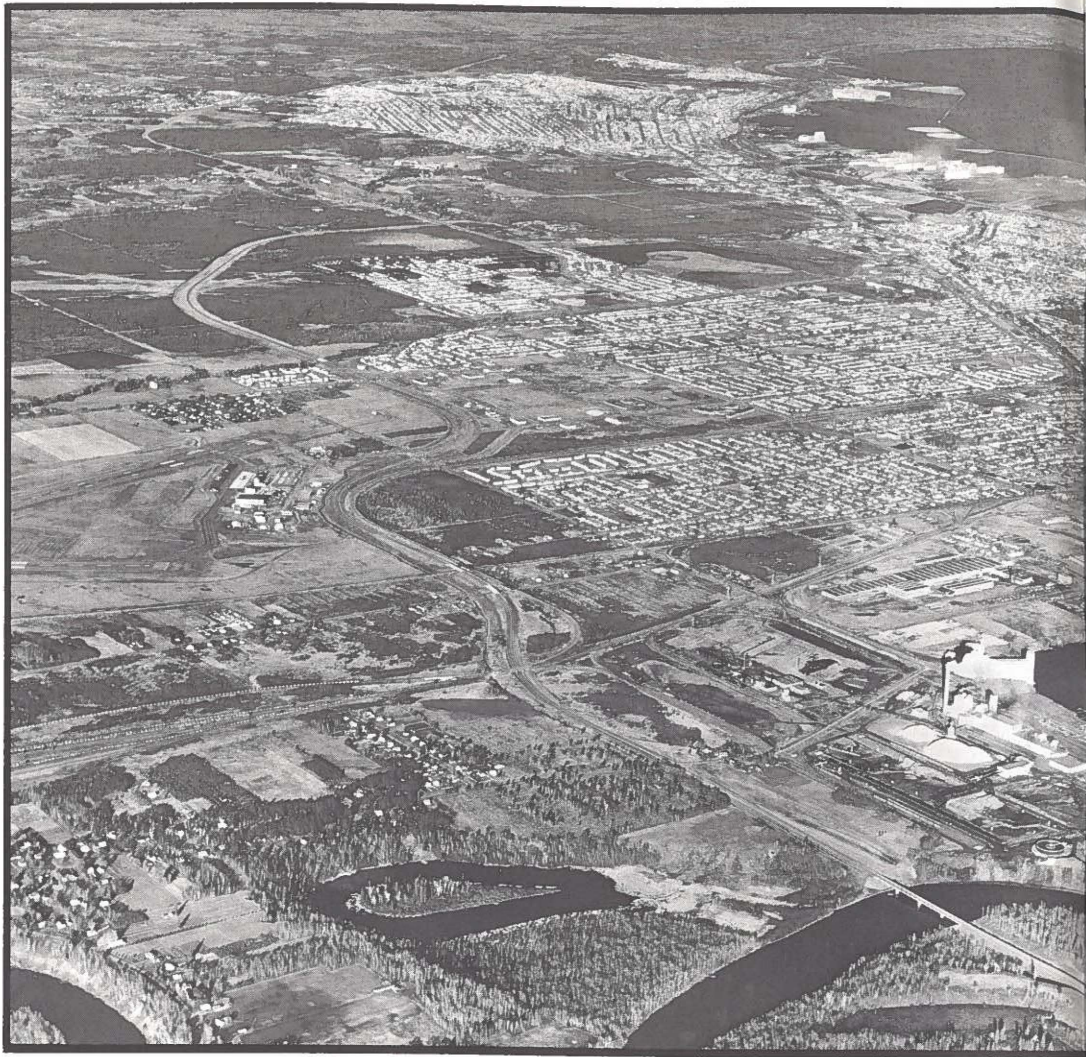


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THUNDER BAY



ONTARIO, CANADA



Thunder Bay, Ont.

Population 108,048 (1970)
 *Square Miles 156 sq. miles
 *(includes waterlots).

January 1, 1970, Thunder Bay emerged as a bright new city, the sixth largest in Ontario. This historic event occurred through the merging of —

The City of Fort William
 The City of Port Arthur
 The Township of Neebing
 The Township of McIntyre

June 23, 1969, the name Thunder Bay was chosen by plebiscite. Simultaneously an election of a Mayor and 12 Aldermen took place and the following govern the City of Thunder Bay, made up of four wards, Fort William, McIntyre, Neebing and Port Arthur:

Mayor Saul Laskin

Aldermen

Don Aedy

W. M. Assef

H. L. G. Badanai, Jr.

H. J. Cook, Jr.

Mickey Hennessy

C. M. Johnston, M.D.

T. J. Jones

Edgar Laprade

D. J. Lenardon

George Lovelady

W. M. Morgan

Grace Remus

The Council of Thunder Bay, to remain in office until Dec. 31, 1972, became operative in the latter months of 1969 smoothing out administrative and legal problems of uniting four separate units on Jan. 1, 1970. Previously elected officials of the amalgamated communities continued in office until Dec. 31, 1969, when all assets and liabilities of the Corporation were officially turned over to the new city.

