

32/15-24  
The  
City of Iron and Steel

# FORT WILLIAM

ONTARIO

THE NECK through which the  
Commerce and Trade of the  
Dominion of Canada Flows.



A  
MANUFACTURING CITY  
rapidly developing into one of  
the chief centres of Canada.

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# The City of Fort William



The nucleus of Fort William's importance as a modern commercial center probably dates from the time the Canadian Pacific Railway established their terminals at this point in the year 1891. One year later Fort William was incorporated as a town and fifteen years later (1907) became a full fledged city.

The progress and development of the city has been remarkably steady and of a wonderful substantial character. For many years Fort William's chief industry was the transshipping trade



VESSELS IN HARBOUR

and commerce between Eastern and Western Canada; lumbering, mining, fishing and agriculture were carried on to some extent. The tremendous growth of the transshipping trade within the past few years has given an impetus to the development of the city that is really marvelous, but Fort William was not contented to remain merely a trans-shipping point, her enterprising citizens realizing the importance of what nature had already done for this favored city in the way of harbor facilities and so forth, and, realizing that the geographical situation destined her for a strategical manufacturing point of importance, they have through various channels aided and encouraged manufac-



FORT WILLIAM IN 1912

turing industries to establish at the head of the lakes, and as a result Fort William today occupies the proud distinction of being rated as one of the most important manufacturing centers of the Dominion.

During 1912 Fort William secured some ten manufacturing industries which are erecting plants valued at nearly \$4,000,000 and giving employment to close on to 3,000 men. This is probably the best record attained by any Canadian city last year, along industrial lines, and speaks volumes in itself for the push and energy exerted by the citizens in obtaining such excellent results.

Fort William has at the present time some thirty manufacturing concerns and forty wholesale houses. The leading manufacturing industries include such firms as:—

The Canadian Car and Foundry Co., Ltd., whose plant is now under construction and will cost in the neighborhood of \$2,000,000 and give employment to 1,600 men.

The Canada Iron Corporation, Ltd., with a million-dollar plant employing nearly 500 men.

The Fort William Starch Works, with a group of buildings nearing completion costing \$500,000 and to employ 200 men.

The Canadian Steel Foundries plant, to be erected within the next twelve months at a cost of \$250,000 and to employ 250 men.

The National Tube Co., Ltd., with a plant and equipment valued at \$400,000 and practically now ready to begin operations with a staff of 150 employes.

Among the big successful manufacturing enterprises of the

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city might be mentioned The Ogilvie Flour Mills, The Copp Stove Co., The McKellar Bedding Co., The Superior Brick and Tile Co., The Fort William Broom Co., and various others.



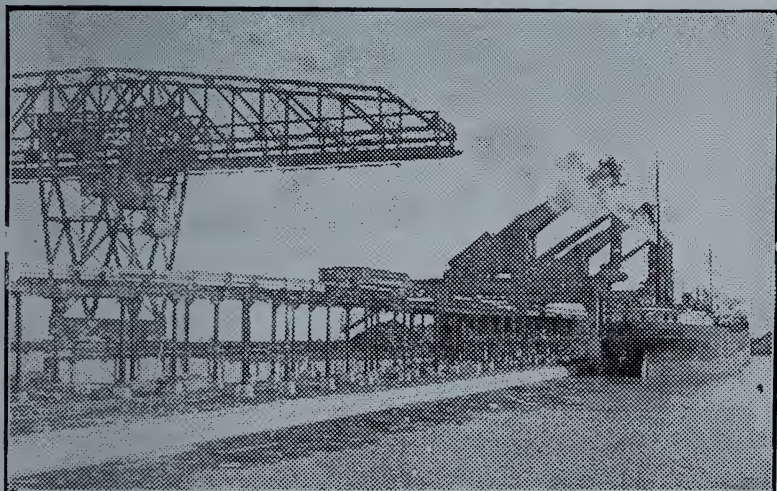
KAKABEKA FALLS

### **HYDRO-ELECTRIC POWER.**

One of Nature's greatest gifts to Fort William is the water power available. Within a radius of fifty miles of the city there is, roughly speaking, water power to the extent of 1,000,000



horse power available. Some 35,000 horse power has already been developed at Kakabeka Falls, on the Kaministiquia River, seventeen miles above Fort William. This water power has been developed by the Kaministiquia Power Company at a cost of over \$2,000,000.



COAL HANDLING PLANT

This company have attained a high state of efficiency on their power plant. During 1912 the interruptions to continual service was not in excess of two minutes. An additional expenditure of \$1,000,000 for further development is contemplated at an early date.



