Archive 4114



Mayor John McKellar
1892



Mayor Hubert Badanai
1952

60th FORT WILLIAM

DIAMOND JUBILEE

1892 1952

Thirty-five cents

FORT WILLIAM'S FIRST COUNCILLORS



MAYOR JOHN McKELLAR

R. REESE	J. O'HAGAN
H. SELLERS	R. J. ARMSTRONG
J. MORTON	J. HAMMOND
S. STEVENS	JOHN ARMSTRONG

E. S. RUTLEDGE
Town Clerk



1892

FORT WILLIAM BECOMES A TOWN

With the arrival of the first train at Fort William, in the year 1877, a new page in the already colourful history of this city was written.

Although only a handful of the descendants of the once great fur-trading group remained here, the fine geographical location of Fort William had destined it to become a great port and trans-shipping point.

People began to arrive, and by 1892 the population had grown to 1,980. The statutes of Ontario require a locality to have a population of 2,000 in order that it may be incorporated a "Town." However, the stalwarts of the village of Fort William headed by such men as John McKellar, R. E. Reece, H. Sellers, S. Stevens, Jas. Hammond, John Cooper, and others, were determined that they would make their home a "Town" this year, and the word was passed around to search the highways and byways. The effort was not fruitless, and from nowhere were spirited twenty more "residents" of Fort William.

Incorporation proceedings were instituted and in 1892 Fort William held its first elections as a fully qualified Town. Some 315 cast their ballots, and with the magnificent vote of 165 John McKellar was elected Fort William's first Mayor. Others elected as councillors were R. Reese, H. Sellers, J. Morton, S. Stevens, J. O'Hagan, R. J. Armstrong, J. Hammond, and John Armstrong.

Things started to hum, and in a short time the Fort William Town Hall, incorporating the Telephone Exchange, Fire Hall and Jail, was built at a cost of $13,000.

FORT WILLIAM WAS ON THE MARCH!

1903
FORT WILLIAM BUILDS A NEW CITY HALL

Excerpt from Fort William Times-Journal
March 10, 1903.

"Fire at 3:30 a.m. completely destroyed the Town Hall, and for a time the entire block between Donald Street and Victoria Ave. was threatened . . . It was impossible to save a single thing in the Hall as it went up like tinder. Officer Dodds (later Police Chief) hurried from his beat and carried out a prisoner whom he had put in the cells, bearing him out through a blinding volume of smoke."

Thus it was that the citizens of Fort William suffered the loss of their first Civic endeavour.

However, the people of those days, hardy pioneer stock, were not easily discouraged by setbacks.



OUR FIRST TOWN HALL
Destroyed by Fire 1903

Like a mighty phoenix, rising from the ashes of their former centre of civic government, rose the beautiful and ambitious City Hall that the citizens of Fort William enjoy today.

From another excerpt of the Fort William Daily Times-Journal dated October 12, 1903. Just seven months later, the following appeared.

"Arrangements have been completed for the ceremony of laying the Corner Stone of the new City Hall on Thanksgiving Day, October 15, 1903. The programme will be as follows: Meet at Central School at 1:30 p.m. and march to the City Hall. The procession will be headed by the Citizens' Band, followed by the Mayor and Town Council, Civic Authorities, Clergy, Teachers and Pupils.

At the City Hall, documents that are put inside the corner stone will contain a Voters' List, current newspapers, names of all the officers of the town, coins, etc."

It was well laid, and can be seen to this day in the vestibule at the main entrance of the Fort William City Hall.

FORT WILLIAM WAS PREPARING ITSELF FOR CITYHOOD!

1907
FORT WILLIAM – A CITY !

Man and Nature, in the past, have both plotted in their peculiar ways to banish Fort William from existence, but its indestructible Spirit survives every attempt!

Captured by Lord Selkirk in 1816, the occupants of the "Fort" were all imprisoned, but the Nor'westers finally overcame their captor and resumed their operations.

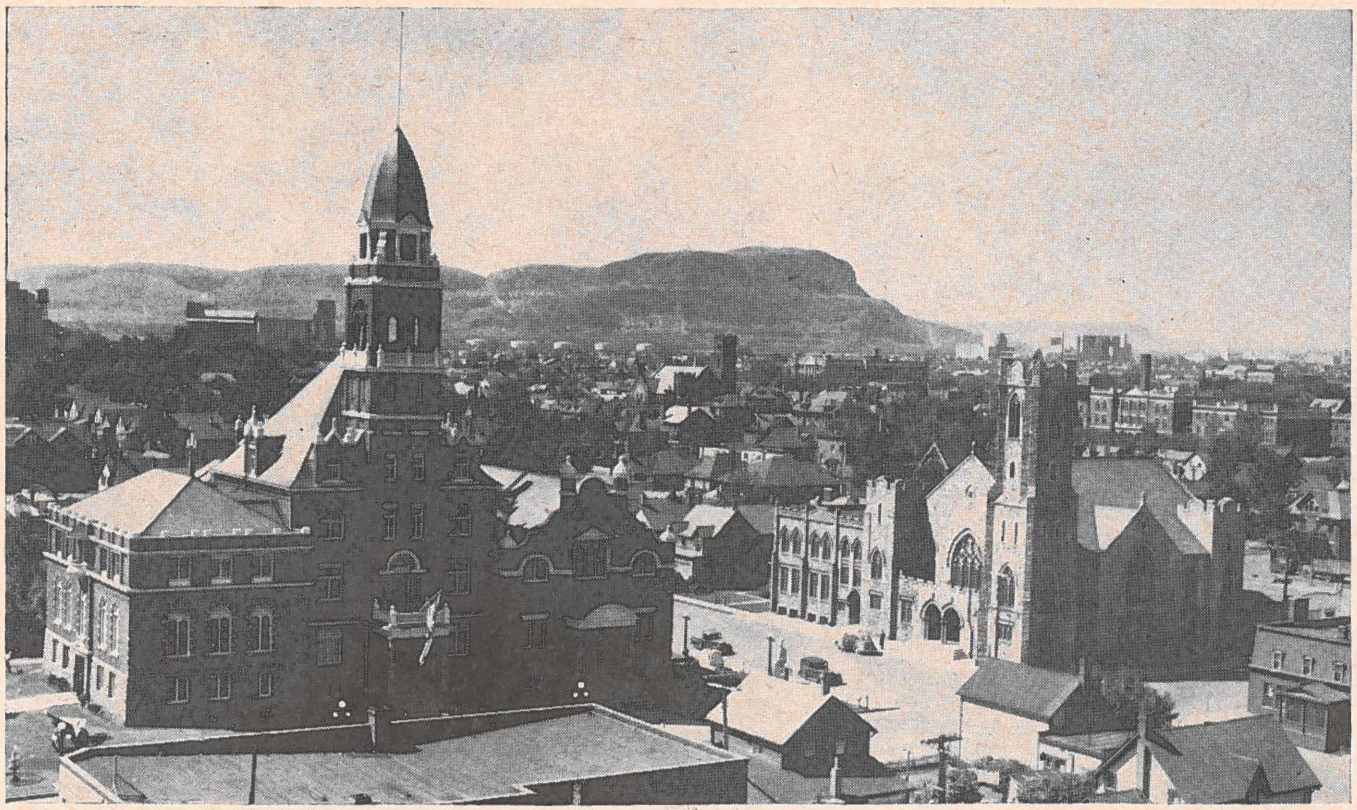
Nature took a hand and tried to destroy Fort William in 1896 by a terrible bush fire that threatened its very existence.

In 1907 a group of individuals again had designs upon our fair city. The excerpt from our local paper dated Jan. 30th, 1907, reads . . . "Port Arthur's Bill applying for a civic charter and the right to annex Fort William has been received in Toronto, and will be one of first private bills to be considered by the House."

Strangely enough, Fort William's Bill applying for city status had become "lost."

However, thanks to the speedy action and indomitable spirit of our, then City Fathers, the Fort William Bill was "found" and the "annex" clause was struck out of the Port Arthur Bill.

With a population of 15,000, a new city hall, police department, fire department, street-railway and phone service, Fort William in the year 1907 received the full status of a "City."



CITY COUNCIL 1907



MAYOR JAMES MURPHY

ALD. W. T. RANKIN

ALD. GEO. GRANT

ALD. J. H. PERRY

ALD. JAMES OAKLEY

ALD. E. A. MORTON

ALD. THOMAS DOW

ALD. R. S. PIPER

ALD. T. E. DEAN

ALEX McNAUGHTON
City Clerk



"Lest We Forget"



FORT WILLIAM'S EFFORT IN TWO WORLD WARS

Loyalty to Canada has always been deep in the hearts of the citizens of Fort William. During World War I some 2,000 men enlisted in the Armed Forces, of these 234 were killed in action.

Again in World War II, Fort William's contribution exceeded 2,500 men and women for Active Service; in this war 177 made the supreme sacrifice.

A cenotaph is erected on the City Hall grounds in honour of those that gave their all.

In World War II, the citizens of Fort William subscribed $35½ millions to War and Victory bonds besides many hundreds of thousands in war saving certificates.



Standing: L. to R.—Const. H. McPherson, Kidd, Sgt. C. E. Watkins, Sgt. Geo. Taylor, Const. Garner, Const. McManus, Const. George Marr. Sitting: Magistrate Wm. Palling, Chief Constable W. J. Dodds.
(Taken in front of east entrance to City Hall, S. May St., Fort William.)

SIXTY YEARS OF POLICE SERVICE

The history of the Fort William Police Department would not be complete without reference to the "Old Timers" of some sixty years ago.

The first Chief of the Police Force was Alexander Campbell (father of Mr. J. A. Campbell, 323 S. Syndicate Avenue, Fort William), who was appointed Chief in 1891 and William J. Dodds was appointed Constable at the same time (the latter was father of Mrs. C. E. Watkins, 1401 Moodie Street, Fort William). Both these men held office when Fort William was incorporated as a Town in 1892 and continued in office until 1895 when their services were dispensed with.

For the next two years several men acted as Constables but evidently the service was not satisfactory and in 1897 Campbell and Dodds were taken into service again in their old positions. The wages of Constables at that time was $12.00 per month and considered good. Occasionally the Town ran short of finances and the Constables would be laid off until the Town Treasury obtained more funds.

About 1901 an outstanding Irishman was taken into service with the Force, trained on an English Police Force a colorful and dignified gentleman of the King Edward VII type, William W. O'Brien, after about two years' service was appointed Assistant chief on the death of Chief Campbell in 1903 and William J. Dodds was appointed Chief Constable. Assistant Chief O'Brien held office until August, 1906, when he was appointed a District Magistrate.

On October 10th, 1905, Charles E. Watkins, was appointed Constable, at that time the Force consisted of Chief W. J. Dodds, Assistant Chief O'Brien, Constables Timothy Dooling, Robert Stubbs and Charles E. Watkins. When the Town was incorporated as a City in 1907 the Force had grown to eight members. The next five years after incorporation saw the Force nearly trebled in strength to 21 members. On March 19th, 1906, George Taylor was appointed a Constable. In later years three of these men, Chief Dodds, Chief Watkins and Chief Taylor (who was appointed Chief of the Port Arthur Police Force in June, 1920), had their fame spread from coast to Coast through the Chief Constables' Association of Canada. Dodds was one of the originals of the Association and Taylor and Watkins who each were elected President of the organization during their active membership in the Association.

A notable appointment was made in 1906 to the Fort William Police Court bench, a giant 6' 6" and weighing about 260 pounds, William Palling, a former Toronto City Policeman, who had assisted in the survey of Kicking Horse Pass in British Columbia under a Major Rogers, C.E., for the Canadian Pacific Railway in 1880. In 1885 Mr. Palling came to Fort William where he engaged in lumbering, carpentry and contracting before his appointment as Magistrate. An unwritten story of high adventure was lost with his passing in 1947 at the age of 88 years.

In January, 1932, Chief Constable Dodds passed away, literally in uniform an outstanding specimen of manhood and fearless in the performance of his duties. Inspector Charles E. Watkins, an able Police Officer, was appointed Chief Constable. The position of Patrol Sergeant was created and a man detailed to Plain clothes duty to cope with the ever increasing crimes committed.

About 1908 the Freight Handlers at the C.P.R. sheds went on strike and troops from Winnipeg were brought in to help the Police maintain order. During the strike many shots were exchanged. A C.P.R. Constable was wounded and later died in Winnipeg from his injuries. Inspector Ball of the C.P.R. Police lost an eye and Sergeant George Taylor of the Fort William City Force was wounded in the face slightly from a shot gun shell fired by one of the participants in the strike.