As far back as the early 1900's, individuals had advocated the amalgamation of the two cities commonly known The Lakehead. Now as one

unit, the historical background of the communities will be retained with their designation as Wards of the city.

Thunder Bay will continue to be regarded as the capital city and administrative headquarters of the District of Thunder Bay.

The City of Thunder Bay is located at the western Canadian end of Lake Superior on the north shore of Thunder Bay. Canada's newest city is 861 road miles northwest of Toronto, 424 miles east of Winnipeg and 348 miles north of Minneapolis.

Third largest Canadian port in total tonnage handled, Thunder Bay is the western terminus of the Great Lakes and St. Lawrence deep waterway.

Thunder Bay is a transportation centre of mid-Canada and is served by Trans-Continental Railways, three scheduled airlines, intercontinental bus service, the Trans-Canada Highway and the St. Lawrence Seaway.

The vast district of Thunder Bay, of which the city of Thunder Bay is the hub, covers 52,471 square miles extending from White River on the east to English River on the west and bounded on the north by the Albany River and Lake Superior on the south. The city rests on a delta of the Kaministiquia River, 18 miles downstream from Kakabeka Falls and extends northeastward upon a series of natural terraces. From the terraces, the shoreline, Mount McKay, Thunder Bay and the giant elevators unfold a panoramic view reminiscent of the renowned Bays of Naples and famous fiords of Norway.

Thunder Cape, a part of Sibley Peninsula, resembles the unique natural shape of a sleeping giant — Nanabijou of Indian lore. The "Giant" guards Thunder Bay — 18 miles off shore and rises 1100 feet and stretches 6½ miles long. From the mainland it gives the impression of a mighty Indian warrior resting on the water, hence the popular designation — The Land of the Sleeping Giant.

Co-operatively produced by:

THUNDER BAY CHAMBER OF COMMERCE
 THUNDER BAY CONVENTION BUREAU
 INDUSTRIAL COMMISSION OF THE
 CITY OF THUNDER BAY INC.

For More Information Write:

P.O. BOX 2000
 THUNDER BAY, 'F'
 ONTARIO



HISTORICAL

Prior to the spreading French exploration through the Great Lakes Basin from New France, the Ojibway Indians inhabited the shores of Thunder Bay and the inland lakes. Even today, descendants of the Ojibway tribes live on reservations at the foot of Mount McKay and Squaw Bay. The District of Thunder Bay is steeped in Indian tradition. "Kaministiquia", the present name of the river flowing through Thunder Bay is Indian and has been interpreted in two ways — 'the long winding river' and 'the river with three mouths.'

The famous French explorers, Radisson and Groseilliers, are credited with the early explorations of the north shore of Lake Superior, around 1659. There is mention, also, of trading concessions being extended to a leading fur trader of those days, Sieur Dupuy, who explored the watershed of Lake Nipigon, 60 miles east of Thunder Bay.

Missionaries and traders continued to spread westward along Lake Superior shore. The first recorded trading post established, on the site of the present city, was in 1679 when Daniel Greysolon Sieur du Lhut (founder of Duluth, Minnesota) built a trading post and fort on the south

bank of the river near its mouth and called it "FORT CAMINISTIGOYAN". It flourished for a number of years.

With other interests taking the attention of French officials at the time, the fort gradually had little use.

The only recorded use made in subsequent years was a visit in 1688 by Jacques De Noyon, a trader from Trois Rivieres, who was searching for a route to China.

In 1717 a Canadian officer of the time, Robertel De La Noue, was sent to rebuild the trading post, but found it advisable to make a fresh start. He built a new fort on the north bank opposite the old fort and called it "FORT CAMINISTIGOYAN". This second trading post was operated until 1758, the end of the French regime in Canada.

La Verendrye wintered in the Fort in 1731. His explorations for a western route led him away from the established Kaministiquia River, Dog Lake route, to the unknown Grand Portage-Pigeon River Canoe Highway. A station and post were established at the mouth of the Pigeon River in the area now a part of the State of Minnesota. It attained considerable importance.

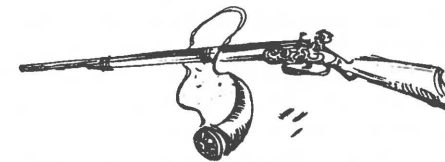
In 1798 Roderick McKenzie, of the North West Company, moved northward from Grand Portage and examined and reported the ruins of old FORT KAMINISTQUIA. Its location is now marked by granite monument at the foot of McTavish Street.