### **HARBOR FACILITIES.**

Fort William's harbor consists of some twenty-six miles of land-locked water front. The Kaministiquia River, before emptying its waters into Thunder Bay, divides itself into three channels, known as the Kaministiquia proper, the McKellar and Mission Rivers; two islands are thus formed which provides one of the most magnificent harbors in the world. The harbor has been dredged to a depth of between 25 and 30 feet, for its entire length, permitting the largest vessels that ply the Great Lakes to navigate with safety through any portion of the channels.

The rivers have been widened to a width of 400 to 600 feet; vast improvements have been undertaken and still further contemplated, by the Dominion Government, to this harbor. It is stated that, at the end of five years or upon the completion of the huge programme of harbor improvements now contemplated by the Government for the harbors at the head of the Lakes, upwards of \$50,000,000 will have been spent in this undertaking. Fort William's harbor is one of the show places of Canada.

### **RAIL FACILITIES.**

The three great transcontinental railway lines, The Canadian Pacific, The Grand Trunk Pacific and The Canadian Northern, converge at this point. The terminal facilities, if stretched in a single track, would reach a distance of over 200 miles. Even with the big terminals already established the railway companies are planning for still greater facilities that the ever-increasing commerce and trade demands.

# The City of Fort William

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## ABSOLUTELY PURE WATER.

Fort William obtains her water supply from Loch Lomond, a lake five miles to the southwest of the city. The watershed, for which Loch Lomond serves as a basin, is almost pure granite, which accounts for its softness and purity. Loch Lomond is 333 feet above the city level, thus a gravity pressure of 85 to 115 pounds to the square inch is obtained. The water is conveyed to the city by an 18-inch pipe line, part of which is tunneled through Mount McKay.



VIEW OF HARBOR LOOKING NORTH FROM UNION DEPOT

## WHOLESALE AND DISTRIBUTING.

As a distributing center Fort William in this respect is too well and favorably known to elaborate further upon. Suffice it to say that, being situated at the head of the Great Lakes, it is the natural and logical bulk-breaking point for the Canadian commerce and trade of the Dominion. Fort William now has some fifty wholesale and distributing firms, including groceries, hardware, liquors, packing house products, agricultural implements, machinery, etc., etc. Many firms are recognizing the importance of Fort William as a distributing point, and we predict a tremendous development along these lines will take place within the next five years.

The largest firm of distributors in Fort William is the International Harvester Company of America. Millions of pounds

## The City of Fort William

of agricultural implements, binder twine, etc., the product of their United States and Eastern Canada factories, pass through the Fort William warehouse for distribution to all points in Western Canada. The prices of all their products to the numerous agents throughout the West are quoted f.o.b. Fort William.

### TERMINAL ELEVATORS.

A special feature of Fort William, probably more noticeable to the casual visitor than any other thing, is the high terminal



GRAND TRUNK ELEVATOR

elevators that stand like grim sentinels, at intervals, along the water front. Fort William now boasts of some twenty-three elevators, with a combined capacity of close on to 30,000,000 bushels. The largest elevator at present in Fort William is the Grand Trunk Pacific, which has a capacity of some 6,500,000 bushels. Additional annexes are being added from year to year that will ultimately bring the total capacity of this elevator to 40,000,000 bushels. Canadian Pacific Railway Elevator "D," with a present capacity of 3,500,000 bushels, is being increased this year by an annex of 4,000,000 bushels that will bring the capacity up to 7,500,000 by the end of the year. This elevator will also be increased, by units, from year to year.



## The City of Fort William

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### FORT WILLIAM'S GRAIN EXCHANGE AND SAMPLE MARKET.

The fact of Fort William having been chosen as the headquarters of the grain sample market of Canada and the home of the commissioners composing the Board of Grain Commissioners of Canada has done much to add to the importance of Fort William as the chief grain center of the Dominion. The establishing here of the grain sample market means a large influx of grain merchants and brokers.



GRAIN EXCHANGE

A modern Grain Exchange building, centrally located (100 by 125 feet) and five storeys in height, is rapidly nearing completion and will be ready for occupancy September 31st of the present year. It is to be the future home of the grain commission, and the offices of many grain firms will be located therein.

### NATURAL RESOURCES.

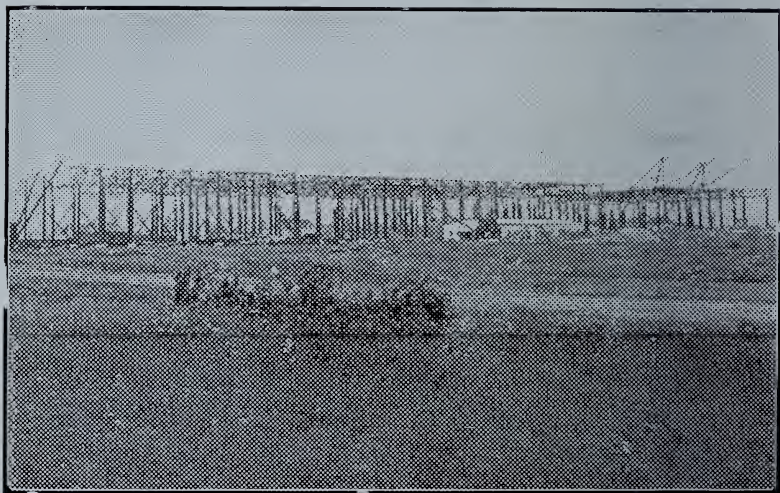
Iron and other mineral deposits exist in the immediate vicinity. Quite recently considerable development work has been undertaken and samples of iron ore, assaying from 43 to 65 per cent., have been procured.