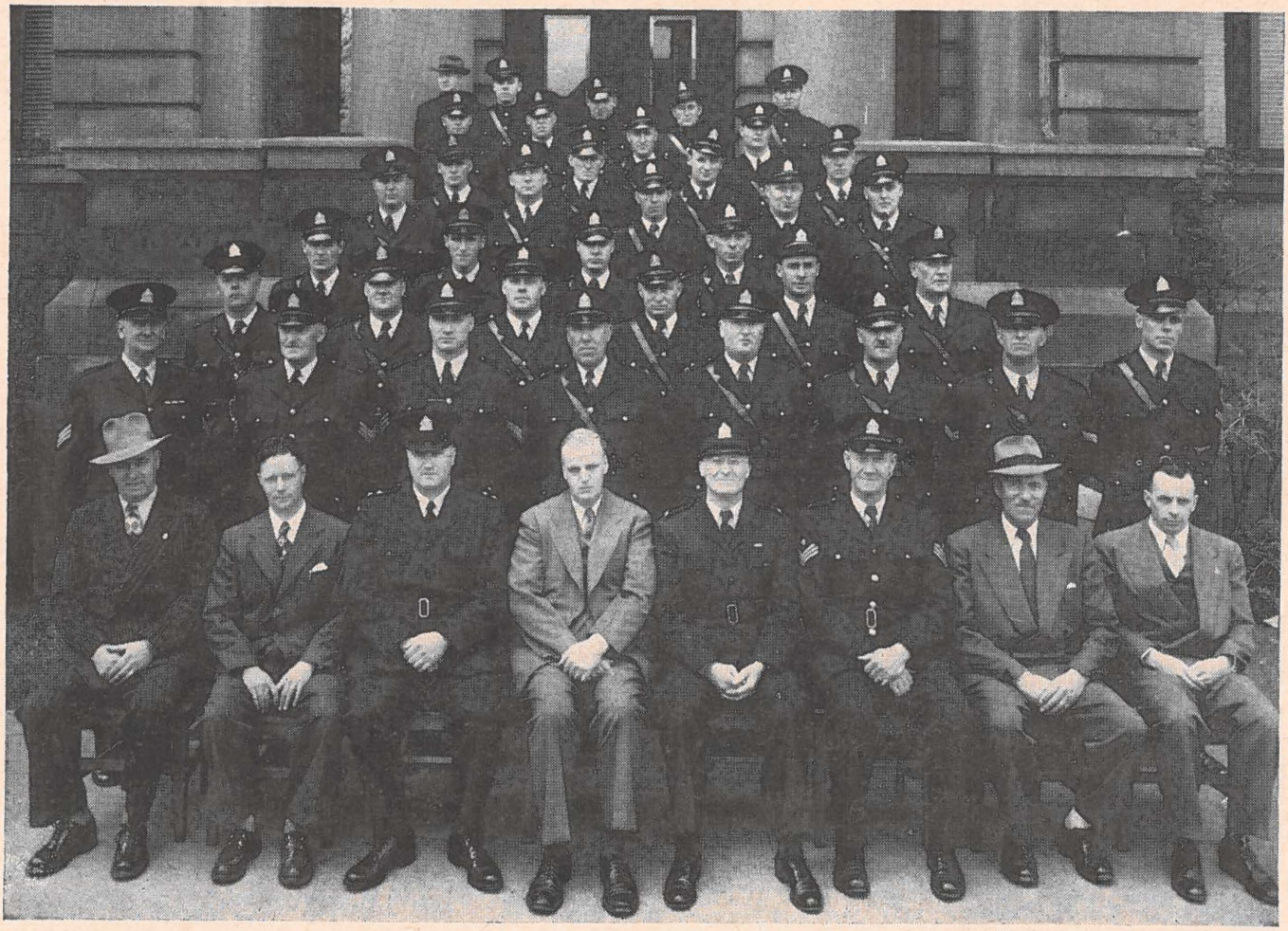
During the Street Railway men's strike in 1913 a street car was derailed on Simpson Street near Robertson Street. A man was arrested for breaking windows in the street car and a very large crowd gathered at the Coal Dock or McTavish Street Police Station to try and effect the rescue of the prisoner. The door panels, and all glass in the front of the building was smashed and the now angry crowd threatened to set fire to the Station. In the ensuing battle one man was killed and a second one wounded and the crowd dispersed quickly, the building still shows its scars of that day.

This building had previously served as a Municipal Office and was located where the Public Library now stands, about the time the old City Hall burned down it was moved to McTavish Street. It was sold to a private owner some years ago and is now occupied as a dwelling house. When the old Town Hall was burning the late Chief Dodds distinguished himself by saving the life of a prisoner who was in a locked cell.

About August, 1912, the present Court House Building was occupied by the Fort William Police Department. Only two members who joined the Force when the Police Station was housed in the present Medical Health Offices in the City Hall are now serving in the Force, Staff Sergeant C. R. Palmer, the senior member of the staff, and Chief Constable W. S. Brown who was appointed to that office on the retirement of Chief Constable C. E. Watkins on January 1st, 1951, after 45 years' service to the City of Fort William.

In 1942 a memorable decision was made by members of the Force when they discarded that famous and distinctive British institution, the "Bobby" helmet for flat caps. Many tourists have in their albums pictures of members wearing the "Bobby" helmet.

The established strength of the Fort William Police in 1952 is 43 members, one clerk, one garage attendant and a part time matron.



The Fort William Force Today.

WE SALUTE THE FORT WILLIAM FIRE DEPARTMENT !



1902 — Hand-Drawn.



1907 We Advance to Horses!

As far back as our Fire Department records go we find that on March 17th, 1892, Mr. E. J. Rochon was appointed Chief of the Department. One year later Mr. H. M. Piper was elected Chief with Mr. James Tonkin as Deputy Chief. During his tenure of office Chief Piper and his bold, brave band of intrepid fire-fighters (according to the "Morning Herald"), fought many serious fires. In the year 1896 a serious bush fire came very near to destroying the town of Fort William. The fire swept down Arthur Street towards the Fire Department assembled with all their apparatus on John Street which at that time was the most westerly street opened up. For eighteen long hours the fire was fought at close quarters, but was finally brought under control. On May 12th, 1908, the C.P.R. Elevator "B" caught fire and was totally destroyed with 250,000 bushels of wheat. The old steam engine from Port Arthur was called and rendered yeoman service to Fort William's exhausted fire-fighters. The loss was estimated at $2,000,000.

In an undated newspaper clipping the Fire Department under the direction of Fire Chief Hugh Piper gave an elaborate oyster supper, flavoured with cigars and "refreshments" to the City Council, but before the visitors left in the wee small hours of the morning the Fire Department combined business with pleasure and prevailed upon Council to submit a by-law to the rate-payers for the large sum of $35,000 to instal a waterworks system and electric lighting plant, this turned out to be the forerunner of our present Loch Lomond waterworks system.

On July 15th, 1908, a serious fire broke out at the establishment of John King and Co., Victoria Avenue. For a time this fire threatened the whole business section of our city. A hurried call was sent to Port Arthur for assistance, their brigade made a "quick trip" in little over an hour, but the entire block was a total loss with the damage amounting to $161,025.00.

May 8th, 1909, was the beginning of a First Class Fire Department here. The City Council hired 2nd Assistant Chief A. D. Cameron of Hamilton to be the first paid Chief of the Fire Department of Fort William.

The first serious fire which occurred during Chief Cameron's period of office was on January 5th, 1910, at the old boarding house of Mr. F. H. Babcock, 603 McKellar Street, near the Ogilvie Flour Mills. The temperature was 20 degrees below zero, and the occupants escaped only in their night attire, unfortunately four people were burned to death, and the bodies were not found until the following day, the damage was also very considerable.

Another serious winter fire occurred on January 10th, 1912, at John Jacobson's store on Lower Simpson Street. At this fire many members of the Department suffered privations from frost bite, etc., as the mercury hovered over 40 degrees below zero. Mr. Jacobson's niece, Sarie, lost her life in this fire.

November 27th, 1912, headlines in the paper stated "New fire engine is Chief Cameron's pride and joy. All the local staff of fire-fighters have been wiping, polishing, petting, and admiring the new engine. This steam engine was manufactured by the Waterous Co. of Brantford, Ontario, and is the latest type known in fire-fighting circles."

The first new piece of motorized apparatus made by the Seagrave Co. was purchased in March, 1913. This machine was equipped with an air-cooled engine, chain driven, with a 45 gallon tank of chemical and hose installed on the body, it continued in service until the year 1928. Every time a fire alarm sounded in the west end of the city the truck used five gallons of gasoline to make the round trip.

One of our most disastrous fires occurred on March 27th, 1923, at the Rutledge and Jackson Block, Victoria Avenue, the temperature was 22 degrees below zero, with a 30 mile an hour wind, and a foot of snow. Captain David Gerow of the Brown Street Station was killed instantly when the walls fell on top of him.

On November 15th, 1940, the Department was saddened by the loss of Assistant Chief Archie McEwen, and Fireman Thomas Ross at the Mandarin Cafe fire. Asst. Chief McEwen had been a member of the Fire Dept, under the old volunteer system headed by Chief Hugh Piper. He was a man greatly beloved by his men, and a real fire-fighter. Fireman Thomas Ross was always to the forefront in the betterment of working conditions for the fire-men, having been a past president of the local fire-fighters' union. His untimely death came as a great shock to all his friends.

On January 1st, 1941, Captain E. H. Dean was appointed Chief of the Department succeeding former Chief Cameron who had been retired on pension, and Fireman Harold Lockwood was appointed as Deputy Chief.

During the last 12 years the Department has forged ahead both in the quality of apparatus, and the improvement in the strength of the personnel. To-day the citizens of Fort William have every reason to be justly proud of their Fire Department, not only for their fire-fighting capabilities but for the charitable duties they perform to all our citizens. They are always to the forefront in donating blood both to the McKellar Hospital and the Red Cross. During the festive Christmas season the children attending parties are always supervised by the members of the Fire Department.

Every year a Fire Prevention contest is held throughout Canada and the United States. In 1950 the Fort William Department came second in all of Canada for their fire prevention activities and teaching given to all our school children, and each year we have come consistently close to the top.



1952 — A Fire Department To Be Proud Of.



Civic Transit System in the 1890's

OUR TRANSIT SYSTEM CARRIES ON!

In 1892 the Ontario Legislature approved an Order-in-Council governing street railway transportation in the Town of Fort William, by which the Town of Port Arthur was granted the right to construct and operate an electric railway system in Fort William. By the following June street cars were operating in the new Town as far as Pruden Street and by September 30th, 1893, were running through to Westfort. On March 11, 1908, the City Council of Fort William agreed to purchase that portion of the street railway line within the City's boundaries together with seven street cars and accessories. The purchase price was set at $52,000, and on August 1, 1908, the money was paid over to Port Arthur and the City of Fort William became the owner of its street railway system. Operations were controlled from that time until December 1, 1913, by a joint commission, after which the City of Fort William took over the management of its own system independently.

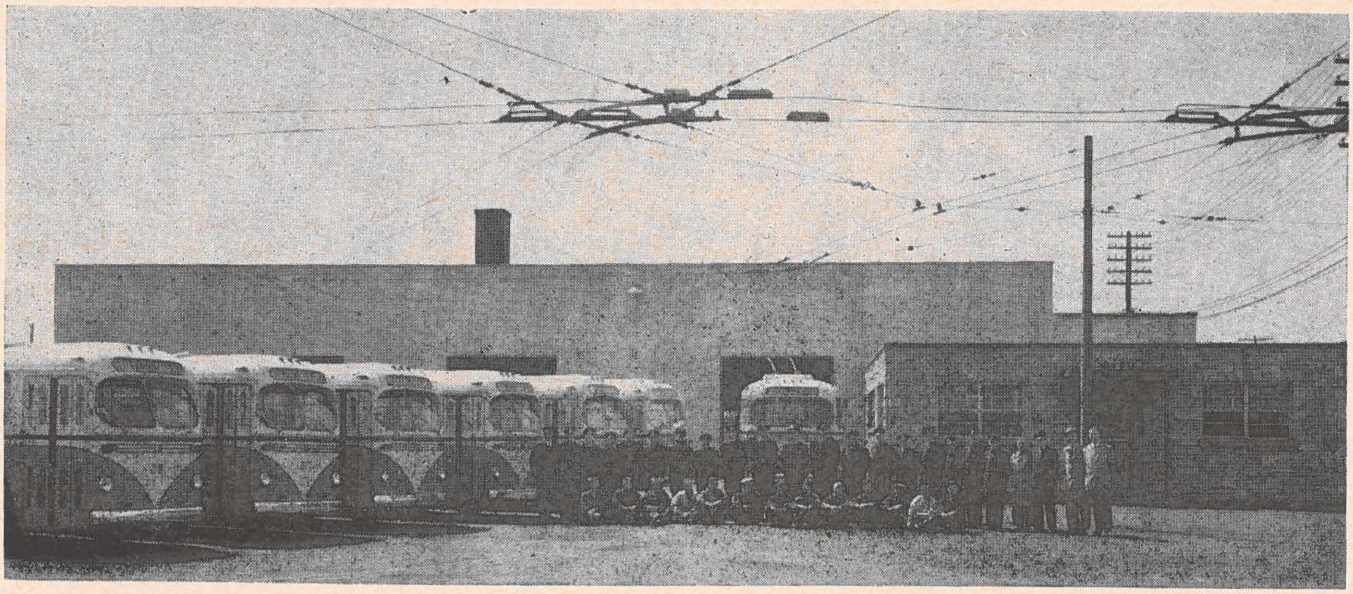
During the time of joint operation the system was managed by Superintendent Thomas McCauley. Fort William's first manager was Mr. M. O. Robinson, succeeded in later years by A. L. Farquarson, C. H. Moors, and M. E. Morton. In 1945 the present manager, Mr. A. V. Steele, succeeded Mr. Morton.

In the first year of incorporation as a Town, Fort William's population numbered less than 2,000, so that the volume of passenger traffic on the old street railway must have been very small indeed. Some indication of its size may be determined from the passenger revenue, which in 1894 amounted to $8,216.65 in both cities. Based on the five-cent fare in vogue in those days, it would appear that fewer than 165,000 revenue passengers were carried. By 1921 the volume had passed the three million mark in Fort William alone, and in 1951 our trolleys and buses carried 6,155,148 passengers.

The history of the old Fort William Electric Railway is one of varying fortunes. Since its inception the railway was faced by many difficulties including the disastrous "Car Barns" fire of 1919, two world wars, recurring periods of economic depression, and the competition of automobile traffic. Old time residents of the Town and City will remember the struggles to overcome the heavy load of bonded indebtedness and the feeling of relief when the last debenture was paid off in 1944. This new security was short lived, however, for it was obvious that the worn out and obsolete rolling stock, railway and building would have to be replaced. This was done by the purchase of new motor buses and trolley coaches, the construction of trolley lines, and the erection of the new Transit Terminal on Walsh Street. Inevitably, the price had to be paid, and once more the Department found itself carrying a capital debt. However, the burden is not nearly as great as was carried by the old system, and in return Fort William's residents are receiving the benefit of rapid and comfortable transportation in modern vehicles at a reasonable cost.