The famous FRENCH VOYAGEURS and TRADERS continued to arrive in their large heavily-laden canoes, bringing much needed supplies to the settlements, then returning to Montreal with bountiful cargoes of furs.

The North West Company and the Hudson's Bay Company inhabited the District amidst great rivalry. In 1802 the Fort was acquired by the North West Company and called the "NEW FORT".

In the summer of 1807 at the annual meeting of the Partners and by a resolution of the Wintering Associates, the name of the Fort was changed to "FORT WILLIAM", after William McGillivray, Governor of the North West Company, who was also a member of the Quebec Legislative Council and a prominent Montreal merchant.

The struggle for control of the fur trade on the North American continent is the most intriguing and fascinating part of our history. Between 1816 and 1821 the two fur companies carried on war-like activities against each other with the Fort being occupied by each at various times. Finally, the two companies united in 1821. The Hudson's Bay Post at Point de Meuron, a few miles up river, was abandoned soon after 1872.



Meantime, three to four miles to the north, a small settlement was growing which in 1857 became known as "THE STATION". This military staging area later was to become the City of Port Arthur. It was from this point in 1870 that the first Red River Expedition ventured to Western Canada.

On July 10, 1868, a small party of prospectors, headed by Thomas MacFarlane, Montreal mining engineer, working out of "The Station" discovered the area's silver mines. Silver Islet Mines was one of the discoveries which had a most famous history.

By the autumn of 1869, a 25 mile military road was under construction west of the "Station". In the following year Colonel Sir Garnet Wolseley (later Lord Wolseley) leading troops from eastern Canada, disembarked from the scenic anchorage. Enchanted with the natural beauty of "The Station", Wolseley renamed the post "PRINCE ARTHUR'S LANDING" in honour of Prince Arthur, son of Queen Victoria, who was then in Canada. In 1884, the villagers changed the name to "PORT ARTHUR" and had the town incorporated. The year previous William Van Horne, C.P.R. General Manager, changed the name from the Station to Port Arthur.



It was about this time, the infant Canadian Government, formed in 1867, started to think of expanding the country westward. A young civil engineer, Simon J. Dawson was appointed to make a survey of a possible wagon and water route to the Red River Colony — now Winnipeg, still under the control of the paternalistic rule of the Hudson's Bay Co. After considering alternate routes, Dawson finally recommended a wagon road to Lake Shebandowan, then over the old canoe water route to the west shore of the Lake of the Woods and onward over a wagon road to the Red River Settlement.

Today the road is commemorated with the name "THE DAWSON TRAIL" starting at the harbour in Port Arthur Ward and traversing Hwy. 17A-11A, then Hwy. 17-11 (Trans-Canada to Hwy. 11 and Shebandowan Village, on the lake of the same name.

Fort William was also growing into a large community and great impetus to growth was supplied when the Canadian Pacific Railway Company was started in 1875, and commenced building a railroad westwardly. Fort William became an incorporated town in 1892 and later in 1907 a city with John McKellar as first Mayor.

Unfortunately, the progress of the community made it necessary to dis-mantle old "FORT WILLIAM" in 1881,

to make way for the steam railway.

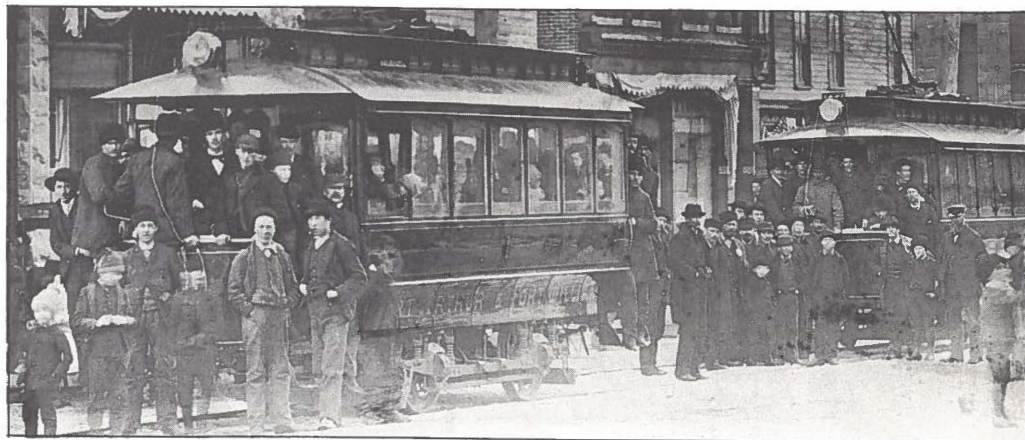
The Ontario Government has announced a \$16 million capital project to restore the old fort on the Kaministiquia River.

With the advent of a new mode of transportation, a flood of settlers arrived, some to stay and the remainder to continue west to a new land.

