rendezvous of the proud and spirited North West company. Some records aver it was first christened Fort William, in honour of William McGillivray, a couple of years later, 1807. Captain Palliser, R. E., in 1857 refers to the large dwelling house, the dining room of which it is elsewhere recorded could seat 200 people—lying parallel to the Kaministiquia river and flanked by two storehouses, the western one being of stone, at right angles thereto and surrounded by a picket fence 5 feet in height.

My second view gives its appearance in 1879 and is from a photograph, taken from the right or south bank of the river. Caretaker Richards is exhibited having in charge a party of tourists. This view is kindly loaned me by Mrs. Sherk and shows the location of the old buildings after the stockade had been removed.

The River Kaministiquia appears to have had more spellings than it has bends. Investigation reveals that the undermentioned celebrities are credited as follows:

- 1678. Duluht—Caministigoyan.
- 1728. Verandraye—Gamenistigouya, Kaministiquia, Camenistiquia.
- 1762. De L'Isles Maps—Kaministiquouya or 3 Rivers.
- 1805. Vancortland painting—Kaministiquia.
- 1847. Colonel Crofton—Kamenistiquia.
- 1849. T. G. Anderson S. I. A.—Kawme-na-ta-wa-young.
- 1850. The Robinson Treaty—Kaministiquia.
- 1857. S. J. Dawson, C. E.—Kaministiquia.

1857. Captain Palliser, R. E.—Kaministiquih.
1860. Professor H. Y. Hind—Kaministiquia.
1870. R. J. Pither, Indian agent—Kab-mah-naih-tick-quiack or the River that runs far about.
- Sir A. McKenzie—Kaministiquia.
- Petitot—Kaministikweya or Wide R. Harmon—Kaministiquia.
- Malhiot—Kamanaitiquoya.
- Keating—Kamanatekwoya.
- Henry Thompson—Wandering or Dog River.
- U. S. Charts—Kaministiquia.
- U. S. Charts—Kaministiqua.
- Sir John Richardson—Kamanistikweya.

In 1902 the Geographic Board of Canada fixed it for all time as Kaministikwia. This is the correct official spelling and in 1903 your humble servant compiled the first detailed plan of Fort William and Port Arthur with this approved spelling which came as a surprise to the Fort William council who were unaware of the arbitrary official change.

Extracts from entries in Journal 1845. 17 July. The first entry presents a striking contrast to the present magnificent deep water harbour and reads as follows.

"This morning the Schooner Whitefish dropped down into the Lake there not being sufficient water on the bar to admit of her being loaded in the river. The boats were afterwards sent off with the fish and other cargo. In her were sent down to Michipicoton Mr. Begg, who had been in charge in my absence. Michel Collin, assisted by John Finlayson, preparing the wood for five additional North Canoes."

The building of Birch Bark Canoes, referred to in our first entry, was evidently an important industry. The smallest or 2 man canoe could only be handled with safety by experts, while the imposing and capacious "North" or "Montreal" 5 fathom (30 feet) canoes are credited with carrying cargoes of over 10,000 lbs. composed usually of about 8,000 lbs package freight, 1,500 lbs. provisions and liquors and at times 13 or 14 of a crew, to say nothing of an odd pas-

senger or two. The ordinary Inland canoe, which was in use between Lake Superior and Red River, was built to carry about 2,900 lbs. and a crew of 4 or 5 men—the trip usually occupying about thirty days. The large North canoes were used in forwarding supplies and outfit from Montreal to Fort William with return cargoes of fur and had to brave the dangers of Lake Superior.

On one of these trips it is recorded that the Bishop of Montreal left La Chine on the 16th. May 1844 in a large canoe manned by eight French Canadians and six Iroquois Indians; he ascended the Ottawa to where the Matawin joins it. He then passed from this through La Petite Riviere and some small lakes, traversing the high lands, until he reached Lake Nipissing, and having crossed it descended the whole length of French River into Lake Huron—440 miles from Montreal. Coasting up the northern shore of this lake about 220 miles further he came to Sault Ste. Marie and crossing over passed into Lake Superior and along the north shore about 280 miles until Fort William was reached. This trip usually occupied 30 to 40 days. You will notice that the main transportation to the North West, from Montreal followed the route of the proposed Georgian Bay canal, the early construction of which, with British capital, foreshadows a still greater impetus to our twin harbours at the Gateway of the West.

July 18.—This entry refers to the important fishing industry and reads as follows. "Vezina was sent off with four nets and nine lines, which, in consequence of our getting but few fish in the river, he is to set in the Bay. Captain Palliser, R. E., on landing at Fort William in 1857 stated that the fish diet was the chief support and that it actually "tainted the atmosphere" where the 200 Chipewas and a few Pagan Indians were camped.

July 19. The entry reads "Collin and Finlayson went up the river in the expectation of getting some sturgeon and returned with only 2."

Apart from the river the principal fishing stations appear to have been at Shaginah and Thunder Point, others being at Welcome Islands and the "Puttee" which I take to be the

Pate or Pie Island and lastly a brief reference is made to our maligned Current River which yield only 2 trout.—“The rocky bed of the stream not being favorable to seining operations.” The principal hauls recorded are 133 bbls. and 31 half bbls. of trout and whitefish from Shaginah; 29 bbls. trout and 21½ whitefish from Thunder Point and 500 whitefish which were caught with the seine in the river.

Fishing returns recorded for about 5 months—from August 9 to 31 December show the total fish caught as follows:

646 whitefish.
4 sturgeon.
91 trout.
566 dore and carp.

Total 1307 fish.