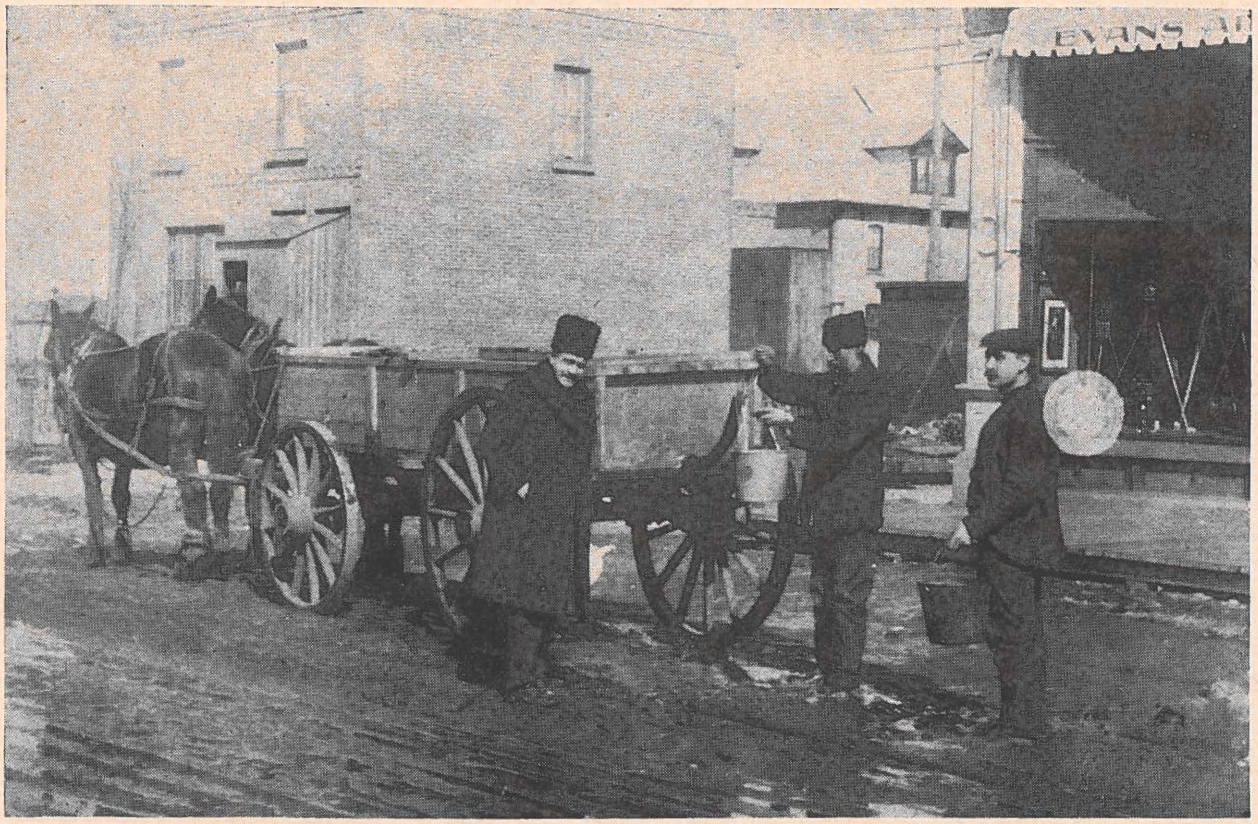
The City owns and operates ten trolley coaches and twenty-five gasoline buses. The thirty-five vehicles have a total seating capacity of 1,209. All rolling stock, including three trucks, are housed, serviced and maintained in the Transit Terminal on Walsh Street. This building, which was completed in 1949, is fully equipped and is considered to be one of the most modern and efficient structures of its type in Canada.

Last year Transit vehicles operated a total of 1,116,325 miles. In all these operations only nine passengers were injured, none seriously. This is a remarkable record, especially when it is considered that more than six million passengers were carried, and it speaks well for the care and attention to safety rules on the part of the operators.



A Part of Today's Fine System.

THE PUREST WATER ON EARTH!



Old Water Cart 1906.

The first Water Works System was installed in the year 1896 on the banks of the Kaministiquia River at the southerly limit of Sprague Street to serve a population of 2,500. The water was taken from the river and delivered to the mains, unfiltered, by two Northey Duplex Compound Pumps, each of a rated capacity of 750,000 imperial gallons per 24 hours.

The system was supplemented by various wells throughout the town, the principle one being an artesian well situated on the east side of Brodie Street at the rear of the City Hall from which most of the drinking water was procured and delivered by water wagons. The present drinking fountain is located on the site of the old well. In 1903 the first survey of the Loch Lomond water shed was made by Mr. John Galt, a consulting engineer from Toronto. His report and proposal was submitted June 24th, 1894, but the estimated cost amounting to $215,000.00 was considered prohibitive for a population of 6,000 to finance.

It was then that a suggestion was made to erect a pumping station on the shore of Lake Superior, but the nearest location outside the turbid area was McNab Point, a distance of 5½ miles from the town, and would require a 500-foot intake pipe to secure a water depth of 24 feet, a depth not safe from disturbance during a Lake Superior storm. This fact together with the cost of pumps, filter beds and other treatment and the operation of a pumping plant proved too costly and the idea was abandoned.

The Loch Lomond Scheme was again advocated and accepted by the Board of Commissioners and a By-law for $125,000.00 was submitted to cover a temporary scheme whereby Crescent Lake could be tapped for immediate use and a portion of the permanent scheme necessary to convey the water to the City, including one pressure main, river crossing and distribution pipes.

The Crescent Lake Scheme was referred to as Construction Section No. 1 and a contract for this work was awarded to Wm. Newman & Company of Winnipeg, on June 5th, 1906, their bid being the lowest of three received. Two Dams were constructed and a 10" diameter cast iron intake pipe installed. From this intake an 8" diameter wood stave supply pipe 2,000 feet

long was laid to the reservoir of some 800,000 imperial gallons capacity. An 18" diameter wood stave pressure main approximately 10,600 feet in length was laid from the reservoir to the boundary between the Indian Reserve and the Grand Trunk Pacific property. From this boundary to point of distribution on the north bank of the Kaministiquia River a cast iron pipe was laid and in October 1907 connections were made to existing City mains and put into service.

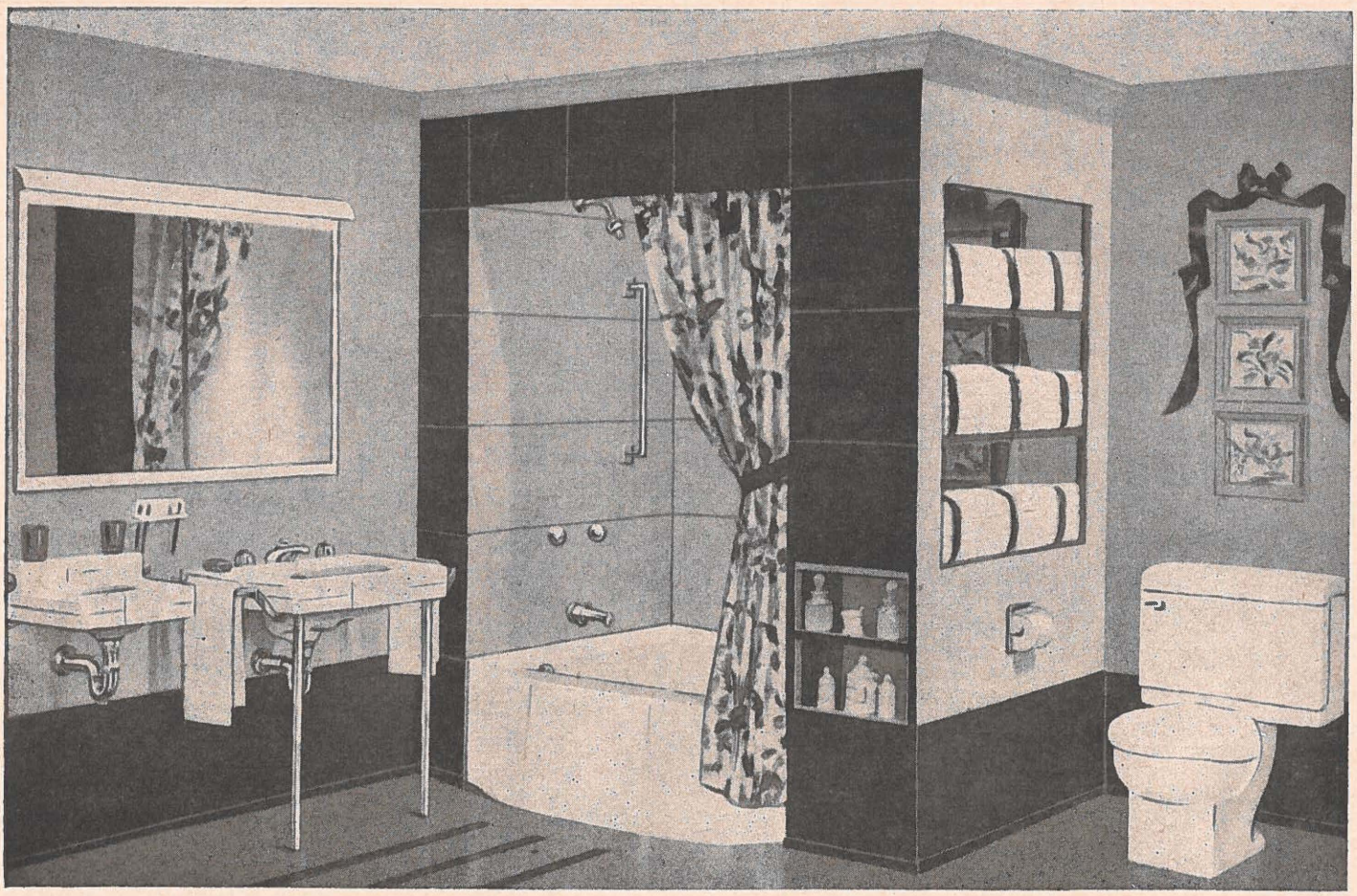
Construction of the Forebay and screen chamber at the outlet was undertaken during the summer of 1908 and together with the two cast iron pressure mains to the reservoir was completed the following year.

Due to the unsatisfactory condition of the wood stave pipe leading to the City supply, it was deemed advisable to construct another cast iron main to satisfy the Fire Underwriters' requirements for 15,000 population which figure had been reached in 1907.

Water was let into the tunnel for the first time on June 21st, 1909, the valve being opened by Mayor L. L. Peltier and chairman James Piper of the Board of Water Commissioners. Two days were spent in flushing and the supply was officially turned into the city mains on June 23rd by James Conmee, M.P., the City's representative in the Dominion House of Commons.

Since that time additional supply mains have been laid and today Fort William is serviced with three duplicate River Crossings located at Elevator "D", the original crossing, the Mission River Crossing, near the Fort William Coal Dock, and the latest crossing at the Canadian National Swing Bridge.

Fort William is very fortunate in having a gravity system of pure untreated water, second to none, but it will be necessary to install an additional supply main from the Forebay to the Reservoir in order to maintain sufficient pressure for fire protection as our City expands and to supplement either of the two present supply mains in the event of a breakdown.



Fort William Home Owners Can Now Enjoy the Best.

THE PROGRESS OF OUR COMMUNICATION SERVICE



Old Telephone Exchange

Telephone service in Fort William prior to December 20th, 1902, was operated by the Bell Telephone Co. who started operation at the lakehead about the time the C.P.R. was completed.

In 1902, through the vision and efforts of some of the early citizens who had the opinion that they could operate their own telephone system and give cheaper and better service to residents, built their own system. The first call made over the new system was made on October 18th, 1902, when Mayor Joshua Dyke called up Mayor I. L. Matthews in Port Arthur and the following conversation took place:

Stepping to the instrument, Mayor Dyke asked if that was Mayor Matthews speaking, and upon being answered in the affirmative, he said: "I wish success as Mayor of this town to the telephone system of the united towns of Fort William and Port Arthur. We already have linked our destiny with municipal ownership, and municipal ownership is one of modern democracy—government by the people and for the people. We hope to give this telephone system as all other public utilities at the lowest cost, with the utmost practical efficiency. Our two towns now stand united on behalf of the people against monopolies of every kind in the great utilities of life. We must now aim, in conduct of our public business, at integrity and efficiency and then given these two we may confidently look forward to their result, prosperity, "Hurrah for Port Arthur."

Mayor Matthews replied thanking Mayor Dyke for the good wishes sent across the wires to Port Arthur, and undertaking, on the part of Port Arthur, to keep in line with the sentiments so ably expressed, and concluded with the words, "Hurrah for Fort William."

This interchange of courtesies constituted the first official message sent between the two cities, and could be said to have inaugurated the service.

The new system was under the management of the late F. S. Jones, and had 175 subscribers, and two lines connecting the two cities. This system operated a few months when it was destroyed by fire, with the burning of the old town hall. The telephone operators employed at that time were Miss A. Armstrong, Miss E. Davidson, Miss Norah Bell and Miss M. Davidson.

The switchboard was quickly replaced with a new one installed in a brick building on Brodie Street at the rear of the present City Hall.

Mr. Jones continued as manager until 1907 when he resigned to open up an electrical business of his own. Some of the managers succeeding Mr. Jones were the late J. C. McRae, Mr. A. L. Farquharson now manager of Utilities at Brockville, Ont., and the late Mr. C. J. Moors. Mr. Moors was manager until 1939 when he was made manager of the Fort William Hydro Electrical Commission. He was succeeded by the present manager, Mr. A. E. McDougall, who entered the service of the telephone department as a boy on January 2nd, 1906. Having grown up with the system, Mr. McDougall has seen it grow from a small system with 700 stations to the present modern dial system with 12,000 stations and capitalized at $1,500,000.00.

The subscribers have benefitted by very low telephone rates, and in addition some $507,000.00 has been turned back to the City to be used for other purposes, for the benefit of the citizens in general.

On April 23rd, 1949, the heavily overloaded manual system was replaced by a modern dial system, installed in a fireproof exchange building which has been classed as one of the finest exchange buildings of its size in Canada.