The first Mayor of Port Arthur in 1884 was Thomas Marks. Port Arthur attained city status in 1906.

As the century closed, the present day educational complex was started when schools were built in both cities between 1871 and 1894. Newspapers were first printed in 1877.

The two cities were in the vanguard of communities of the era experimenting with electricity. Port Arthur is counted among the first cities in North America to establish an electric street railway system around 1888, operated by a steam dynamo. This railway line was extended into Fort William in 1892. Distribution of electricity is still under municipal control. Municipally-owned telephone systems were inaugurated in 1902 and remain a city-owned utility. Fort William lost its city hall by fire in 1903, but it was rebuilt in 1905 and lasted until replaced by the modern edifice in 1966. Port Arthur's town hall also suffered the ravages of fire.



Electric power went hand in hand with the growing industry of the cities. The first steam plant in Fort William was installed in 1898. In 1901 Port Arthur built the first hydro plant on the Current River. Kakabeka Falls (the Niagara of the North) 18 miles up river from the cities was harnessed for power in 1907-08 by the Kam Power Co. This gave a powerful surge to the power hungry industries in the cities and brought new industry. Records indicate 15 industries had established by 1903 and 71 by 1913. These included Port Arthur Shipbuilding & Dry Dock Co.; Canadian Car Co. Ltd.; Ogilvie Flour Mill; N. M. Paterson & Son, Grain and Shipping; and numerous grain elevators, lumbering and logging companies.

The need for water supplies for industry and citizens led both cities to install underground systems. Port Arthur pumped water from Lake Superior. Later Fort William designed a unique system to bring water by gravity from Loch Lomond, 300 feet above the city, south of Mount McKay. These systems are in use today with tremendous supplies available for the future.

By 1920 the paper industry was born with the advent of Great Lakes Paper Co. Ltd. and the Fort William Paper Co. (later the Abitibi Paper Co. Ltd.)

Grain elevators and rail trackage continued to grow during this period to the present number of 23 elevators.

In 1947 street cars disappeared from the streets to be replaced by rubber-tired trackless trolleys and gas buses. The cities turned to dial telephones in 1949.

In 1951 the large Fort William Gardens opened to provide an answer to the problem of satisfying the many avid hockey and sports fans and players.

Natural Gas came to the cities in 1958, and in 1962 the first thermal electric power station in Northwestern Ontario was opened on the Mission River to generate 100,000 kilowatts.

The first Kraft Mill in the cities came in 1966 with the addition of a \$31,000,000 plant to the facilities of Great Lakes Paper.

An advanced design automatic iron pellet handling plant was opened in 1968 on the Mission River to receive units trains containing 15,000 tons of pellets from mines in the area.

Lakehead University, opened as a college in the late 40's and soon outgrew temporary facilities in downtown Port Arthur, and a large campus was secured on the western limits of the city. From a small beginning, attractive modern buildings have sprung up which now include a Teachers College, academic facilities, engineering and science laboratories, athletic building and playing fields, dormitories etc. In excess of \$25 million has been invested in the present facilities of Lakehead University harbouring almost 4,500 students.

The Confederation College of Applied Arts & Technology was the next step in building area educational facilities. Over \$7½ million was invested in permanent teaching facilities.

In 1967 a start was made on the construction of Lakehead Expressway extending 19 miles from east of the city to circle the populated areas and join Trans-Canada Highway outlets east and west and Hwy. 61 to the south. Approximately \$25 million was required to complete the five year construction program.

Planning for urban renewal of the core areas of both main business centres commenced in 1966. The Port Arthur Ward plan has been accepted and Stage One of a \$15 million redevelopment scheme commenced in the spring of 1971.

LAKEHEAD HARBOUR

Best views of Thunder Bay and the harbour are from Hillcrest Park and the first ledge of Mount McKay. Both may be reached by road, except the latter in winter.

However, the best impression of the massive size of the giant grain elevators, marching around the shore, must be from the water side of the harbour.

Thunder Bay stretches 35 miles from north to south. Through the bay opening can be seen Isle Royale, Mich., a United States Federal Park, 38 miles from the harbour shore. A rock breakwater, one mile from shore, protects the docks stretching across the harbour front.

The Thunder Bay Harbour, supervised by a five-man Harbour Commission, covers 27 miles of shore installations. In front of Port Arthur Ward, various industries and elevators are martialed around the shore. In Fort William Ward, the three river openings offer secure dockage for elevators, a modern iron ore storage and shipping plant, bulk oil depots etc. The main channel of the Kaministiquia River extends six miles upstream to a turning basin. Depth of water in the harbour varies from 20 to 27 feet with major installations running to Seaway depth. A shipyard at the northern end of the harbour is equipped to handle the largest seaway ships in dry dock. Grain elevators extending into the deep water, permit ships to glide right to dockside to take on their loads of grain. The record grain loading in one ship is in excess of 1,000,000 bushels. The heaviest shipping year saw 500,000,000 bushels arriving from the west, being cleaned, processed, inspected, certified by government inspectors and shipped overseas.