The game taken during 1847 was:
94 ducks.
57 rabbits.
26 partridges

This must be in addition to the fish and game secured by Indians and others not attached to the Hudson's Bay post, more especially rabbits as I find Mr. J. F. Gaudet—one of the staff of S. J. Dawson, C. E.—reporting that 2 of his Indians had trapped by December 23rd, no less than 500 rabbits and by boiling with some lard made an acceptable variety of Pemican.

July 30th. “7 a.m. A canoe with 2 priests and 2 nuns arrived from Montreal, having left the former place on 20th. June. They resumed their journey at 2 p.m. and by them I forwarded letters to Lac la Pluie (Rainy Lake) and Red River. This trip occupied 40 days and a search through other records makes it evident that the two priests were Father Aubert, O. M. I. and Novice Alex A. Tache, the latter of whom subsequently rose to Eminence in Red River.

Aug. 10 reported a heavy and dense smoke was carried down by the north west wind, arising, it is supposed from a fire made by the Voyageurs to the interior.

Aug. 16. “Dr. Rae arrived from Michipicoton in a canoe with 5 men, which place he left on the 10th inst. leaving on the following day in a new canoe with 6 men.” This is the Dr. Rae who found traces of the lost

Sir John Franklin party, thereby securing the offered reward of £10,000.

Aug. 21. “The Barge with our annual outfit arrived from Michipicoton everything in good order.

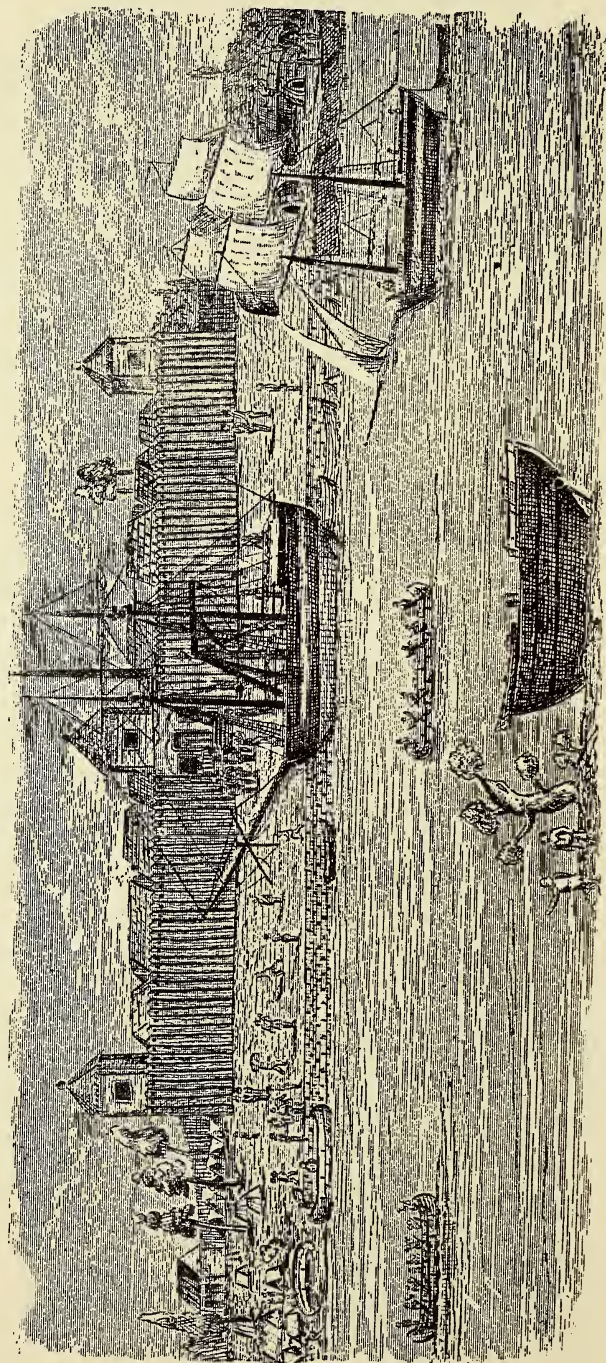
Aug. 27. “The Indians receive their winter supplies and take their departure.”

Sept. 1. “Four North canoes arrived.”

Extracts from Diary of Visiting Indian Superintendent Thos. Gummer- sel Anderson of Cobourg, Ont. advising Indians of Lake Superior region re proposed treaty of 1850, officially known as the Robinson treaty. 1849.

Sept. 18. At Sault Ste. Marie. Rose at 6 a.m. observed four sailing vessels and one propellor besides the Napoleon in harbour—the latter having anchored during the night with 700 tons copper on board from On-donawgan River. This mine paid last year 60 per cent on the stock paid in and this year expects to pay about 100 per cent. Weighed anchor about half past 7—could not start sooner because of the fog. This vessel had been an old sailor but was converted into a propellor and goes about 9 to 12 knots an hour. Her cargo is mostly in the hold below water mark and her captain's name is Clark, the person who married the beautiful Miss Prior. At 8 assembled to breakfast when all the cabin passengers met, among whom are seven ladies (so called) and their children. Capt. Ermatinger and his uncle—Caw-te-waw-be-tae (or rather Maun-Kosit). Mr. Holeigh, American topographical surveyor, Mr. Vidal, Mr. Somerville and myself, besides several Germans and Yankees going to the mines, and ten or 15 passengers.

Sept. 24. Rose at 5, got breakfast and started at 7. The morning was fine and passing along high mountains—some 1,000 feet high,—and at one o'clock arrived at Fort William, Mr. McKenzie in charge of the establishment, who received us most cordially. We dined and tea-ed with him and at 10 went to bed in our tent. Gave some pork, flour and tobacco to the Indians and invited them to meet us at 10 o'clock in a room kindly appropriated by Mr. McKenzie for the purpose.