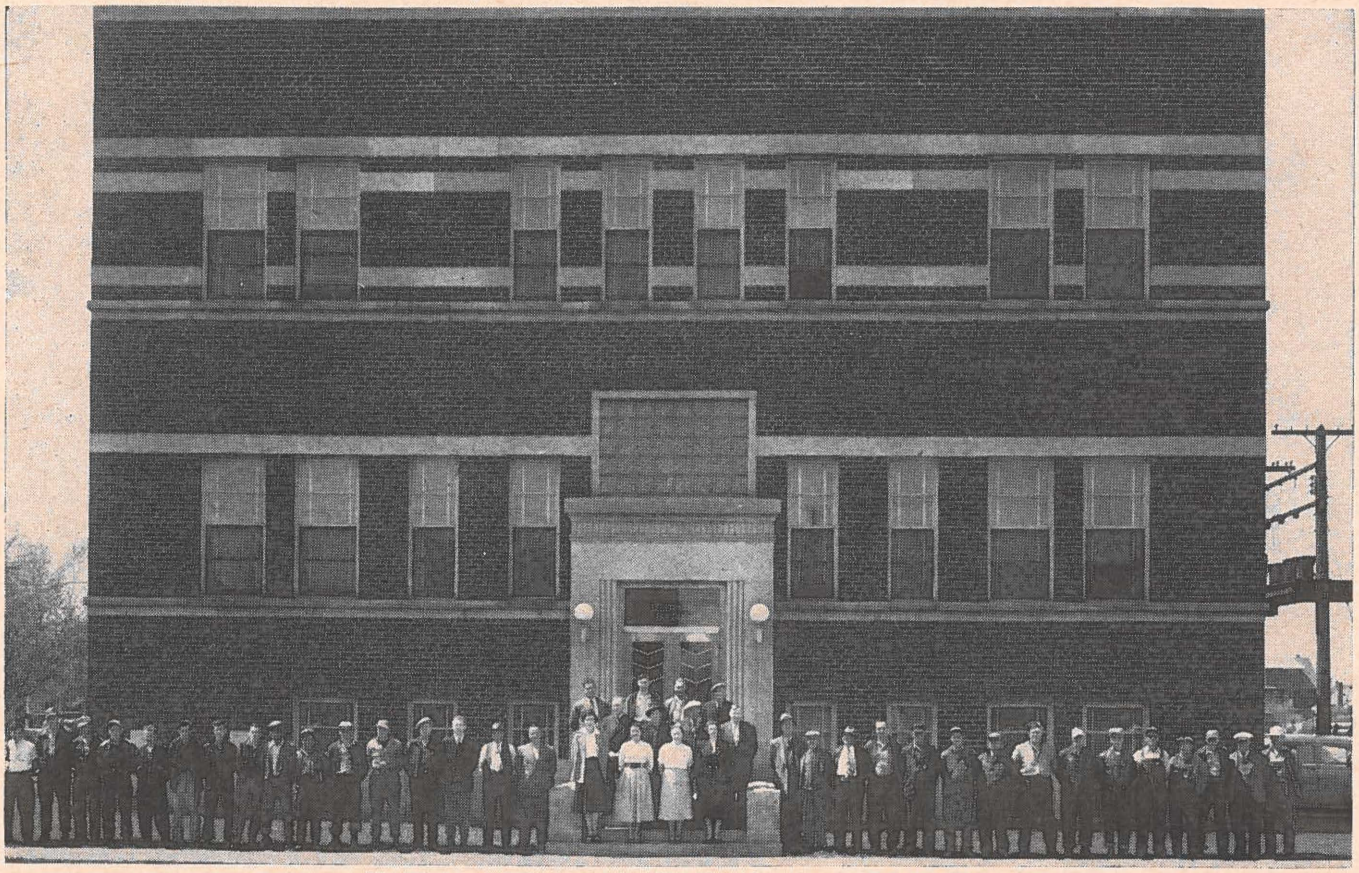
With the improved service on the dial system came a heavy demand for service, since the installation in 1949, 2,000 lines have been added to the exchange equipment and another 1,000 lines scheduled for May 1953. Heavy expenditures are also being made for additional outside cable plant to try and cope with the heavy demand for service.

Telephone subscribers in the City can sit in their own homes and talk to 93 per cent of the world's telephones, also passengers on board ships, on the oceans and Great Lakes.

Some idea of how the telephone is used in the City can be gained by the following data: The total number of calls has reached as high as 117,343 calls per day, approximately 3.1 calls per day for every man, woman and child in the City.

While the Fort William Municipal Telephone System has kept in stride with all the latest improvements for better service, the words spoken by Mayor Dyke in his inaugural address could be adopted as our slogan—

"Service at lowest possible cost with utmost practical efficiency."



Modern Telephone Exchange Housing Our Dial System.

CITIZENS THAT HAVE SERVED IN FORT

Mayor

MR. JOHN McKELLAR: 1892, 1893, 1894, 1895, 1896, 1897, 1898.

MR. C. W. JARVIS: 1899, 1900.

MR. W F. HOGARTH: 1901.

MR. JOSHUA DYKE: 1902, 1903.

MR. C. H. JACKSON: 1904.

MR. E. S. RUTLEDGE: 1905, 1906.

MR. JAMES MURPHY: 1907, 1908.

MR. L. L. PELTIER: 1909, 1910.

MR. S. C. YOUNG: 1911, 1912, 1914, 1915.

MR. GEORGE GRAHAM: 1913.

MR. H. MURPHY: 1916, 1917, 1918, 1919.

Alderm

MR. R. E. REECE
MR. H. SELLERS
MR. S. STEVENS
MR. JAS. HAMMOND
MR. JOHN COOPER
MR. E. A. MORTON
MR. NELSON ARMSTRONG
MR. C. W. JARVIS
MR. R. R. REAVELEY
MR. JOHN MURIE
MR. WM. NEWSOME
MR. A. H. BROWN
MR. J. H. BOYES
MR. G. B. SMITH
MR. J. T. CAMPBELL
MR. H. HARKNESS
MR. ANGUS McDONALD
MR. HUGH CARSON
MR. G. W. BROWN
MR. JOHN MORTON
MR. R. J. ARMSTRONG
MR. JAS. O'HAGAN
MR. JOHN ARMSTRONG
MR. W. C. MAPLEDORAM
MR. D. W. MITCHELL
MR. A. STEVENSON
MR. S. C. YOUNG
MR. GEO. CLEAVER
MR. WM. McCALL
MR. E. C. SMITH
MR. J. K. OLLIS

MR. HARRY FAULKNER
MR. J. CARDINAL
MR. W. F. HOGARTH
MR. J. H. PERRY
MR. ROBT. ALLISON
MR. D. McKELLAR
MR. C. H. JACKSON
MR. JOSHUA DYK E
MR. D. C. GRAHAM
MR. PETER GRAY
MR. A. H. WILSON
DR. T. E. DEAN
MR. JOHN KING
MR. G. A. GRAHAM
DR. W. H. HAMILTON
MR. JOS. OAKLEY
MR. R. S. PIPER
MR. W. K. O'DONNELL
MR. R. HYMERS
MR. T. M. PIPER
MR. A. SNELGROVE
MR. GEO. A. KNOWLTON
MR. JOHN PALLECK
DR. H. E. PAUL
MR JOHN NICHOLSON
DR. A. D. STEWART
MR. H. MURPHY
MR. K. E. GRANDAHL
MR. G. A. COSLETT
MR. J. R. PATTISON
MR. W. J. HAMILTON

MR. S. D. CASHMORE
MR. G. MATTHEWS
MR. J. B. HARDY
MR. H. RUSSELL
MR. J. J. WELLS
MR. J. G. MACDONALD
MR. S. M. BARABE
MR. J. H. CAMERON
MR. J. F. O'BRIEN
MR. J. B. EVANS
MR. C. BIRKETT
MR. J. W. LOONEY
MR. N. M. PATERSON
MR. T. MANION
MR. S. J. ROBB
MR. W. T. RANKIN
MR. G. HARTLEY
MR. C. E. CHAPPLE
MR. F. SPENCE
MR. H. W. MARTIN
MR. E. G. MURPHY
MR. EMIL ANDERSON
MR. R. SUTHERLAND
MR. J. M. ROSS
MR. A. W. GOUGH
MR. A. K. CRUICKSHANKS
MR. I. N. GERRY
MR. R. B. POW
MR. J. E. ARNOLD
MR. F. CUNNINGHAM
MR. WILLIAM M. GRANT

WILLIAM'S MUNICIPAL GOVERNMENT

ors

MR. A. H. DENNIS: 1920, 1921.

MR. N. EDMESTON: 1922, 1923, 1924, 1925.

MR. J. E. CRAWFORD: 1926, 1927, 1928.

MR. N. B. DARRELL: 1929, 1930.

MR. E. G. MURPHY: 1931, 1932.

MR. ROBERT B. POW: 1933, 1934, 1935, 1936.

DR. B. C. HARDIMAN: 1937.

MR. CHISHOLM M. ROSS: 1938, 1939, 1940, 1941, 1942.

MR. GARFIELD ANDERSON: 1943, 1944, 1945, 1946, 1947, 1948.

MR. HUBERT BADANAI: 1949, 1950, 1951, 1952.

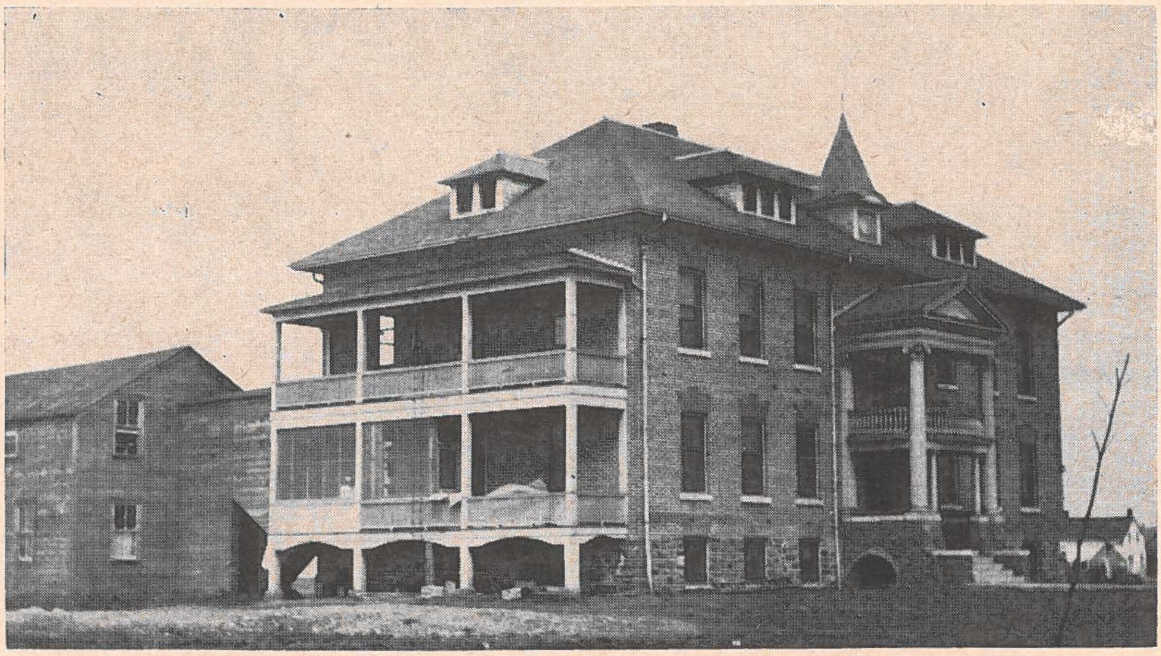
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MR. M. FERGUSON
MR. W. J. HUSTON
MR. W. H. LAVERTY
MR. J. R. DONALD
MR. WM. HOWARD
MR. WILLIAM H. SKENE
MR. GARFIELD ANDERSON
MR. JOHN O. BOOTH
MR. SIGURD S. ORSTAD
MR. JOHN GURNEY
MR. MELVILLE BRYAN
MR. ROBERT CARSON
MR. WM. H. THORNBURROW
MR. J. CURRIE
MR. W. L. RUTLEDGE
MR. EDWARD J. RILEY
MR. E. G. CARSON
MR. R. A. MORGAN
MR. J. B. CHAPPLE
MR. T. F. THORNES
MR. W. H. SPICER
MRS. DOROTHY M. PICKUP
MR. WILLIAM NEWCOMBE
MR. L. L. PELTIER
MR. W. T. RANKIN
MR. E. S. RUTLEDGE
MR. W. A. ARMSTRONG
MR. JAS. MURPHY
MR. GEO. GRANT
MR. THOMAS DOW
MR. A. E. RUTLEDGE

MR. JAS. TONKIN
MR. J. R. GILLESPIE
MR. WM. KELSO
MR. N. B. DARRELL
MR. A. B. EVANS
MR. JAS. A. MACLEOD
MR. JOHN LAUGHTON
MR. A. COOPER
MR. GEO. ALSIP
MR. A. H. DENNIS
MR. A. SEAR
MR. R. McCOLLUM
MR. GEO. A. EOLL
DR. R. J. MANION
MR. M. B. DEAN
MR. D. R. BYERS
MR. I. HUNTER
MR. D. KERR
MR. J. McCLURE
MR. R. J. BYRNES
MR. G. R. DUNCAN
MR. J. J. FLANAGAN
MR. E. MARINO
MR. D. A. GORDON
MR. N. EDMESTON
MR. JOHN OTWAY
MR. J. E. CRAWFORD
MR. C. H. MOORS
MR. J. FIRTH
MR. S. P. SPEED
MR. F. E. MOORE

MR. A. CUNNINGHAM
MR. E. C. SCHOALES
DR. C. C. McCULLOUGH
MR. D. MacNICOL
MR. C. W. WILSON
MR. G. P. SMITH
MR. W. POLHILL
MR. V. W. MACLEAN
MR. J. H. GALLINGER
MR. J. A. SPEERS
MR. F. CHARRY
MR. CHIS M. ROSS
MR. ROBERT M. WALKER
DR. B. C. HARDIMAN
MR. ALFRED BATTERS
MR. THOMAS R. ROSS
MR. FRANK S. WILLIAMS
MR. JOHN J. SPOONER
MR. CECIL R. STRACHAN
MR. HUBERT BADANAI
MR. ALEX ANDERSON
MR. J. E. FRYER
MR. BRIEN O'BRIEN
MR. H. LOVELADY
MR. W. C. McKENZIE
MR. H. LIMBRICK
MR. G. W. BURNEY
MR. W. J. WEILER
DR. R. K. DEWAR
MR. J. V. COLOSIMO
MR. JOHN G. MACDONALD

A HOME FOR THE SICK



McKellar Hospital Hospital with Temporary Addition 1906.