At the top end of the famous Kaministiquia River channel, a paper mill ships rolled newsprint in great quantities from dockside to port destinations in the U.S.A.

Keefer Lakehead Terminal was opened in 1962 and provides a massive general cargo shed and an overseas cargo shed. Ocean freighters and fast lake boats can simultaneously be loaded and unloaded. The terminal is classed as one of the most modern in the world with an investment in facilities exceeding \$15,000,000. In 1969 a \$3,500,000 expansion of cargo sheds and dockage area was completed. It is also one of the fastest transit terminals, with highly mobile equipment handling material unloading around the clock. Over 700,000 tons of general cargo, steel, vehicles etc. are transferred to and from Canadian and overseas vessels. Excellent waterfront acreage is available for industrial development near the Terminal and on the islands formed by the three rivers in Fort William Ward.

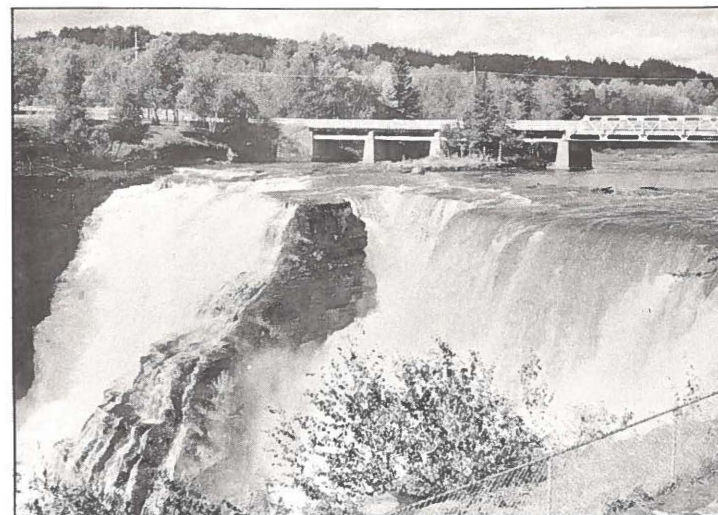
Lumber mills also cluster near the harbour for direct shipment of products and retention of logs near the water.

A yacht club is established on the Mission River and a Marina is being developed on the waterfront in Port Arthur Ward.

In all, four pulp and paper mills operate on the shore of Thunder Bay Harbour. In addition, a flour mill, malt plant, wheat starch plant, petroleum products plant, tar-processing plant, chemical plants, etc. all operate near the deep water of the harbour.

Iron ore (pellets), potash and coal, loaded in many cases directly into vessels are shipped in large tonnages. A modern mechanized belting system on the Mission River operates all year to stockpile iron ore pellets for transfer in the shipping season. Coal from the Western Provinces is transferred from unit rail trains to ships for transfer to steel mills and hydro plants in the East.

1970 was a record shipping year for the Thunder Bay port. 20,779,767 tons were handled in 1,488 ships. Included was 13,299,851 tons of grain; 5,357,056 iron ore and 587,685 of general cargo.



Kakabeka Falls

CLIMATE

From June 1 to Oct. 31, the climate of Thunder Bay is pleasant and mild; humid days being exceedingly rare. Summer is delightfully clear and balmy with light winds off the great expanses of Thunder Bay and Lake Superior. Each year hundreds of hay fever sufferers come to Thunder Bay where they enjoy complete relief.

Normal summer mean temperature (July, July, August) is 60.9 degrees above zero. Normal winter mean temperature (Dec. Jan. Feb.) is 10.2 degrees above zero. The highest recorded temperature 104 degrees occurred July 1936 and the lowest, 42 degrees below zero, January 1951.

Fall days provide a kaleidoscope of colour as the leaves change. Poplar and birch supply vivid contrast with the fir and spruce. This is "THE SEASON OF THE FLAMING LEAVES" and oc-



Giant Lake Freighter



curs normally the last two weeks of September into October.

Winters are fresh and crisp with limited periods of below zero temperatures. Snow-falls average 90.2 inches annually in Thunder Bay but further away from the Lake Superior, substantial snowfalls provide excellent skiing, tobogganing and snowmobiling. Lake shipping continues from April 1 to December 19 most seasons. Thunder Bay citizens are healthy and robust living in clear fresh air, with modern health facilities and a great relaxing, year round vacationland close by.



Lakehead University Library

EDUCATIONAL FACILITIES

Thunder Bay is endowed with excellent educational facilities including: 60 primary schools; 10 secondary schools; 1 sheltered workshop for retarded adults; business college; 1 university; 1 teachers' college; 1 college — applied arts and technology. Also located here are an adult retraining school, providing training for adults changing vocations, a retarded children's nursery school and a school for retarded children.