FRONT VIEW OF FORT KAMINSTIGUIA, NORTH WEST COMPANY, JUNE 15, 1805

From the Original Oil Painting (Dr. Vancortlandt's Collection), Ottawa

Sept. 25. Up and dressed by times—breakfasted at 9 and shortly after the Indians began to assemble, about 35 were all that could be mustered. They were accompanied by a Jesuit priest named Primeault.

Kaw-we-na-ta-wa-young is the Indian name for River on which Fort William is built and is situated within a mile of its entrance to Thunder Bay. At its mouth a bar runs across so as to prevent vessels coming nearer than a mile from the Fort. There are other entrances to the River which unite and form one stream about 3 miles from the Lake. The falls commence about 20 miles from the entrance.

The Fort is composed of picketed fence enclosing about an acre of ground within which are the various stores (one of stone) dwellings and outhouse, but mostly in a state of decay, except that occupied by Mr. McKenzie which is very comfortable. At the distance of about 600 yards is a well built block house of wood for defence in the contentions between Lord Selkirk and North West Company. Mrs. McKenzie dined with us. She is a very nice lady from Montreal. Mr. McKenzie is, like all other Indian traders of the Hudson's Bay Co., very hospitable. We lived at his table on all good things of the season—washing the eatables down with well-filled flagons of wine and brandy. He offered us beds but we preferred our tent which was pitched in the middle of his beautiful green lawn; we however accepted a spacious room in which to hold our consultation with the Indians. The scenery about Fort William is very beautiful. The placid stream in front of the dwelling unceasingly carrying the waters from its source hundreds of miles above us through the Great Lakes to the sea—the wild fowl paddling and winging their way from the dread shot of their enemy man—the tormentor of all living beings, even himself inclusive—the thousands of Golden Plover sporting in hurried steps along the bank—the snipe, as if wearied of carrying their highly flavored bodies by distant flight are masked at short distances from the heedless savage tread, and would be sport indeed for the less relenting English sportsmen's gun; and now and then the up stream bound finny

tribe, as they pass along, as if mindful of the fishing man's abode, pop up their crimsoned eye to see whether the deadly spear is raised to shed the blood of innocence and end their harmless days.

The dark tinted aborigines luxuriating in all the filth, want and misery which indolent and impotent parentage could for ages bestow, are objects that cannot fail to rouse the mind of those unaccustomed with such scenes, to deep and profitable reflection. Then in the distance you see the mountains on all sides rising 1,000 feet above your head—these are the resort of hares and winged fowls, for no one else but crafty man can reach their summit, and were not Divine Wisdom the Creator one might be disposed to say they were made for no purpose. Ice this morning half an inch thick

Sept. 4. Made an early start, the wind partly ahead and partly off land. We only made 25 miles and at 8 reached LaRonde's in charge of the Pie Trading station or Post. Mr. LaRondes received us very kindly—took us up to his house, where we had a good supper and a good night's lodging—besides gaining much information on the subject of our mission. Among other things he informs us that the Nepigon Indians, almost to a man, have a plurality of wives and some to the number of seven. The man we met yesterday had three viz. old woman, her daughter by a former husband and again a daughter of the second wife by another father.

Mr. LaRonde further informs me on this subject that parents refusing to give their daughters in marriage are almost certain of being murdered by the party applying. Murders for other trifling causes are not infrequent among those Indians—surely no pains should be spared to civilize them.

Sept. 5. Left Mr. LaRonde at quarter before 8 and soon after were enabled to stretch our sail to a side-wind arriving at the Sault, got the sad and melancholy news of Dear Doctor Darling's death at Penetanguishene. We got lodgings and a house in which to receive our Indians on Monday from Mr. McTavish, but my anxiety to see Gusty (his son) and hear the particulars of Dr. Darling's

death induced me to proceed immediately to Mr. Wilson's. Very kindly received by Miss March, Mr. W. not at home. Miss M. kindly got tea but I had scarcely time to take a cup when Peter Bell, who has now become a good boy called to say he was on his way to Garden River so I embarked with him.

The last page of the diary reads as follows:

During the foregoing journey without one dollar in money to pay my expenses, or a plug of tobacco to give the tribes a smoke, I succeeded in getting the Indians to cede all their land to the Crown from Penetanguishene, Long Lake, Huron and Lake Superior and back to Nipegon, without the slightest reserve because they had full confidence in me and

did not doubt but that the government would deal honestly with them. Next spring the Hon. W. B. Robinson was sent up with boxes of American silver to obtain the signature of the tribes without extending to me the common courtesy. My being directed to accompany him would have convinced the Indians of my truthfulness to them.

Note by A. L. R.—Commissioner Robinson in official report of treaty officially acknowledged the valuable assistance of Mr. Anderson. Mr. Anderson died 16 Feb. 1875. The foregoing notes are copied by kind permission of Mrs. Geo. Ironside of Port Arthur, who holds copy taken by her son Ernie from the original document.



Fort William's Early Newspapers

BY P. McKELLAR

Two years after the "Day Book" was closed, the people of Fort William started to look up another Paper, as will be seen by the following minutes as recorded in the old minute book of meetings:

"Town Plot, March 16th, 1880.

A meeting was called to organize a newspaper in Town Plot of Fort William.

Mr. E. Ingalls was appointed chairman, and A. A. Armet, secretary.

Moved by P. L. Knappen, seconded by C. N. Black, that a subscription list be opened, and a committee of three be appointed to circulate it, and see what can be obtained for the support of a newspaper for the coming year in the shape of bonus or patronage.