The beginning of McKellar Hospital was in September, 1889, when a public meeting was called to discuss plans for insuring the salary of a district nurse. During the winter of 1899-1900, four meetings of citizens were called to discuss ways and means for a hospital. In January, 1900, Mayor Hogarth, Dr. Hamilton, P. J. Manion and G. I. Pike were appointed to solicit subscriptions and probable source of revenue. These gentlemen were successful in their efforts and the most notable gift was the block of land between John, Arthur, Vickers and Ridgeway, on which the hospital stands, given by the McKellar Brothers (Peter and Donald) in memory of their brother the late John McKellar, who was Fort William's first and much loved mayor. As a result, the cottage hospital on George Street, under the supervision of the Victorian Order of Nurses was opened in November, 1901, with Miss Christine Banks, Superintendent.

The difficulties and discouragements of financing were bravely met by the Trustees and the building of the hospital was in progress. The corner stone was laid on October 10, 1902 by Miss Mary McKellar and by June 25, 1903, the hospital was ready for occupation, with a staff of Superintendent, Miss Christine Banks, two graduate nurses, one man and one Chinese servant.

A most fearful and trying time for every person was during the dark days of the Typhoid epidemic in 1906. At this time the Annex was built and ready for 40 patients in seven days, mostly volunteer labor.

Mr. C. W. Jarvis was the first President of the Board of Directors and was successively followed by many other influential citizens with Mr. R. Philpott presently presiding. These men gave much of their time and energy to meet the emergencies of the different years.

In June, 1904, the Training School began with two probationers and in June, 1907, graduated two nurses. In the meantime, the staff had been increased to three graduate nurses and eleven pupils. McKellar was the first training school started in the Thunder Bay District and our nurses the first graduates of any kind of school. In 1908, the new wing to the South (now the centre building) was erected and ready for use increasing the capacity from 35 beds to 120. Dr. McTavish and Dr. Gillespie were the first internes.

In 1910 the north wing had been put under construction with a third floor added to the original building. Again as in earlier years wards and rooms were furnished by private individuals and benefit societies. The Nurses home was under construction and the first two floors were ready for occupancy November, 1911. The third floor of the nurses residence was completed in September, 1913.

In 1913 the first X-ray machine was installed and Dr. Chisholm in charge. Later, when Dr. Chisholm left for overseas, Mr. S. A. Cowell was X-Ray Technician. In 1919 the Lady Grey Chapter, I.O.D.E. furnished the Children's ward and maintained it. In 1935 this was remodelled and divided into cubicles with glass partitions by the Fort William Gyro Club.

In 1922, McKellar was approved as a Grade A Hospital, meeting all requirements.

Dr. M. J. MacAvelia was appointed Medical Superintendent and Business Manager in 1919. Mr. H. H. Browne came to McKellar as Accountant in 1920, and when Dr. MacAvelia resigned, became business manager. This posi-

tion he held until 1930, when he was appointed Superintendent. Mr. Browne resigned in 1948 and Mr. R. V. Johnston was appointed Hospital Superintendent.

In 1928 the south wing, four floors, were added increasing the bed capacity to 200. The Training School grew with the hospital and at this time had 60 pupils, 10 graduates and 3 internes.

In 1925, Dr. H. J. Ferrier, Radiologist, came to McKellar and through the years has continued to expand the X-Ray department.

In 1942, when Senator and Mrs. N. M. Paterson presented their home to the hospital, more accomodation for nurses was obtained. Years ago, houses were rented near the hospital for nurses.

In 1938-39 plans for a new wing were being made by the Board of Directors as there was continually a call of a shortage of beds, but with the war these plans had to be laid away.

A Quonset Hut was erected at the rear of the hospital adjacent to the Nurses' Home and was opened in June, 1948. The "Annex" has accommodation for 34 chronic patients, two wards, male and female, with kitchen and service rooms.

During the years 1948-49-50 all hospital wards, rooms, and corridors were painted in light colors, which has made the hospital much more attractive both for patient and staff. In 1938, the reception room in the Vickers Street Residence was remodelled and painted a light grey. Beautiful floral drapes and large mirrors over each fireplace and new lighting fixtures. The Ladies' Aid were responsible for a great deal of this as well as furnishing a sitting room for the public at the front entrance of the hospital.

The new Quonset hut was erected and opened June 15th, 1949 connected with the south wing and extends south towards Ridgeway street. Accommodation for 26 semi-private patients.

In 1946 the Hospital purchased the residence at the corner of Ridgeway and Archibald. It was completely renovated in 1948.

The new power plant was opened for operation April 1, 1950, next to the Paterson Residence. It is 60 feet wide with two storeys, chimney 125 feet high from the roof. It has a capacity to supply a 500 bed hospital. It contains boiler rooms, electrical and plumbing office, paint shops, incinerator, all connected by tunnel.

Contractors are now engaged in the erection of a five-storey hospital addition, containing 163 beds and all services, facing Ridgeway Street and connecting with east end of present south wing and extending across John Street, which had been closed. The service wing extending northward on John towards Arthur Street. It is anticipated that this addition will open in the spring of 1953 and will provide the biggest and most modern hospital in North-West Ontario.



New Additional to be Completed in 1953.

EDUCATION IN OUR FORT WILLIAM SCHOOLS



Central School 1895.

No other single factor in a community's growth can compare in importance with the educational programme which has been offered to the youth throughout the years. No other item sets the standard, measures the progress, marks the attainments or creates and exhibits the interest and pride of the citizens in their boys and girls as well as a firmly established school system. One of the first questions of the new arrival in Fort William concerns our schools. History shows that the early pioneers faced the same problem. A brief outline of the growth of the educational opportunities in our city shows many interesting changes.

Miss Victoria McVicar, daughter of Captain R. McVicar, Postmaster at Fort William, is recognized as Fort William's first teacher. She acted as tutoress to the children of the Hudson's Bay Company employees. This work was continued by Miss Brennan, whose duties were conducted in a small frame building about twelve by fifteen feet, located on the ground of the Hudson's Bay Company. This was equipped with wooden seats and benches and accommodated about ten pupils. Later, Rev. McFarland taught for the Company during the week and on the Sabbath conducted public worship.

In 1871 the first school was built and eighty-nine years ago the school bell summoned six pupils to their lessons. The building was situated on Island No. 2 at the mouth of the Kaministiquia River. Two or three years later, a new building was erected on Hardisty Street and Miss Groom was the first teacher. A fine two-storey school was built in 1887 on the present Bank of Montreal site and Mr. John Ritchie, who later became school inspector, was the first principal . This building was moved in 1889 to a site on North May Street near Myles Street. L. L. Peltier bought the building and moved it to the lot immediately south of the old post office where it still stands. From the proceeds of the sale of this property, the site of the present Central School was purchased from the McKellar brothers in March, 1894. An eight room brick

building costing about $29,000 was erected on this site in the same year and P. J. Pilkey was the first principal.

So the first of our present schools was built. Accounts may vary, details may be omitted, dates may be obscure, but associations and pleasant memories are never lacking. A brief outline cannot even mention the early stages of the other public schools. We shall have to be satisfied with the fact that from 1894 to 1928 seven schools were built and May 20, 1949, was the official opening date of Kingsway Park School.

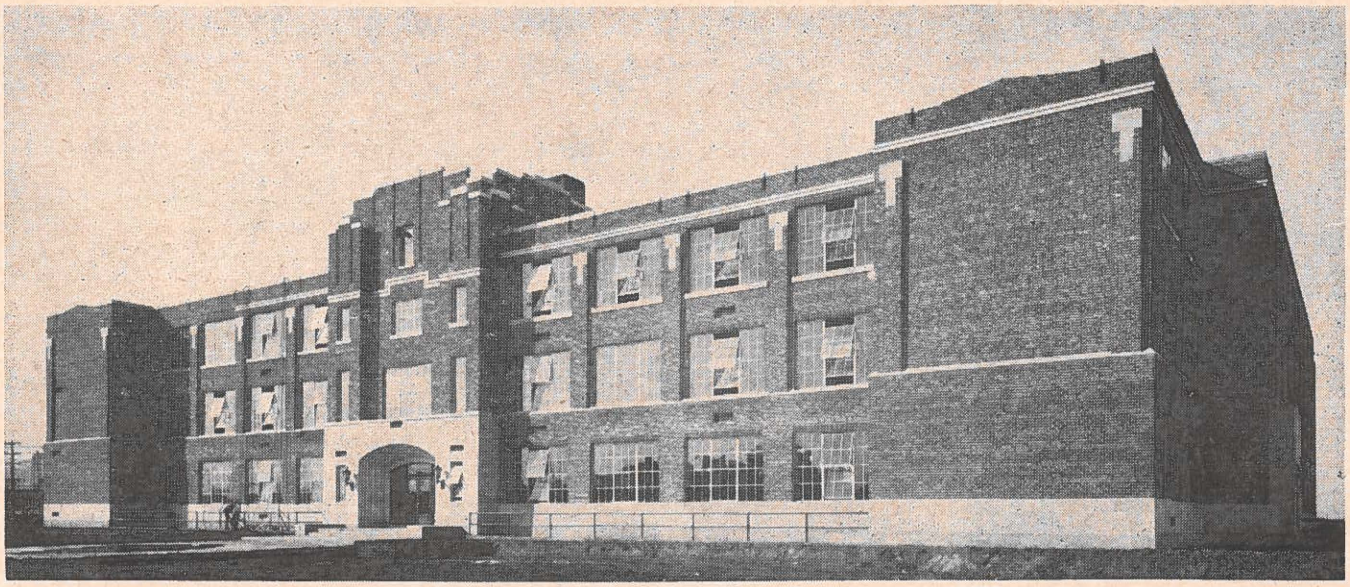
The Separate Schools of Fort William had their beginning in January, 1902, when St. Stanislaus School on Myles Street was opened with an enrolment of 130 pupils. Sister St. Joseph was the principal. Steady progress has been made in their building programme. Their fifth elementary school, St. Elizabeth, will be opened for classes next September.

High school education dates from 1900. The first classes, consisting of twenty pupils under Mr. J. J. Taylor and Mr. S. W. Matthews, met in two classrooms in Central School. The following year these classes were transferred to two rooms in Ogden School and in 1907 the school was moved to South Marks Street. Our present Collegiate Institute was erected in 1919, St. Patrick's High School opened in 1928 and the Vocational School in 1931.

In 1871 six pupils answered the call to school. Statistics are useful and interesting in Jubilee years. The following table gives the approximate figures for September, 1952:

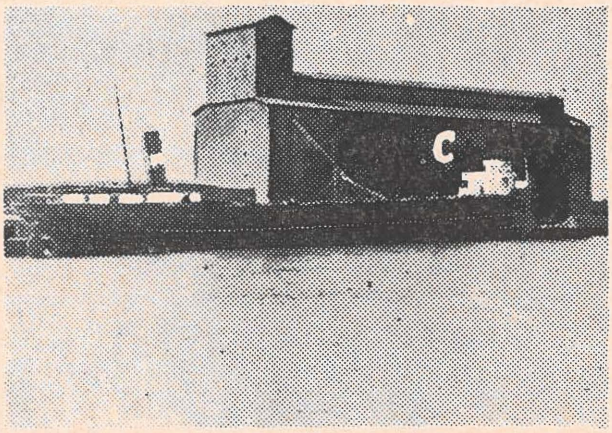
Schools	No. of Teachers	No. of Pupils
9 Elementary Public	130	4425
5 Elementary Separate	31	1100
Collegiate Institute	26	600
Vocational	37	800
St. Patrick's	9	220

We can look with considerable pride in the steady growth of our school system. Our Jubilee year shows 233 teachers in 17 well established buildings offering educational opportunities to over 7,100 students. Have we met the demands through the past years? Are we ready for the challenges of the future? School buildings are definitely the lines of fortifications for our democracies. With these for a background we can go forward with confidence.



Vocational School, a Modern Educational Home for our children.

THE GRAIN STORY



C.P.R. Elevator "C".

Since 1918 when grain statistics in detail were first commenced, nearly nine billion bushels of grain have passed through Lakehead terminals. If this were all loaded into box cars, they would make a train long enough to stretch 1½ times around the world at the equator or would make up eleven giant freight trains side by side stretching from Vancouver to Halifax.

Included in this amount were 6½ billion bushels of wheat. If this were all milled into flour and the flour baked into bread, there would be enough bread to give every man, woman and child in the world three slices of bread per day for over two years.

Sixty years ago (1892) the grain trade in Fort William was already ten years old. There were three elevators in operation—Elevators "A", "B" and "C"—owned and operated by the Canadian Pacific Railway. The combined storage capacity of these three houses was 3,250,000 bushels. In those early days it was considered a duty of the railway to supply grain storage and grain handling facilities in the same manner as they furnish freight sheds for other commodities. Later on, as the grain trade evolved, the elevators came to be run by companies other than the railways. These original elevators have now been demolished, "A" and "C" in 1928 and "B" (along with its annex "E" built in 1902) in 1948.

In 1907, Fort William's first year as an incorporated city, there were seven elevators in operation — five owned by the C.P.R., plus the Empire (built in 1904) and the Consolidated (erected in 1905) houses. Their combined storage facilities could accommodate about nine million bushels of grain. The Ogilvie House was not functioning that year. The fine modern house standing today near the C.P.R. Station was being started, to replace their original house, which in August, 1906, had startled the city by slowly sliding into the Kaministiquia River. During the crop year 1906-07 these seven houses received from the West about fifty million bushels of grain.

Today there are eleven terminal elevators in Fort William, with a storage potential of 37,500,000 bushels of grain. During the crop year 1950-51 these houses received into their bins 105,000,000 bushels of western grain.

From a perusal of various papers and reports, especially the annual reports of the Thunder Bay Historical Society, it would appear that these are the facts concerning grain handling at the lakehead in the very early days.

1881—The C.P.R. line joining the lakehead and Winnipeg was completed.

1882—This year marked the beginning of the grain trade here when the wooden steamer "Erin" Cpt. Sullivan) sailed up the Kaministiquia River to where Westfort now stands, and there had loaded into her comparatively small hold the first cargo of wheat to leave the lakehead. Fort William at that time was still a Hudson's Bay Co. post, and Port Arthur was a tiny settlement. There were no elevators. This first grain shipment was taken from a shed and some of it was placed on board by men carrying the sacked grain in wheelbarrows. It was transferred by cars from the grain sheds in West Fort William to Mark's Dock and loaded by wheelbarrows and chutes made for the purpose, and shovelled back.