Lakehead University recently completed a \$25,000,000 building and expansion program with almost 4,500 students enrolled in a campus eventually to harbour 8,000.

The Confederation College of Applied Arts & Technology, established in late 1967, currently has 650 full time students and 600 night students. A campus building program totalling \$7,500,000 was completed in 1971, near Lakehead University.

Primary and secondary schools are operated by a Board of Education and Separate School Board, elected every two years. Jointly, they supervise

2,100 employees who care for over 32,000 students.

Student graduates from Thunder Bay halls of learning totalled 2,680 in 1970 including 1,904 from high schools, 151 from Teachers College, 560 from Lakehead University and 65 from business schools.

Three public libraries are strategically located throughout Thunder Bay together with a well equipped University Library and College Library. There is also a regional library with a mobile book service.

Night school classes are provided during the school season for those wishing to upgrade their education and knowledge. Lakehead University and Confederation College of Applied Arts & Technology also provides services of night classes on many subjects. Artistic courses, pottery making and many hobby arts are also taught.

Extensive evening use is made of sports equipment and facilities in various school gyms for gymnastics, volley-ball, weight-lifting, wrestling, etc. A new Athletic Building at the University is the largest and best-equipped sports palace in the area.

INDUSTRIAL GROWTH

A number of new plants and expansion of plants occurred in recent years including Larson Woodland Research Ltd., B. & B. Stone Ltd. (reinforced concrete bridging beams), Coastal Steel Construction Ltd., Northwestern Structural Steel Limited, Brayshaw Steel Ltd., Northland Machinery Supply Co. Ltd., West Coast Wire Works Ltd., Great Lakes Steel Ltd., Superior Brick & Tile Ltd., Lakehead Abattoir Limited, Unitized Manufacturing Ltd. (prefab buildings).

Keeping par with commercial and industrial progress was the installation of new arenas, shopping plazas, marinas and retirement homes.

INDUSTRIAL PARKS

Beaverhall Industrial Park, Fort William Ward has excellent lots, serviced and available for sale at reasonable cost.

Intercity Industrial Park, Port Arthur Ward, is being developed into an industrial park complex of 160 acres, serviced, and located in the Intercity area.

Keefer Lakehead Terminal Industrial Park, extensive acreage in the central harbour area adjacent to the terminal is currently under development.

Mission Island Industrial Park — 150 acres on waterfront in Fort William Ward, near Hydro Station and accessible to river and lake dockage.



Balmoral Industrial Park — serviced lots, streets, occupied by light industry and commercial enterprise.

INDUSTRIAL INCENTIVE GRANTS

Thunder Bay has been designated by the Federal Government as an industry development incentive growth area and eligible to participate in payment of financial grants to industry constructing facilities in the city.

Grants range up to \$12,000,000 in cash to new secondary industry constructing and equipping a plant to manufacture a new product line in the area.

The Northern Ontario Development Corporation offers financial and planning consulting service and forgiven loans up to \$500,000.

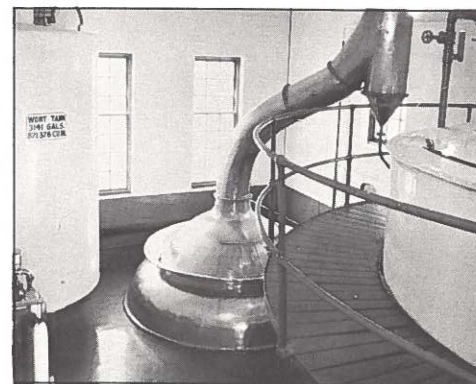
CHURCHES, HOMES, HOSPITALS

Most of Thunder Bay's 87 churches of all denominations are conveniently located in residential areas.

Three of the six hospitals are modern general treatment institutes, the remaining three include a psychiatric hospital, a tuberculosis sanatorium convalescent home and a hospital for the aged.

Four well organized public senior citizen homes provide company, care and recreation for their residents.

A home for the blind is operated and maintained by the National Council for the Blind.



ENTERTAINMENT AND SPORTS

Lakehead Symphony Orchestra gives numerous concerts during the year and a Junior Symphony assures future expansion of the experienced symphony.

Three popular Pipe Bands are in great demand. Numerous high schools have student bands, baton twirlers, and cheerleaders.

Cambrian Players stage popular plays by local actors and actresses.

The Navy and Army Bands supply martial music for special occasions.

Fort William Male Choir has won world renown on tours to Europe. They are in great demand in the cities.

The Annual Lakehead Exhibition, the third largest in Ontario, extends for nine days in the summer.

Numerous hotels, motels and night-clubs provide live entertainment by local and out-of-town artists.