The chairman appointed a committee consisting of C. N. Black and P. L. Knappen. Meeting adjourned to meet in a week.

The subscription list read:

"On demand I promise to pay the sum set opposite my name as a bonus towards the support of a weekly newspaper, to be published in Fort William. Should the paper be started by stock this to be null and void:—

Sidney Smith	\$ 5.00
C. N. Black	10.00
P. L. Knappen	15.00
Geo. A. Graham	15.00
McKellar Bros.	10.00
Thomas Freeman	5.00
Donald Morrison	5.00
A. McLaren	10.00
H. Kennedy	2.00

\$72.00

The advertisement subscription form subscribed to was as follows:

"On demand I promise to pay the sum set opposite my name for promoting, for the year beginning with June, 1880, should a paper be started in Fort William by that time.

Sidney Smith	\$ 5.00
C. N. Black	20.00
J. Stevenson by leave	20.00

John Curren by leave	30.00
Smith & Mitchell	5.00
A. C. Crawford	2.00
N. McDougall (Tel. Co.)	30.00
N. McDougall (private)	2.00
Charles Baker	2.00
E. Ingalls	30.00
P. L. Knappen	15.00
John McLaurin	10.00
Clark E. Brock	10.00
Frank Moberly	5.00
Thos. S. T. Smellie	5.00
Richard McNab	2.00
Geo. Graham	25.00
Jno. H. Bartle & Co.	10.00
McKellar Bros.	10.00
Donald Morrison	1.00
Thomas Freeman	2.00
A. McLaren	10.00
A. D. Dunning	5.00
Samuel Hayward	2.00
H. Kennedy	5.00
W. Pritchard	5.00

\$263.50

Stock subscription:—

On demand I promise to take stock in a newspaper to be started and published in Fort William during the year 1880, one half to be paid when called for, the balance in one year after, to the amount set opposite my name."

Sidney Smith	\$15.00
C. N. Black	30.00
A. Stevenson by leave	10.00
A. C. Crawford	15.00
N. McDougall	15.00
Charles Baker	2.00
E. Ingalls	20.00
McKellar Bros.	40.00
Thomas Freeman	5.00
A. McLaren	20.00
Chas. J. McLennan	5.00
W. Pritchard	5.00

\$182.00

"Town Plot, March 23, 1880.

A meeting held in the school house this evening for the purpose of starting a newspaper.

C. N. Black was appointed chairman and P. McKellar secretary.

A long discussion took place as to the best mode of procedure, as to whether to purchase a press or to offer a bonus.

Moved by P. L. Knappen, seconded by G. A. Graham, that a new subscription list be opened, one sum for each party, and empower the committee to act as they please in the matter.

The motion lost.

Moved by A. McKellar, seconded by A. McLaren, that the former committee (that is), C. N. Black, G. A. Graham, and P. L. Knappen be continued, and authorized to advertise in the Toronto papers, and consult parties there, and when ready call a meeting of the people. Carried.

The meeting adjourned.

C. N. BLACK,
Chairman.

P. McKELLAR,
Secretary.

Copy of letter written to J. Davidson, Toronto, and P. J. Brown, Ingersoll, Ont.

Dear Sir:—

By request of Mr. Davidson and others to Mr. C. N. Black during his recent trip below, a meeting of the citizens has been held here, the object being the starting of a newspaper, and we were appointed a committee to correspond with you and others relative to the matter. We forward by this mail advertisements to be inserted in the *Advertiser* and *Globe* asking correspondence with newspaper men desirous of starting a paper in a new town. The people here are subscribing to two methods of starting a paper—one by bonus and one by taking stock in the paper. We are laboring under great disadvantages, from having so few amongst us who have means, and less who are interested in real estate. It is the unanimous opinion here that unless interested parties below, viz., yourself, J. J. Vickers, Jno. Leys, P. J. Brown, Wells and any others you may know, subscribe liberally to this enterprise, it will be impossible for us to raise a sufficient amount to induce any person to locate here. For our interests, we have already subscribed as follows: \$100.00 as a bonus, \$350.00 for patronage, \$200.00 for stock. The patronage can be applied with either stock or bonus in estimating the

amount required. We have concluded that it will be necessary to raise at least \$800.00 to start a paper under either method and that we must look to parties below for at least one-half the amount, viz., \$400.00. Now, if you will take immediate steps in this matter by informing us the amount which can be raised (guaranteed) in Toronto and below, we will use every endeavor to push the enterprise forward and in the near future have a newspaper running here which is so much needed, to advocate the interests of Fort William. Open your hearts, produce liberally, and the people here will heartily respond. Hoping for an immediate reply.

Very truly,
COMMITTEE.

Town Plot, Fort William, May 8, 1880.

At a meeting called by the newspaper committee at 8 o'clock this evening a large number were present. Mr. F. T. Graffe, who offers to run the paper, was here.

Mr. E. Ingalls was appointed chairman and P. McKellar secretary.

Mr. F. T. Graffe offered to run a paper for three years by getting a bonus of \$900.00. \$500.00 down, and the balance of \$400.00 at the end of a year.

Moved by Mr. Black, seconded by Mr. Knappen, that the subscription list be opened—headed: A bonus to run the paper for three years. Carried.

We, the undersigned, agree to pay the sums opposite our names as a bonus to a newspaper man that will run a good paper in Fort William for three years from date of publication.