Lumbering forms a very important industry at and near Fort William and gives steady employment to a great many men.

## The City of Fort William

Agriculture—Very few people are aware of the fact that within a 50-mile radius of Fort William there are nearly half a million acres of arable land suitable for the growing of grain of all kinds, vegetables and grasses. Cattle, sheep and poultry raising are attended with great success and meet with a ready market at all times.

The district of Fort William provides a “regular paradise” for fishing and hunting.



CANADIAN CAR AND FOUNDRY COMPANY PLANT UNDER CONSTRUCTION

### STATISTICS OF THE CITY.

#### BANK CLEARINGS.

The Clearing House in Fort William was inaugurated October 1st, 1911. The bank clearings doubled in eight months' time.

Bank clearings, year 1912.....	\$40,503,080.00
First seven months of 1913.....	26,845,143.04

For the months of June, July and August of this year, Fort William led all Canadian cities in the matter of percentage of increases in bank clearings.

#### BUILDING PERMITS.

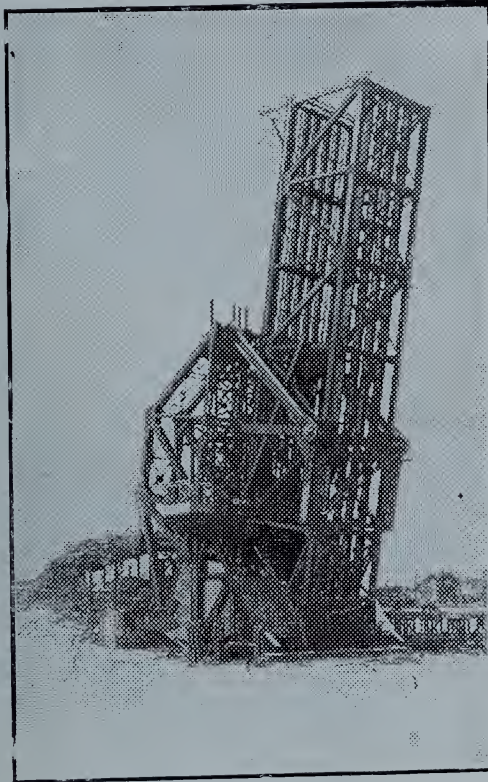
For year 1910.....	\$2,621,760.00
For year 1911.....	3,007,860.00
For year 1912.....	4,211,285.00
For first seven months of 1913....	2,981,835.00

The first seven months of the present year are \$1,000,785.00 in excess of the same period of last year.

# The City of Fort William

## SCHOOL ATTENDANCE.

Year 1907.....	1102 pupils
Year 1909.....	1706 pupils
Year 1911.....	2024 pupils
Year 1912.....	2183 pupils



JACK-KNIFE BRIDGE

## VESSELS IN PORT.

	No.	Tonnage.
Year 1910.....	2648	4,401,294
Year 1911.....	3028	5,514,810
Year 1912.....	3824	6,773,380

## ASSESSMENT.

Year 1908.....	\$11,141,387.00
Year 1910.....	19,465,367.00
Year 1911.....	23,049,030.00
Year 1912.....	25,088,743.00
Year 1913.....	39,053,984.00

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## POPULATION.

Year.	Number.
1892.....	1,980
1902.....	4,796
1905.....	7,832
1909.....	18,003
1911.....	20,664
1912.....	22,884
1913..... (estimated)	30,000



VICTORIA AVENUE LOOKING EAST FROM MAY STREET

## POST OFFICE RETURNS.

### Stamp Sales.

9 months, April 1 to December 31, 1912.....	\$39,136.98
9 months, April 1 to December 31, 1913.....	47,632.00
Increase.....	\$8,495.67

### Money Orders.

Fort William stands seventh of the cities of the Dominion for money orders issued.

	Number.	Amount.
Nine months, April 1 to December 31, 1912.....	26,409	\$708,167.00
Corresponding period, 1911.....	21,554	586,706.00
Increase.....	4,855	\$121,461.00

### Customs Collections.

For year ending March 31, 1912.....	\$1,548,712.00
For year ending March 31, 1913.....	2,064,383.00
Increase.....	\$515,672.00