1883—The first elevator, the "Horn", was built at the lakehead, in Port Arthur. This was a little wooden structure with a capacity of 250,000 bushels, erected by the C.P.R. It was built in Port Arthur because it was beleived that the large ships that would be required to move grain in quantity would be unable to navigate the shallow Kaministiquia River. The "Acadian" (Cpt. Malcolmson) was the first ship to load at the first elevator.

1885—Elevator "A" was completed by the C.P.R. This elevator was built of wood, on the north bank of the Kaministiquia, about 1¼ miles up from the river mouth. It had a capacity of 1,000,000 bushels, and nine cars (the smaller 1885 variety) could be unloaded there simultaneously. However, although it was completed early in 1885, no great quantity was taken in as the C.P.R. boats refused to attempt the trip upriver due to the lack of dredging. Elevator "A" received only the overflow of the 1884 crop from the smaller elevator in Port Arthur, the grain being transferred between the two elevators in cars.

However, some time in June of 1885 Mr. J. L. Patton, the C.P.R.'s resident engineer, proved that the Kaministiquia was navigable when he piloted the S.S. "Algoma" alongside Elevator "A". She was

loaded there and taken out with little trouble. Prior to that, the schooner "Sligo" had loaded 17,000 bushels to become the first boat to load at a Fort William elevator.

Grain shipments through the lakehead that year totalled 1.5 million bushels.

1887—This year the western grain crop was immense. Both lakehead elevators were filled and by January, 1888, the old sheds were again called into use. In addition a huge new shed was built in Fort William, each section being filled as the carpenters had hit the last nail. It held 800,000 bushels. This enabled the railway to unload fifty or sixty cars per day and a blockade was prevented. Four and a half million bushels were handled through the lakehead that year.

1889—Elevator "B" was completed in time to handle its share of the 1889 crop. This was erected in Fort William by the C.P.R. and its capacity was 1,000,000 bushels. It was later destroyed by fire and replaced by a fireproof house.

1890—Elevator "C" was erected by the C.P.R. as an annex to elevator "A", with a common workinghouse. Its capacity was 1,250,000 bushels. It too was a wooden structure. These three elevators gave Fort William a total capacity of 3¼ million bushels in wooden elevators strung in line along the river banks.

1897—Elevator "D", the first steel house, was built by the C.P.R. and it had a capacity of 1,500,000 bushels.. It's working house burned down in 1903, after which more modern type of storage tanks were built along with the new workinghouse. Later there were more additions and when it reached 7 million bushels capacity it was the largest grain elevator in the world. It was called the "Northland."

1902—Elevator "E", constructed of steel and with a capacity of 1,900,000 bushels, was erected by the C.P.R. as an annex to their elevator "B". The tanks in this elevator were hexagonal, with six tanks grouped around a central one.

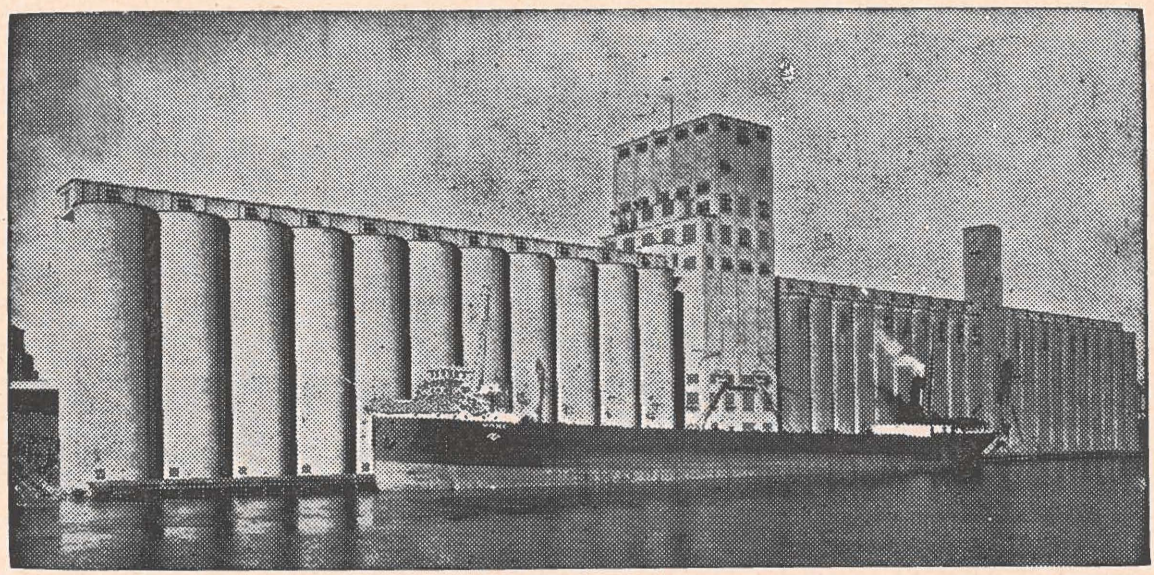
Begun in 1901, the Canadian Northern Railway erected their elevator "A" in Port Arthur, the first lakehead elevator not owned by the C.P.R. Originally it had a capacity of 1,250,000 bushels, and was added to until in 1904 it had two working houses with a combined capacity of 2,000,000 bushels and fireproof tile storage capacity of 5,000,000 bushels—total 7,000,000 bushels. A second series of tanks added to workinghouse "B" in 1913 brought the capacity up to 9,500,000 bushels.

1904—The Empire elevator was put up in 1904, in Fort William, 1,700,000 bushels capacity. The Ogilvie elevator also was built, capacity 890,000 bushels—steel hexagonal. The "Consolidated" elevator was built with a capacity of 600,000 bushels.

1909—"Western" Terminal elevator went up (in 1909), capacity 880,000 bushels. This year (1909) too saw the erection of the Thunder Bay elevator in Port Arthur, (capacity 1,500,000 bushels), an indication of the increasing Canadian Northern traffic.

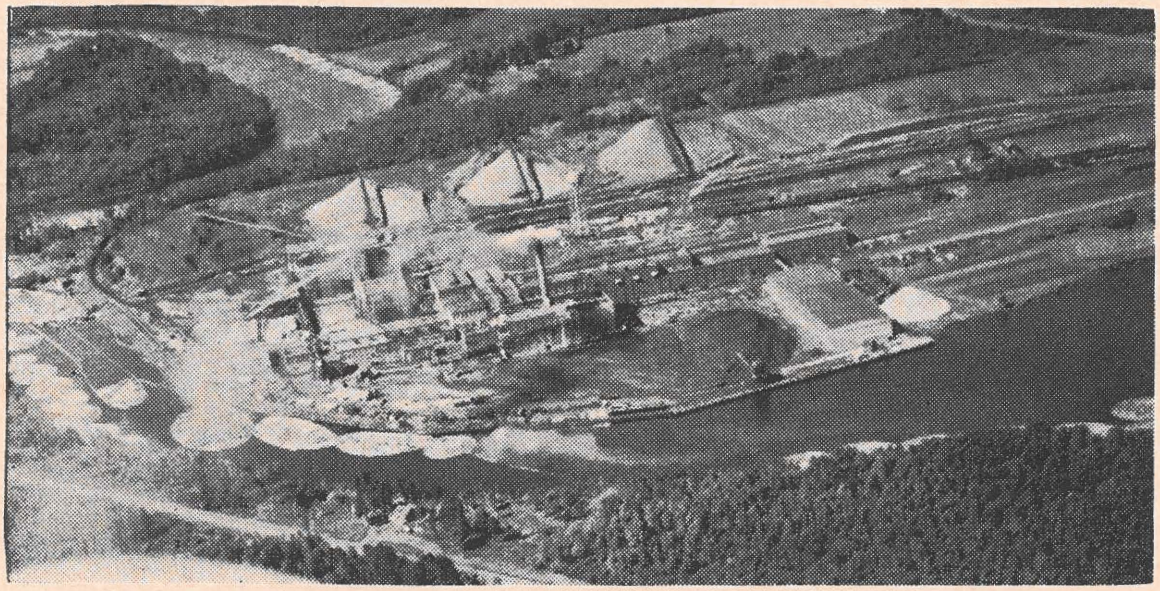
1910—The G.T.P. elevator was erected by the railway (Grand Trunk Pacific Railway), the first elevator to rise on the south bank of the Kaministiquia. Capacity, 3,250,000 bushels.

1913—The Canadian Government elevator, the Fort William elevator and the Davidson & Smith—80,000 bushels —all were erected this year.



N. M. Paterson Elevator.
Today One of the Eleven Terminal Elevators in Fort William.

SOME OF FORT WILLIAM'S INDUSTRIES

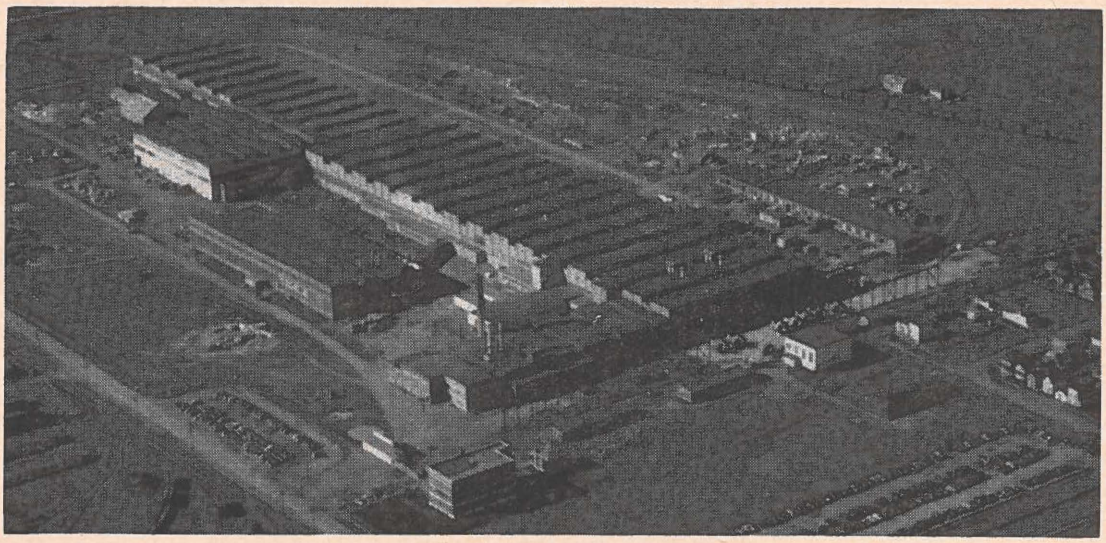


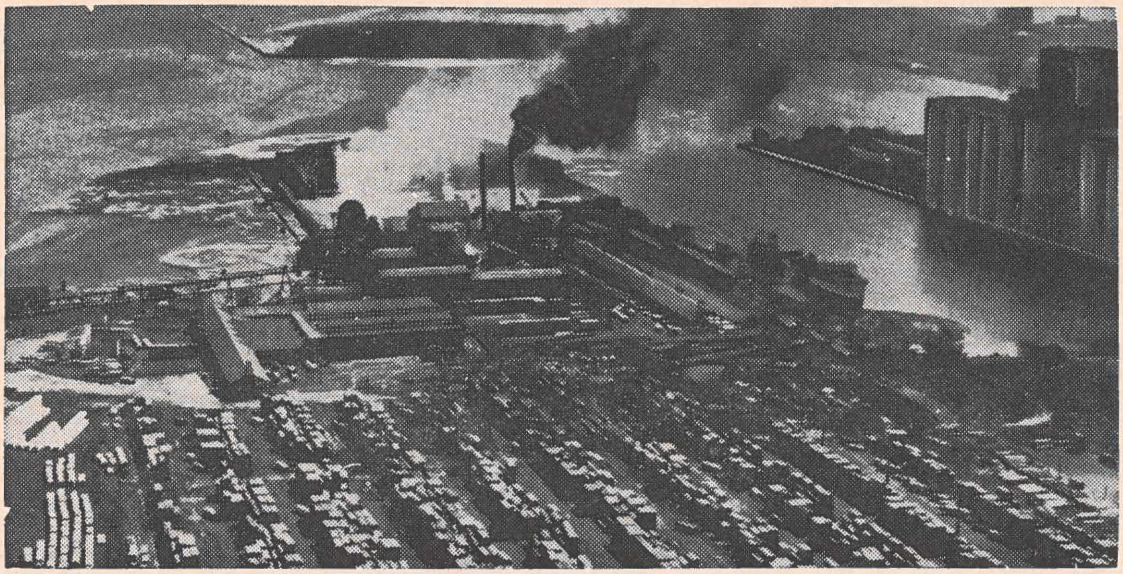
The Great Lakes Paper Company Limited

Newsprint
Sulphite Paper
Specialty Pulps

Canadian Car and Foundry Company Limited

Gasoline Buses
Trolley Buses
Diesel Buses
Aircraft





Great Lakes Lumber and Shipping Limited

Lumber
Pres-to-Logs

THE GREAT LAKES PAPER COMPANY LIMITED

Organized as The Great Lakes Paper Co. Ltd. in 1919 by the Backus Brooks interest of Minneapolis, Minnesota, the original company spent some years acquiring pulpwood limits, plant site and Hydro Electric Power with which to operate.

In 1923 the construction of the plant got underway and in 1924, the first ton of groundwood pulp was produced.

Four years later, in 1927 the original company began construction on the present newsprint mill and was designed to produce a capacity of 100,000 tons of newsprint per year.

The first paper machine, which is now No. 1 (Judy) was put into operation on August 28, 1928 and the second machine No. 2 (Jumbo), began producting newsprint on May 4, 1929.

In keeping with the long established policy of the company a program of research and study of processes and methods of production is maintained at all times. This resulted in the development of a high grade newsprint sheet and a world production record of 505.9 tons for a 24 hour period by the two machines in 1949-50.