P. L. Knappen	\$25.00
E. Ingalls	25.00
C. N. Black	25.00
S. S. Smith	15.00
N. MacDougall	15.00
McKellar Bros.	25.00
Thomas Freeman	10.00
A. McLaren	10.00
Donald Morrison	5.00
Chas. Baker	5.00
G. A. Graham (per F. C. P.)	25.00
John Lundberg	5.00
A. C. Crawford	20.00
D. Morrison	5.00
Mac. C. J. O'Connor	10.00
W. Wiggans	10.00
John McLaurin	25.00

Moved by Mr. C. N. Black and seconded by Mr. P. L. Knappen, that a committee consisting of P. L. Knappen, N. MacDougall and J. McKellar, be appointed to go around here and at Prince Arthur Landing with the above mentioned petition list.

The adjournment moved to Monday next, 8 o'clock p. m. Carried.

P. McKELLAR,
Secretary.

A meeting in pursuance of above mentioned adjourned meeting held this evening at 8 o'clock p. m., May 21, 1889. Mr. E. Ingalls chairman. P. McKellar, secretary.

The subscription list was handed to the chairman, which showed an amount of \$327.00 subscribed here.

Moved by P. L. Knappen and seconded by _____ that A. McLaren, John McLaurin and E. Ingalls be appointed a committee to telegraph the Toronto parties, and in the event of a favorable reply, to collect the money subscribed, and proceed to act in the matter as they think best.

Moved in amendment by A. McLaren, and seconded by J. McLaurin, that the former committee does act with the addition to the number of Mr. John McLaurin. Carried.

P. McKELLAR,
Secretary.

Telegram sent P. J. Brown:—

Newspaper man here, have raised three hundred dollars. Can't proceed unless you raise two hundred and fifty in Toronto. Guarantees to run three years.

N. McDougall,
for Committee.

May 11th, 1880.

A meeting held in the Ontario House, Fort William, Monday evening, December 6th, 1880, for the purpose of making further arrangements regarding the plant of the Herald newspaper and arrangements connected therewith.

The following persons were present: John McKellar, C. N. Black, Edmund Ingalls, G. A. Graham, John McLaurin, N. MacDougall, Sidney Smith, A. C. Crawford.

John McKellar was elected chairman.

N. MacDougall was elected secretary (pro tem).

Moved by Geo. A. Graham, seconded by John McLaurin, that Messrs. Black and Knappen be authorized to correspond with Messrs. Gwatkin & Son, Toronto, to ascertain the best arrangements that can be made regarding the further payment of money due Gwatkin & Son for the press and outfit and giving them a chattel mortgage on the same. Carried.

Moved and seconded that Mr. Geo. A. Graham, N. MacDougall, Sidney Smith and John McLaurin be hereby authorized to examine the affairs and books connected with the Herald office. Carried.

Moved and seconded that the committee on examination of the books do report at a meeting to be held at the above mentioned place one week from tonight (13th Dec.). Carried.

The meeting adjourned till Monday night, Dec. 13th.

JOHN McKELLAR,
Chairman.
N. MACDOUGALL,
Secretary.

An adjourned meeting (of the 6th Dec.) held in the Herald office Monday evening, Dec. 13th. 1880.

The following gentlemen were present: C. N. Black, P. L. Knappen, A. C. Crawford, N. MacDougall, Sidney Smith, T. Freeman, and F. T. Graffe.

E. Ingalls was elected chairman.

N. MacDougall was elected secretary.

The report of the examination committee was read by N. MacDougall, which showed a satisfactory standing of the paper. Moved and seconded that the committee be discharged. Carried.

Moved by Mr. Smith and seconded by Mr. Crawford, that the parties acting for the committee, viz., Messrs. Black and Knappen, do execute the papers sent from Messrs. Gwatkin & Son of Toronto, and in addition, take a mortgage from F. T. Graffe, that he will publish the Herald for the three years agreed upon, unless the people fail to meet the balance of the \$900.00. In the latter case the people forfeit any right to the press, and F. T. Graffe be at liberty. Carried.

E. INGALLS,
Chairman.

A Brief History of Port Arthur Harbor

BY A. L. RUSSELL, D.L.S.

As transportation is the chief factor in the growth of our spacious Dominion and the place of transshipment a most important point, our inner harbours, situated in the great Inland Sea—Lake Superior—at the center of the direct 4,000 mile route across the continent, at the head of ocean navigation, and favored by the ample and safe approach afforded by the outer harbour of Thunder Bay, will ever remain the unrivaled portals for the continuously increasing lake and ocean traffic from the Orient and as storage outlets for the boundless harvests of the Golden West.

The Royal Commission on Transportation reported as follows: "The harbors of Thunder Bay are from their very position, of national importance and as such they should be dealt with, and in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor, and should be laid out on a broad and comprehensive plan, taking in all the water from Bare Point, north of Port Arthur, to the mouth of the Kaministiquia river up that river to lot 10, con. 1, and including the Mission river, to deep water in the bay." The Board has memorialized the Dominion Government to place the breakwater about to be constructed, a thousand feet farther out into the lake, and recommended that the harbor inside of it be dredged to a uniform depth of 26 feet. We feel this action on our part was justified from the evolution which has taken place in shipbuilding during the last 20 years. A monster craft of that date is but a toy when compared with the 15,000 ton freighters of today."

The geodetic position of Port Arthur Harbour as determined by Dr. Klotz, assistant director of the Dominion observatory in 1887—the exact spot being where the Publicity Pagoda now stands at the foot of Ar-

thur street is given as latitude 48 degrees, 26 minutes, 01.66 seconds N. and longitude 89 degrees, 12 minutes and 52.61 seconds W. or 5 hours 56 minutes and 51.607 seconds west of Greenwich. The standard Meridian mean solar time being only 3 minutes ahead of Standard time from Port Arthur westward or 57 minutes behind eastern Standard time.

The local magnetic variation is presently 2 degrees east of astronomical north with an annual decrease of 5.2 minutes.