Rowing Clubs use the Kam River for contests and practice runs.

YM-YWCA Clubs in Thunder Bay maintain indoor pools and gyms for the healthy training of young people. In the summer, five filtered, out-door pools are busy spots. Two motor hotels have year-round indoor pools for guests.

Four theatres in downtown sections show the latest movies. An outdoor movie operates in the Northwest section during the summer.

One lawn bowling green operates in the summer and seven indoor bowling alleys operate year round.

Five curling rinks are crowded from early fall to late spring by the rock enthusiasts.

During the summer five golf courses cater to the outdoor swingers.

Three tennis courts attract many teenagers and others.

Boulevard Lake and Chippewa Park supply swimmers with sandy beaches, clean water and playgrounds for oldsters and youngsters.

Car racing, both in summer on dirt tracks and on Lake Superior ice in the winter is a thrilling sport.

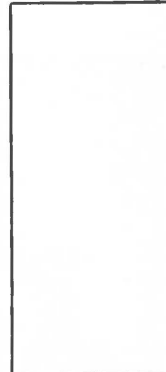
Over 100 outdoor hockey rinks are provided to train youngsters from Pee-Wee to Junior. Four artificial ice covered rinks cater to senior hockey championship games.

Tubing parties are popular in winter. This is a modernization of old time tobogganing or sleighing group parties. Surplus rubber inner tubes, from huge forest vehicles are fully inflated to make a comfortable vehicle on which a couple or group slide down a steep long, snowy hill. It is believed this is the only such commercial fun scheme in Canada.

Four Ski Hills of championship category provide thrills for thousands of local and visiting skiers. They are within 10 miles of downtown city hotels. Modern up-hill equipment gives quick ascent. The hills are under careful constant grooming. A fifth ski area is under development.

Three AM Radio and 1 FM Radio Station plus a local TV station and 3 U.S. channel cable TV provides world sport, entertainment and news coverage. Three additional channels are provided for local educational programming.

A number of Finnish Saunas are a delight to citizens and visitors alike.



LOCAL POINTS OF INTEREST

Almost 100,000 travellers annually visit the two Tourist Information Reception Centres in the downtown business sections of Thunder Bay. Administered by the Thunder Bay Chamber of Commerce. Competent and courteous staffs are prepared to answer inquiries concerning attractions of the area, tours, points of interest etc. One reception centre is located in Paterson Park, the other, the Pagoda, a unique and historical building is located near the waterfront. Both information centres are opened annually from May to October.

Known for its rugged scenic beauty, Thunder Bay is situated in a river valley with terraced hills on one side and the picturesque Nor-Westerns mountain range on the other.

BOULEVARD LAKE — Situated in the north eastern section of the city, this beautiful lake is surrounded by a lovely drive through a woodland setting. Natural attractions include expansive beaches, swimming under the watchful eye of lifeguards, boating and picnicking. Nearby is Centennial Park where you may tour a complete bush camp complex (circa 1910) furnished with authentic equipment. People of all ages enjoy the Muskeg Express train ride and a model farm for children stocked with domestic animals. Close by, beside Current River, is Trowbridge Tent & Trailer Park.

CHIPPEWA PARK — In the South end is a picturesque setting within the shadow of the mighty Mountain McKay. Chippewa Park provides pleasure spots and entertainment with every facility to serve the family. This natural playground has a small animal zoo, supervised swimming, swings and slides, amusement rides, a tent and trailer camp and housekeeping cabins.

CENTENNIAL BOTANICAL GARDENS — located near Chapples Park, this vast glass three part enclosure displays

a year round world wide variety of plant life. The main conservatory displays subtropical plants and the two wings specialize in desert flora and seasonal flower shows.

MOUNT MCKAY — One of the finest panoramic views of Thunder Bay may be seen from the first ledge of Mount McKay accessible by car or bus. Mount McKay towers 1600 feet above sea level.

IRON ORE AND PELLET HANDLING FACILITIES — handle over five million tons of iron ore and pellets a year which are shipped from the famous Steep Rock Lake, Atikokan, and from Bruce Mines near Red Lake. Approximately 100,000 tons of potash from Saskatchewan is trans-shipped annually.

EXCITING CHAIRLIFT RIDES — Thunder Bay has two thrilling chairlift rides — One up to the first ledge of Mount McKay and the other to the top of Mount Baldy.

TOURS — Both bus tours and harbour cruises can be easily arranged. Directions for departure locations and times may be obtained from the tourist bureaus.