This world newsprint production record of 505.9 tons was shattered again in 1951 when the two huge paper machines set a new combined 24 hour production record of 531.310 tons of newsprint.

"Jumbo" who has the distinction of being the largest paper machine on the North American continent, rolling out a sheet of top quality newsprint 305 inches or slightly over 25 feet wide; and Judy, slightly smaller, producing a 265 inch sheet, have become famous among papermakers on this continent. Both machines have set individual production records as well. In June 1951, Judy produced 248.877 tons, and in August 1951, Jumbo chalked up 287.958 tons of high grade newsprint in a 24 hour period. The two machines average about 515 tons of newsprint per day of sustained production.

Total newsprint production for 1951 was 155,000 tons which left the Westfort mill in 75 lake boats and 2,500 box cars.

Top quality newsprint is not the only product turned out by The Great Lakes Paper Co. Ltd. The large modern mill on the western outskirts of Fort William also produced 103,000 tons of sulphite pulps; 35,000 tons of this production represents the sulphite pulp used in newsprint production at the plant while 68,000 tons was exported.

The Company has also entered the field of specialty pulp production. In 1951 they have produced over 10,000 tons of special pulp used in the production of "glacine" paper.

It has been a pioneer in the growth of Northwestern Ontario, and made the Lakehead cities of Fort William and Port Arthur into one of the great pulp and paper manufacturing centres of the world.

CANADIAN CAR & FOUNDRY COMPANY LIMITED

Ground for the Fort William Plant was first broken in 1911, and the office building was completed in 1917. The plant was engaged in the manufacture of railway cars and, following the outbreak of the First World War, a contract was received for the building of twelve trawlers for the French Government and one civilian ship for Vancouver. Following this, some additional railway cars were built, and, in 1922, a programme of repairs to railway box cars was undertaken, which kept the plant busy until 1924 or 1925 when it was closed down due to the lack of further work.

The plant reopened in 1937 for the manufacture of aircraft on a small scale. First project was a small trainer aircraft and later the manufacture of Grumman Aircraft Corporation of the United States. Concurrently with the manufacture of these aircraft, the company designed and built a single seater fighter bi-plane. At that time, approximately 20,000 sq. ft. of floor space was being used, and the payroll was approximately 114 personnel.

In 1939 the company received an order for Hurricane fighter aircraft. First Hurricane aircraft was shipped to Great Britain on February 9th, 1940, approximately one year after the receipt of drawings. The original order was for 40 aircraft, but proved to be the forerunner of a number of orders for the British Government and the Canadian Department of Munitions and Supply, totalling in all 1650 Hurricane aircraft plus large orders for spare parts. In January 1942, the company was awarded a contract for the manufacture of 1,000 Curtiss Dive bomber aircraft, plus spare parts amounting to approximately 20 percent of the total value of the aircraft contract.

It was during production on this contract that the company reached its peak of productivity, and at one stage the plant employed 7,000 people, approximately 40 percent of whom were women. This large influx of personnel to the Lakehead necessitated a large programme of Wartime Housing construction, including a 450 bed women's staff house adjoining the plant, and two large men's staff houses.

In 1945 arrangements were completed for the manufacture of gasoline buses and electric trackless trolley coaches at the Fort William plant as a postwar project. Following the end of World War II, all aircraft contract work was terminated, and the staff which remained were transferred to bus manufacture. The first coach was delivered to B.C. Motor Transportation Limited, Vancouver, on October 31st, 1945, and since that time a steady production of inter-city type gasoline buses, city type gasoline buses, and electric trackless trolley coaches has been maintained. Up to the present time, a total of 2,570 vehicles of all types has been produced at the Fort William plant.

In the fall of 1948, arrangements were made for the repair of railway tank cars at the Fort William plant, and a portion of the building was allocated for this purpose.

The facilities for the fabrication and erection of aircraft have recently been reactivated in conjunction with an order for the manufacture of the Harvard trainer placed by the Department of Defence Production.

The present staff averages about 1,580 employees.

GREAT LAKES LUMBER AND SHIPPING LIMITED

The sawmill has an annual production capacity of 80-90 million feet, cutting at the rate of 17,500 feet per hour of operation. Since commencing operations, this mill has produced over 425,000,000 feet of lumber, sufficient to provide lumber for more than 55,000 average homes. The mill is equipped with two head-rigs, one Wicks sash gang, two Bolinder Swedish gangs, and horizontal slab resaw.

In addition to construction lumber, considerable of the daily production, largely lower grades, is recut into shooks, crating, etc., in a modern cut-up division—this type or product running into about 15 million feet annually.

Great Lakes Lumber and Shipping, Limited was the first and, with the exception of the west coast, is still the only producer of Pres-to-logs in Canada. These fuel logs are marketed locally and across Canada from Winnipeg to Montreal.

Two Carthage slab chippers are used in converting slabs and edgings to chips, these chips going to a local kraft paper mill.

At full production this sawmill provides employment for 600 of our citizens for twelve months of the year. This requires a further 2,000 workmen in the woods cutting, driving and rafting the sawlogs to the mill.

The Company is pursuing a vigorous research activity toward the utilization of the unused portions of the logs with a view to eliminating all so-called waste.

THE RECORDED WORD



The first issue of the Daily Journal was published at the quarters shown, corner Victoria and Simpson Streets, on October 12, 1893.

Almost as important to the every day life of the citizen as food, shelter and safety is to be informed as to the doings of neighbors and the actions of public men and governments at home and abroad.

This desire has been manifested wherever a community has started, in fact in some cases the community leaders have "passed the hat", and raised funds to bonus anyone who would start a paper. This indeed happened in Fort William.

Fort William's first publication was written with pen and ink and the little sheet, "Perambulator" served for a time to promote and crystalize the community spirit which had much to do with the building of the present city.

In an address to the Thunder Bay Historical Society, the late Fred Fregeau, who as a boy worked on the paper, told of the coming to West Fort William of two young men, Colin Prentice and William Burdoch and their publishing in the spring of 1877 a newspaper called the Fort William Day Book. According to Mr. Fregeau the partners were unable to make ends meet and the paper ceased publication in 1878.

Fort William which had been famous as a center for the fur traders for many decades, prominent as the point where settlers were starting their long trail to the prairie country, was now soon to be an important railway center "where sail meets rail" because the Canadian Pacific Railway was at the time being built westward from this point.

With the clang of steel rails being unloaded at the docks, the influx of railway navvies and the rush and bustle of railroad construction, there pressed on the minds of the leaders such as the McKellar brothers and others the urgent need of a newspaper.

So a meeting was held, in fact, several meetings and notices were placed in eastern papers that the municipality would give a bonus of $500 to start and conduct a newspaper.

F. T. Graff of Mount Forest, Ontario, was attracted by the bonus and agreed to start a newspaper here under an agreement that he was to receive $900 as a bonus, payable $500 down and $400 at the end of the first year.

Mr. Graff brought up his Washington hand press and and assortment of type and in July, 1880, started the weekly "Herald".

Later on Mr. Graff changed the name of his newspaper to The Echo. F. T. Graff's new series of the Echo appeared as late as February 12, 1886.

The history of these early days of newspaperdom is very sketchy but apparently Mr. Graff and the municipal authorities did not get along and the bailiff seized the plant.

In any event, there is a gap in the story until 1887, when H. D. Lee of London, Ontario, appears on the scene.

From the time of the turning of the first sod of the Canadian Pacific Railway here in 1875, the little village had grown into a busy little town.

The Canadian Pacific railway had built its roundhouse and other terminals at West Fort, the first through train had passed through to the West in 1886 and the whole country was throbbing with a new activity.

Into this setting stepped H. D. Lee, a first class newspaper man, from London, Ontario.

Mr. Lee did not require a bonus. He saw in Fort William's situation at the head of lake navigation, the promise of great growth and decided to throw in his lot with the pioneers.

Whether Mr. Lee purchased the old plant from the municipality or brought in a new one of his own is not clear from the records, but on February 23, 1887, he started publishing the Fort William Journal, the forerunner of the present Times-Journal and from that day on, an edition has never been missed.

Mr. Lee got out a good newspaper but ill health resulted in his death some three years after he started the paper, his widow bravely carrying on for a short time before disposing of the Journal to T. W. Rutledge and James McLaren.

McLaren and Rutledge moved the plant from the west end to a building at the corner of Brodie and Victoria and changed from a weekly to a semi-weekly.

On January 2, 1893, the paper was sold to T. A. Bell, who came to Fort William from Philadelphia and before entering the newspaper field was a prominent building contractor here.

Mr. Bell moved the plant to a new building on the corner of Simpson and Victoria Avenue, purchased a much larger plant and on October 12, 1893 changed the Journal from an issue twice a week to a daily.

To publish a daily newspaper in a town as small as Fort William was at that time a venturesome undertaking and it is rather remarkable that it survived.

Upon Mr. Bell's death in 1899, the paper passed to T. W. Rutledge and D. Smith who had recently started a semi-weekly called the Times and the two papers merged under the present name of the Times-Journal.

On June 10, a stock company was formed to provide the capital needed for the expansion the growth of the town required and it is noteworthy that some of the principal shareholders in the original company are still associated with the company, an evidence of their faith in the future of the city.

While the Times-Journal dates its history back to 1887 when H. D. Lee printed the first copy of the Journal, other newspapers have come and gone, all having a part in the building of the city. .

In 1905, the Herald published by McCuish & McPherson had the longest life and under various ownerships appeared as an evening and as a morning daily, finally dropping out in 1914.

The Grain Trade News owned by J. R. Smith started in 1917 and ceased publication in 1918.

J. R. Smith's Morning Bulletin lacked sufficient revenue to carry on and disappeared from the scene.

The Twin City Press ably conducted by Samuel Young found rising costs too great an obstacle and ceased publication after a strenuous battle to survive.

It is no reflection on the men who operated the various newspapers but they were bucking a trend which started some years ago with the rising costs of producing a newspaper.

Only the very large cities have been found able to support two newspapers and failures and amalgamations have been the lot of those who bucked the trend.

Fort William has been fortunate in having citizens who supported their daily newspaper and the Times-Journal owners have not been backward in putting capital into the plant and machinery, buildings and all that goes with a newspaper property, to adequately serve the city and district.

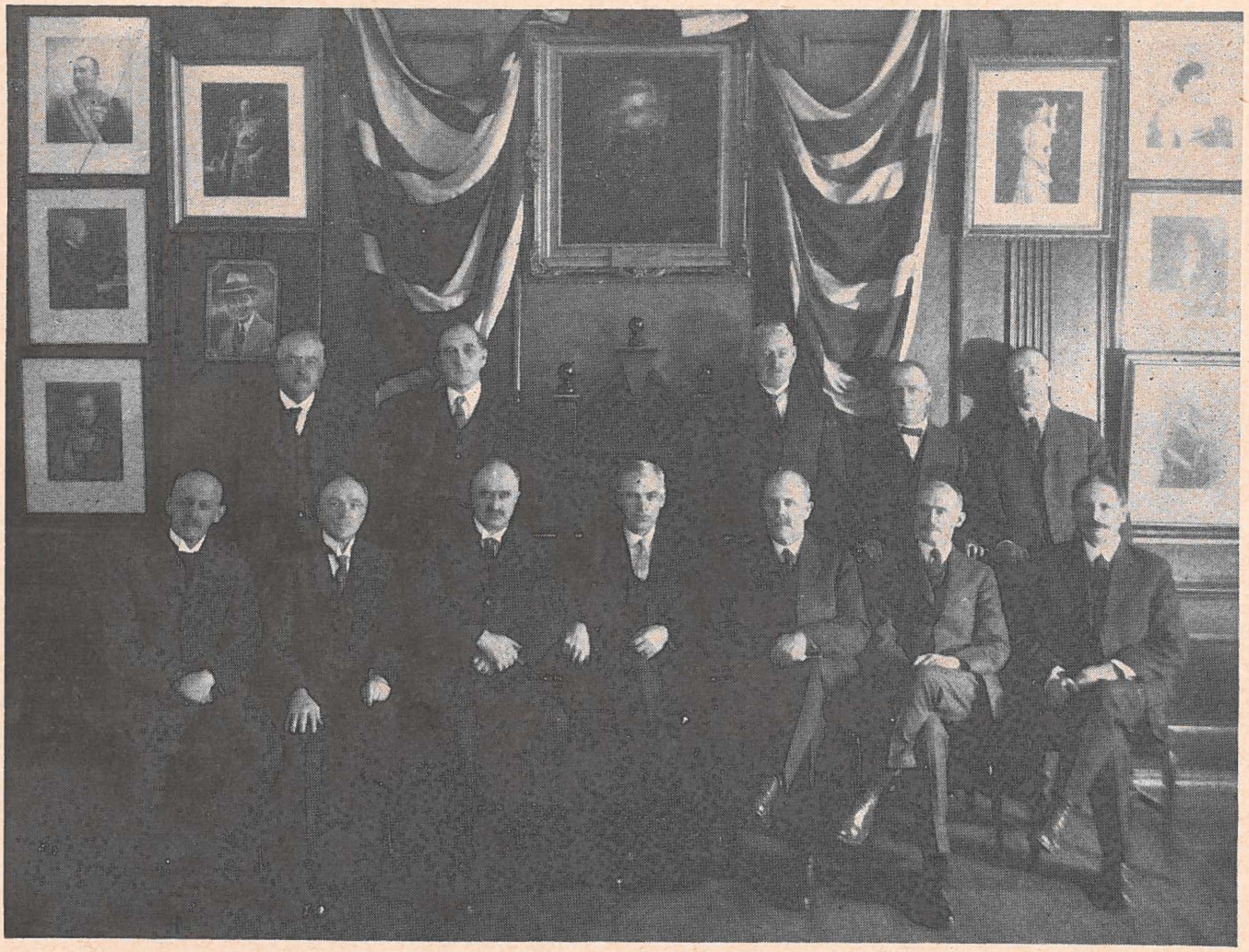
The Times-Journal is owned by local people whose other interests are tied up with the growth and development of the head of the lakes. This is as it should be and the citizens hope that when Fort William has its centennial celebration, the Times-Journal will be celebrating its 105th still owned by citizens of the city.



Present Home of The Times-Journal.