The extensive hydrographic work undertaken by the G. T. P. railway at this point revealed the fact that the hitherto accepted level of Thunder Bay was overestimated by some 18 inches, which was determined by a systematic comparison of the old government gauge with the mean of many years simultaneous readings by the U. S. lake survey staff at Duluth, Marquette and elsewhere. The adopted mean level of Lake Superior is 601.86 feet above mean Atlantic tide at New York City.

There is no appreciable tide in Lake Superior and the fluctuations occur only in accordance with the rainfall and occasional prevailing winds. The highest water is usually in August and September and the lowest in end of February—rising slowly until end of May. The highest recorded reading was 603.93 and the lowest 600.98. The regulating dam at Sault Ste. Marie will, however, establish greater uniformity in the future.

To Lieut. (late Admiral) Henry W. Bayfield, R.N. and his able assistant, Philip E. Collins, Midshipman, R. N. acting under instructions from the British government, must be accorded the honor, in 1823, of undertaking the first hydrographic survey and chart which reliably unfolded the great potentialities of the magnificent roadway for vessels existing in Thunder Bay—some 30 x

15 miles in extent—and capable of accommodating, in security the navy which today ensures an ultimate victory for the “Freedom of the Seas.”

The harbour area within the city limits is approximately five thousand (5,000) acres or about $7\frac{3}{4}$ square miles.

Previous to 1829 the American North West and Hudson Bay companies had at least 5 sailing vessels plying to Thunder Bay and elsewhere on Lake Superior. The vessels were from 20 to 100 tons each, viz: The Invincible, Otter, Mink, Recovery and Discovery. The Mink was used by Lieut. Bayfield on his survey of Lake Superior.

The first steamer to enter Thunder Bay was the Julia Palmer, in September 1846, with men and supplies for the Montreal Mining Co. She was built at Buffalo as a sailing vessel—hailed over the portage at the Sault Ste. Marie rapids and converted into a side wheel steamer.

The first British steam boat, it is reported was the tug Dart about 1856, navigated by Duncan McEachern, late “King” of Black Bay. The Ploughboy was wrecked while en route here in 1867, the Rescue taking her place. The Rescue after making two trips, in 1866 was renamed the Prince Arthur and turned into a gunboat. In 1865 the side-wheeler Algoma, first called the Racine, was placed on this route, Mr. Wm. Vigers arriving on the first trip.

The first transatlantic steamship was the beautiful, fast, rakish looking iron craft the “Chicora”, formerly known during the American war as the “Letter B.” In 1870 the “Cumberland” was placed in commission and the following formidable list of vessels utilized the harbour (the river at Fort William not being dredged for the larger class of vessels until 1873), viz: the steamers, Arctic, Union, Brooklyn, Algoma, Waubuno, Schickluna and Chicora. There were also 3 tugs, 2 gunboats and 3 schooners of which more particulars are given hereafter.

The following details re vessels plying to this port are from information vouched for by J. J. O’Connor, so long intimately connected with vessel interests at this port.

The side-wheel steamer Manitoba began plying on the Sarnia and Thunder Bay route in 1871, in the Beatty Line, and ran regularly each season until 1883, when she was driven ashore at Southampton, Lake Huron, and wrecked. She was rescued by the insurance companies, rebuilt at Detroit in 1887, sold to the C. P. company, renamed the Carmona and plied between Owen Sound and Sault Ste. Marie. The Acadia, a propeller of 450 tons, ran in connection with the Manitoba in the same line from 1871 to 1873.

In 1874 the Ontario and the Quebec, two propellers of 700 tons each, were built at Sarnia and entered the Beatty Line the same year, the Ontario being still on the Sarnia and Port Arthur route. The Quebec sank in the Sault Ste. Marie river in 1885 in 126 feet of water. She was raised in 1886, rebuilt at Buffalo, renamed F. E. Spinner, with American register, and traded as a tramp steam barge. The raising of this sunken vessel was the greatest wrecking feat ever done on the great lakes.

The Asia, a propeller of 450 tons, began running in the spring of 1875 as the pioneer boat of the Windsor and Lake Superior Line, and was followed the same season by the Sovereign, also a propeller of 450 tons, in the same line, and both continued until the fall of 1876. In 1887 this line amalgamated with the Beatty line and formed the Northwest Transportation Company. The Asia was chartered by the great Northern Transportation Co., of Collingwood, in 1882, and in September, 1882, was wrecked on Georgian Bay, with a loss of 102 lives, there being only two survivors. The Frances Smith was another.

The Campana, a twin screw steamship of 1,500 tons, built on the Clyde for the South American trade, was bought in London, England, in 1881, by the Canada Transit Co., to replace the City of Winnipeg. She was cut in two at Montreal, towed through the St. Lawrence canals, joined together at Port Dalhousie and placed between Collingwood and Port Arthur from 1882 until 1887. In 1888 the first locally owned boat, the Algonquin, built on the Clyde and registered A-1 at Lloyds went into

commission, Thos. Marks and Co. being the owners.

What appears to be the first official notice of Thunder Bay was when Henry Gladman—an ex officer of the Hon. The Hudson's Bay Co.—in 1857, was placed in charge of the first "Red River Expedition" with instructions to investigate and report on the best means of communication between Lake Superior and the inviting Red River Region. His chief assistants were S. J. Dawson, C. E. and Professor Henry Youle Hind, both of whom submitted valuable and interesting data re Lake Superior and our harbours.

In 1860 the report relative to the "Exploration of British North America," undertaken by the British government, was published and much trustworthy scientific data, gatnered on this extensive trip, from Lake Superior to the Rocky Mountains and west, made public. This expedition was in charge of Captain Palleser, R. E., assisted by Dr. Hector.

It was not until 1870 when the Historic Wolseley Military Expedition to Fort Garry comprising some 1400 men with adequate transport (sail boats, etc.) and supplies were landed at the "Depot" or "Landing" as it was then called, that the convenience and safety of Thunder Bay as a harbour was brought prominently into notice. As there was no dock capable of accommodating the larger craft the landing was effected by means of scows at the small wharf which had been built to "wood up" the steamer Algoma, plying to this point. This wharf now forms a portion of the extensive passenger and freight dock of the Canadian Northern railway company, near the foot of Arthur street. It is shown on the copy herewith, of the official plan prepared by Captain Dixon of H. M. 60th Rifles, and presented by him to the Corporation. I also exhibit a plan prepared by the late S. J. Dawson, C. E., then in charge of the Red River route, showing a projected dock, 600 feet in length, and the first few detailed soundings along the water front.

Our embryonic city was at this time christened Prince Arthur's Landing by Colonel Wolseley in honor of H. R. H. the Duke of Connaught

our esteemed Governor General, who was then serving with the British forces in Canada.

1871 the requirements of Confederation necessitating the initiation of the preliminary surveys for the tremendous (at that time) undertaking involved in the construction of a purely Canadian continuous railway from the Atlantic to the Pacific brought to the front the rival advantages of Thunder Bay over Nipigon Bay as the terminal harbour on Lake Superior. The pros and cons were valiantly maintained by their respective admirers, Thunder Bay winning out in the long run.

It is interesting to note that the first detailed survey of our twin harbours was made by H. K. Wicksteed, C. E., at present consulting engineer for the Canadian Northern railway and were still further augmented by our taking further soundings and making a trigonometric survey of the harbour on the ice.

The first intimation that a breakwater was likely to be built here leaked out when Mr. Van Horne, late Sir William, then chairman of the Canadian Pacific railway board, in consultation with Superintendent of Construction Ross, in our office, placed two scales across the front of our harbour plan about half a mile from shore leaving an opening opposite the foot of the Red River Road. Shortly after this, in 1883, the enterprising citizens of Port Arthur "got busy" as the saying is and entering into partnership with the Dominion government, brought about the commencement of the inner harbour, by putting up \$25,000 for breakwater purposes. Wm. Murdoch, C. E., who figured largely in various projects for the betterment of the twin towns, being appointed engineer in charge of the work.

The first resident engineer to be placed in charge of the twin harbour improvements was the late E. V. Temple, C.E., in October 1901, an appointment which he held until 1907, when, to meet the growing local requirements of each harbour, a separate appointment was made for Fort William. Mr. H. Y. Harcourt, C. E., Mr. Temple's assistant, on the death of the former succeeded to the office and relinquished the work to his as-

sistant, Mr. J. E. St. Laurent, C. E., in 1915. The call of his country and humanity impelling him to join the staff of the New Ontario, 94th battalion, then organizing with Port Arthur as headquarters.

Like the locks in the Canadian canals the breakwater, although accommodating the vessels then in commission, formed an inner harbour of too cramped an area for the dimension of vessels suitable to a national harbour and the ever extending docks projected for the grain trade, such as the Grant L. Morden, built at our local shipyard and having a capacity of over half a million bushels.

The breakwater provided by the Royal Commission has been constructed to within 1,500 feet of the south limit of the city and when completed will end within 500 feet of the Kaministiquia channel. The first dredging of the inner harbour was begun in 1877 and will be continued until a uniform depth of 26 feet is completed. Chief Hydrographer Stewart of the Marine and Fisheries department, as part of the Canadian Lake and River survey, in 1903-4, made a careful detailed hydrographic and trigonometrical survey of Thunder Bay and vicinity, which authoritative work supersedes the data of Admiral Bayfield of 1823, and, in conjunction with the U. S. Lake Survey charts, furnishes most reliable information to the navigators of our great inland sea, Lake Superior. This lake has an area of 32,000 sq. miles with a length of 390 miles and a depth of over 900 feet and a drainage area of 25,000 square miles.

DOCKS

The first dock built within the limits of what is now Port Arthur, was constructed by the Thunder Bay Silver Mining Co., and was situated on Min. Loc. 4, close to its western boundary about half a mile east of Current River, it was 180 feet long with 10 feet of water at the outer end. Deep water is to be had hereabouts nearer the shore than elsewhere along the whole water front. It was constructed by Mr. Withrow in the winter of 1867-8 assisted by 12 experienced builders from Ottawa and was of wooden piers filled with

stone. This gentleman was the father of Dr. Withrow, well known in Thunder Bay.

The first steamer to dock there was the Algoma, on the 16th May, 1868, having on board Supt. McDonald and 25 men with mining outfit, including part of the stampmill machinery. Mr. Jas. Dickson and Jos. Flaherty arrived during the same summer and commenced the erection of the first general store and restaurant, and at the same time the first business dock erected just south of the end of the Red River Road (Arthur street) was built by Jas. Dickson, acting in behalf of Mr. Thos. Marks, of Bruce Mines. These two enterprises were in reality the business beginning of Port Arthur. This little dock was chiefly used to "wood up" the Algoma steamer then plying semi-monthly between Collingwood and Thunder Bay. The small dock built close alongside to the west and called the "Government" dock was extended about 500 feet, in 1875-6 and an L addition built for shelter and was subsequently extended 400 feet further in 1882-3 by the Canadian Pacific railway company for passenger and freight purposes and, on the south east corner thereof was erected the first light house which was subsequently removed to its present site at the breakwater entrance. The hospital grain elevator (Horne's) dock was built about the same time. This was folowed by the large Marks dock, rather too close to the government dock in 1872 and from this dock in 1873 the steamer Erin took on 10,000 bushels, the pioneer shipment of wheat from the west. She was loaded by means of push carts.