MAYORS OF FORT WILLIAM

From Incorporation in 1892 to December 1923



The Portrait of John McKellar, the first mayor, hangs above the centre of the group — he being the only one deceased when this photograph was made.

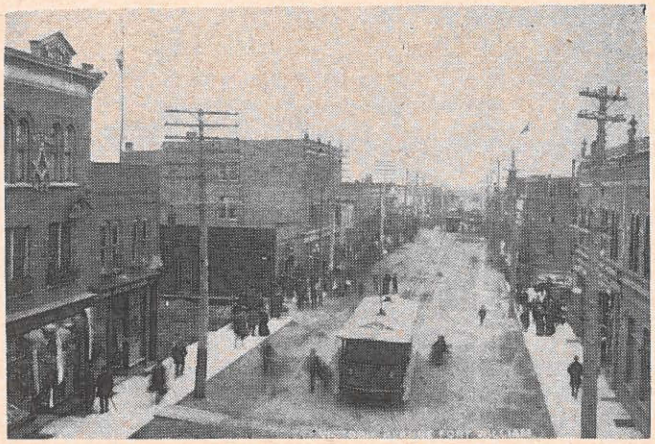
Standing—G. A. Graham, 1912-1913; L. L. Peltier, 1909-1910; John McKellar (framed), 1892-1898; S. C. Young, 1911-1912, 1914-1915; H. Murphy, 1916-1919; A. H. Dennis, 1920-1921.

Seated—E. S. Rutledge, 1905-1906; J. Dyke, 1902-1903; C. W. Jarvis, 1899-1900; N. Edmeston, 1922-1923-1924; W. F. Hogarth, 1901; C. H. Jackson, 1904; J. Murphy, 1907-1908.

Fort William Plays Host to many Famous Personages

During the course of the past sixty years Fort William has enjoyed the visits of many distinguished people. On May 23, 1939, we were honoured by Their Most Excellent Majesties King George VI and Queen Elizabeth. On October 29, 1951, our present Most Gracious Queen, then Her Royal Highness Princess Elizabeth, together with her husband, His Royal Highness Prince Philip, Duke of Edinburgh, paid us a most memorable visit. Edward VII when Prince of Wales was also a guest of the city. Their Imperial Highnesses Prince and Princess Chichibu of Japan visited us on April 2nd, 1937. All of Canada's Governors General have visited Fort William since its incorporation as a City. Canada's Prime Minister Rt. Hon. Louis St. Laurent and Mrs. St. Laurent honoured us on April 22, 1949. Space will not permit the long list of famous soldiers, statesmen, artists and professionals that have graced our fair City with their presence, however, the archives of the City Clerk bear testimony to their pleasure of having visited Fort William.

FORT WILLIAM - THEN AND NOW

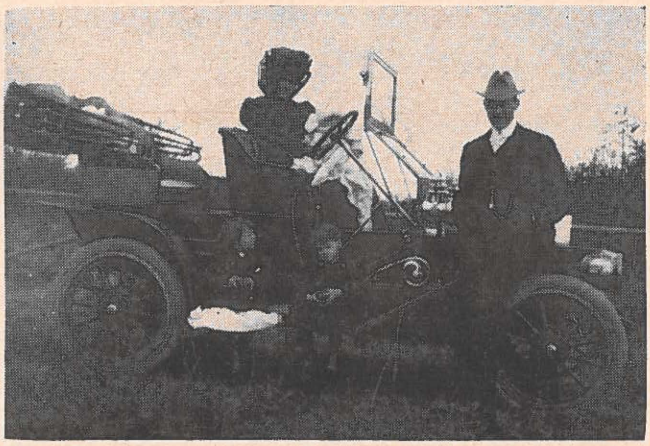


1892

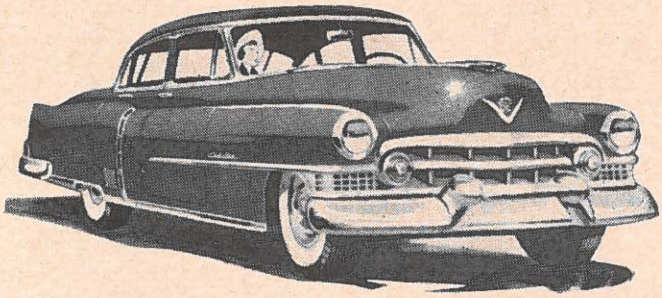


1952

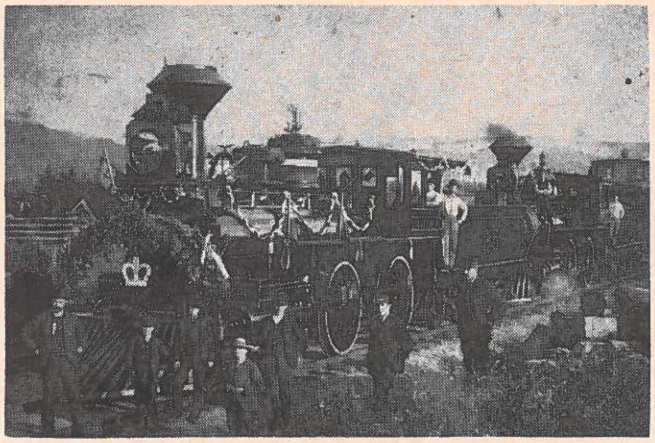
Downtown Fort William



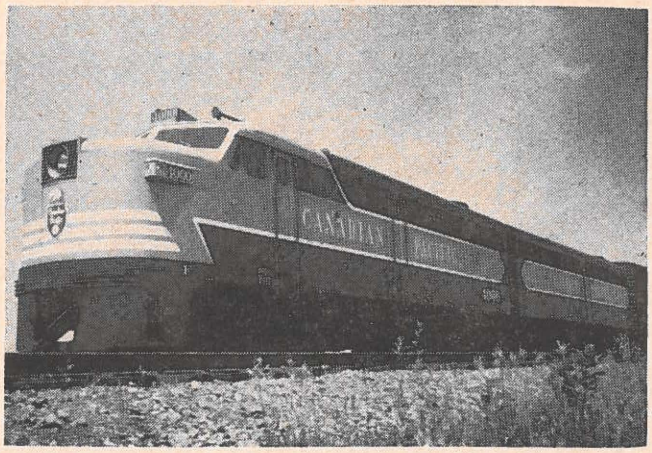
One of Fort William's Early Cars



Over 7,000 Passenger Cars in Fort William Today.



From Wood



To Deisel

RECREATION AT FORT WILLIAM



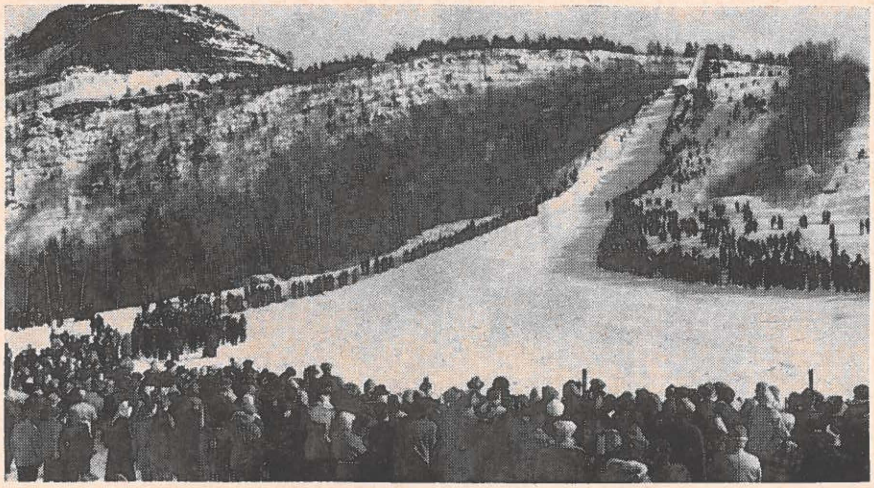
Fort William Gardens

A modern addition to Fort William's recreational and cultural facilities. The building is of brick and concrete with a seating capacity of 4,700 and standing room for an additional 700. Ice surface for hockey is 190 feet long and 85 feet wide. A modern curling club with six sheets of artificial ice adjoins the main building.

Chippewa Park

A playground for young and old. Swimming, boating, zoo, pavilion and picnic grounds.





Fort William Ski Club

Nationally known for excellent skiing is situated on Mt. McKay. The Dominion Ski Championship meets in 1939 and 1949 were held in Fort William.

1952
FORT WILLIAM CELEBRATES SIXTY YEARS OF CONTINUED PROGRESS

The achievement over the past sixty years of the City of Fort William is indeed worthy of the highest praise.

From a village containing a mere handful of people in 1892, Fort William has blossomed into a flourishing city of some 35,000 busy and industrious citizens.

Giant grain elevators, part of the world's greatest granary, stand as sentinels of commerce along Fort William's waterfront, while freighters, passenger steamers and a host of other craft now ply the harbour waterways where once the "express canoes" and sailing vessels of a colourful fur-trading era could be seen.

Paper for the world's newspapers and magazines is manufactured in almost unbelievable quantities here. Lumber by the millions of feet is shipped to all parts of the world from Fort William, while electric and motor buses that ply the highways of many countries are also made here, and many aviators have flown, both in war and peace, the planes of Fort William origin.

Fort William today boasts of its fine Vocational School, its Collegiate Institute and Separate High School and its many Primary Schools.

For the recreational and entertainment requirements Fort William has the newest and most modern ice arena in Canada seating well over 5,000 people, a well stocked Public Library, six fine theatres, three golf courses, ball parks and outdoor rinks, parks, ski jump, swimming pools—in fact everything to develop a healthy mind and body.

To take care of its sick and aged, Fort William has a magnificent new hospital, a three-wing Sanatorium, an isolation hospital and a beautiful, well-managed Manor for the older citizens.

To give the best possible public service to its citizens, the City of Fort William operates a modern transit system, a dial phone service, a three-station fire department, police patrol cars, every modern convenience and equipment in public works, paved streets, hydro electric service and the finest drinking water in the world.

Fort William is indeed proud of its Churches and Service organizations. Religious groups of practically every denomination are represented here and enjoy the most harmonious relationship.

Our Chambers of Commerce, Trades and Labour Council and Service clubs do magnificent work, for without their efforts Fort William could not enjoy the prosperity that has been ours.

While the ever increasing demand has resulted in urgent planning for the near future expansion of our accommodation facilities, Fort William enjoys some very fine hotel service.

Travel to Fort William can be made by air, ship, train or auto. The Fort William Airport can safely harbour anything from a tiny Moth to a giant North Star. Canada's two major railways enter here, and it was in Fort William that the first sod of the C.P.R. was turned.

Should the entire population have to be moved in a hurry, the citizens of Fort William own sufficient autos to be able to carry out every man, woman and child in one trip!

Shopping service is complete in Fort William, its many fine stores offering a full variety of commodities essential to better living.

Fort William is well equipped with professional and tradesmen.

Cultural activities demand the interest of many Fort William citizens and are enhanced by the fact that our population is comprised of a people representing some forty different national racial backgrounds, working and living together as one large family.

Some picture of the actual wealth of present day Fort William can be gathered from the following . . .

PROPERTY VALUES FORT WILLIAM, 1952

	Land	Building	Total	Remarks
RESIDENTIAL	4,019,576	47,411,600	51,431,176	
Professional, Commercial	2,403,174	15,823,900	18,227,074	
Industrial	3,205,812	31,819,900	35,025,712	Churches, Hospital, Schools,
Municipal	1,836,065	15,027,914	16,863,979	Civic, etc.
Sanitorium	4,390	1,500,000	1,504,390	Post Office, Customs, Armouries,
Provincial and Federal	207,795	3,599,000	3,806,795	etc.
	11,676,812	115,182,314	126,859,126	

It has been stated by leading financial journals that Fort William enjoys the highest per-family income in North America. Judging from the above figures, it would appear that our citizens not only live and work here, but have a decided faith in the future of Fort William and therefore invest their earnings here.

With the Deep Waterway in prospect, Fort William, when it celebrates its Centennial Anniversary, will probably be in the process of becoming one of the most important cities in the world. The people will look back upon this day and their thoughts will be much the same as are ours that dwell upon those stalwart men and women of 1892, and as we say of them, they will say of us "The courage and foresight that was born in you lives on for the Glory, Honour and Prosperity of Fort William"!

GOD SAVE THE QUEEN!

CITY COUNCIL, 1952



MAYOR HUBERT BADANAI

ALD. G. CARSON	ALD. V. McLEAN
ALD. W. SPICER	ALD. ALEX ANDERSON
ALD. J. SPOONER	ALD. J. COLOSIMO
ALD. ALEX MORGAN	ALD. MRS. D. PICKUP
ALD. FRANK WILLIAMS	ALD. DR. K. DEWAR
ALD. GEORGE EOLL	ALD. HUBERT LIMBRICK

City Clerk D. MARTIN



Official Programme

Fort William Diamond Jubilee Celebration

July 18th, 1952

10:00 a.m. — Dedication Service, City Hall Park and Military March Past

Auspices Canadian Legion

Ald. R. Alex. Morgan.

2:00 p.m. till 4:00 p.m.—Grand Parade, Floats, Service Personnel, Bands, Civic Departments

Parade Marshall, Major S. Blake

Ald. James V. Colosimo

4:00 p.m.—Judging of Floats, McKellar Park. Presentation of Awards

Mayor Hubert Badanai

6:00 p.m.—Civic Complimentary Dinner to Old Timers. Royal Edward Hotel

Chairman Ald. Frank Williams

8:00 p.m. till 10:00 p.m.—Historical Pagent depicting Progress of Fort William, Fort William Gardens.

Director J. G. Rollo.

Ald. Dorothy M. Pickup.

10:15 p.m.—Monster Aerial Firework Display, McKellar Park

Director Arthur Widnall.

Decoration of Civic Buildings and Streets

Ald. John J. Spooner.

Historical Booklet and Programme

Ald. Hubert M. Limbrick.

The Fort William Diamond Jubilee Committee wish to convey their sincere thanks to all of those citizens that gave so generously of their time and experience to make this Jubilee Celebration a memorable occasion.

Ald. Frank Williams, Chairman.

TIMES-JOURNAL PRESSES, FORT WILLIAM, ONT.