The next important dock was what is termed No. 5 dock at the foot of Manitou street. This dock is now being acquired from the C. N. R. by the city as a city dock.

About the same time the L. S. D. & E. Co. built the coal dock a short distance to the north of No. 5 This was followed by the Clavet dock at the foot of Lincoln street, the Smith & Mitchell dock at the foot of Park street, and the uncompleted Davis dock at the foot of Pearl street, with their various additions and improvements at various times.

We next have the extensive docks built in 1905 by the C. N. R. in connection with their coal handling and blast furnace plants.

Other docks were built in connection with the following grain elevators, the principal of which is the immense C. N. R. elevator at the foot of Bay street, the largest on the continent, with a capacity of 9,500,000 bushels. The Thunder Bay elevator opposite the O'Brien addition and near the south end thereof, the Dominion Government terminal elevator, the Dominion grain commission having selected that place after many tests as the most suitable site for a National Terminal elevator on Thunder Bay, and alongside of this was built the Davidson & Smith elevator, close to the mouth of the McIntyre river. The combined capacity of all these elevators is 15¼ million bushels. A floating elevator is one of the present additions which, for unloading damaged wheat from vessels, has proved of much service.

DRYDOCK

A most valuable addition to the harbour is the drydock and ship building plant of the Western Dry Dock and Shipbuilding company at the mouth of Curent River where have been constructed and launched, the large passenger steamer Noronic and the largest freighter on the Great Lakes, the Grant L. Morden, besides numerous other vessels as well as extensive repairs to many disabled craft.

This plant is fully equipped with all modern appliances for the erection or repair of vessels of all kinds in all their various parts.

It has been demonstrated that suitable icebreakers can, if ever advisable, keep open a channel to our inner harbour, through the severest winter. the Whalen and Horne finding no difficulty during any part of the winter. It hardly seems credible that winter navigation of Lake Superior will ever be attempted after seeing a late arrival coated with many tons of glare ice having been detained for many hours possibly with a blinding snow storm, tie up at the dock. An ice depth of 52 inches has been recorded. The Great Lakes Dredging Co. and their extensive

wrecking outfit with "wireless" are most important adjuncts to our harbour. The fish hatchery is a point of interest.

The meteorological storm signal station also the government wireless station play an important part in the "safety first" aids to navigation. The first outfit of this kind at Port Arthur in the earliest days was a bell near the Marks dock, procured chiefly through the instrumentality of the late Fred Jones, at one time postmaster. It was used as a fog signal and to proclaim such an important fact as the arrival of the "first boat" (on which numerous bets were to be decided), from the east in the spring after being isolated for months from the outside world. As many as 20 vessels have taken shelter inside of Thunder Cape after the warning was given that an unusual storm might be expected outside, the scene at night from the hillside being novel and attractive, resembling a floating city.

The Royal Arthur Sailors Institute near the Canadian Northern railway station, a fine structure, attests to the interests we take in those who brave the perils of the deep, a very hazardous calling indeed in the late fall and winter when snow and ice have to be encountered. Every precaution is taken by the Dominion government in establishing light houses, fog horns, gas buoys, range lights, etc., to render the approach to and exit from the harbours as safe and speedy as possible. By act of the provincial legislature dated April 1, 1889 the eastern limit of Port Arthur is placed a little over two (2) miles east of the shore line at the foot of Arthur street and the described frontage length is over 7 1-4 miles, one mile of frontage being secured by the Canadian Pacific railway company for terminal purposes and here, besides the docks and "hospital" elevator, the Pigeon River Lumber company have extensive lumber mills and booming ground. Further east two miles and the fronting water lots are the property of the city of Port Arthur, and in the south end three miles are controlled by the Canadian Northern railway and allied interests. The remaining 1 1-4 miles of frontage having various owners. With reference to the possible future dockage developments

it may be stated that taking five hundred (500) feet as a generous estimate of the width of a single dock and slip to accommodate the largest class of vessels, anticipated for many years ahead, over twenty five miles of dock front can be made available in Port Arthur with of course unlimited extension further down the shore, where no doubt such enterprises as the projected steel and other industries will be located outside the city limits to escape the burden of taxation.

A glance at the splendid plan compiled by the local staff of the department of public works, shows clearly the very satisfactory condition of our harbour and its excellent progress in the past few years. All improvements to this national harbour are now of a substantial and extensive nature providing for the great commercial prosperity anticipated in the years to come. The approaching steamers now enter a spacious inner harbour and at the new docks have every facility to discharge cargoes and take in the products of the west with record rapidity.

The "Front Door" of our city presents a striking appearance. The two

terminal railway stations, the extensive C. N. R. Prince Arthur hotel, with its handsome terraces, the magnificent Whalen skyscraper (the finest modern office building between Toronto and Winnipeg) and the new large Dominion Customs House, in which are located the various Dominion government district officials, indicate the substantial and artistic developments at the "Gateway" to the Golden West and in the headquarters of the Board of Trade—the "Publicity Pagoda"—in the immediate vicinity of the railway stations and passenger boat docks, will always be found in summer an able and eager exponent of this district's attractions, both commercially and as a summer resort.

In conclusion I beg to express my appreciation of the valuable assistance afforded me in the compilation of this paper by our worthy President who has most valuable written personal records of the early days, also Mr. H. Y. Harcourt, the retiring harbour engineer, Mr. J. J. O'Connor, long intimately connected with our shipping interests and Mr. Wm. Vigars the latter of whom has had a hand in almost every dock or harbour improvement in our city.