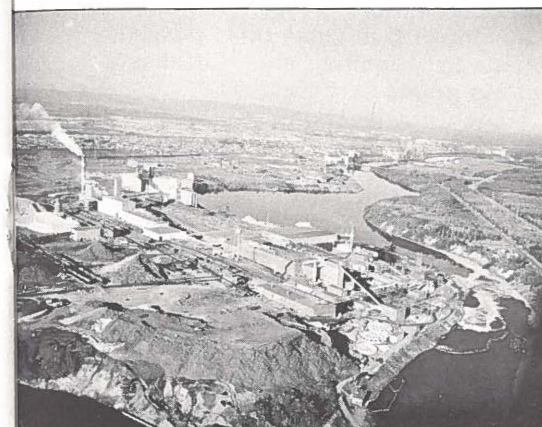
THUNDER BAY HISTORICAL MUSEUM — The public Library, 216 South Brodie Street.

KAKABEKA FALLS — "Niagara of the North" — 128 feet in depth — a sight to behold — all camping facilities are available such as over night tenting, trailer park, picnic grounds, and a fine supervised swimming area for all ages. Located just 18 miles from the heart of Thunder Bay.

THE INTERNATIONAL FRIENDSHIP GARDEN — Nine different ethnic and social groups contributed delightful floral designs to entice people of all ages to relax in a picturesque setting beside a reflective pond encircled by an ornamental pathway.



Mount McKay



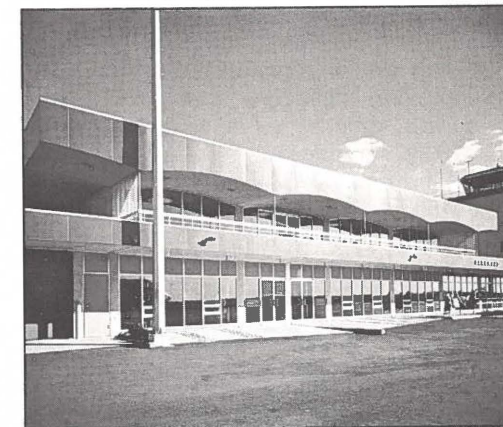
Great Lakes Paper Mill

Centennial Park Bush Camp

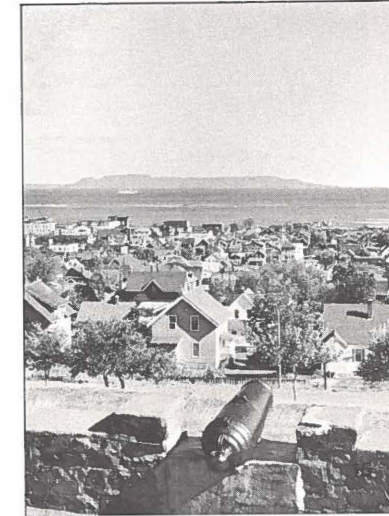


Paterson Park

Thunder Bay Airport



Sleeping Giant



TRANSPORTATION

Thunder Bay citizens have reasonably-priced public transit, extending across both cities by mainline trolley buses and branch line gas or diesel buses. In 1970, 5,035,887 passengers used this convenient street side service. Equipment includes 20 electric trolley buses, 20 gas buses and 16 diesel buses.

Twenty three taxi companies operate fleets of cars throughout the city.

Air Canada schedules three flights daily east and one west.

North Central Airlines schedules a return flight daily to and from Chicago via Duluth, Minnesota.

Transair schedules two flights daily to Toronto, two flights daily to Winnipeg via Dryden and Kenora.

Superior Airways Ltd. and On-Air supply charter air service to all parts of the continent.

Thunder Bay International Airport equipped to service modern jet aircraft, handled 188,540 passengers on scheduled airlines in 1970. Air cargo handled was 3,710,026 lbs.



Canadian Pacific Railway provides daily east and west mainline passenger service by the CANADIAN, as well as fast merchandise and piggy-back freight. Canadian National Railway supplies branch line passenger service to Winnipeg and mainline points. Both railroads handle tremendous quantities of bulk materials including grain, lumber, potash, paper pulpwood and coal.

The CNR operates unitized trains carrying iron ore and pellets from Atikokan and Bruce Lake, to the Thunder Bay Harbour, as well as potash and coal from the prairies.

Greyhound Bus Lines supply daily transcontinental passenger service. Grey Goose Bus Lines offer passenger service to Winnipeg and Northeastern Ontario points.

Trans-Canada Highway threads its way from coast to coast through Thunder Bay.

A new EXPRESSWAY beginning 10 miles east of the city circles the north and west section for 19 miles to join Hwy. 17-11 (Trans-Canada) West, and continues on to Hwy. 61 on the south, leading to Duluth, Minnesota.

With excellent highway connections, Thunder Bay is the base for 11 major highway transport companies and five moving van and storage companies.

Water routes bring to Thunder Bay overseas ships of many nations. Most often seen are British, German and Norwegian vessels. Canada Steamships Lines Ltd. ships are the most frequently seen Canadian ships. They operate six fast package freighters shuttling cargoes from eastern Canada and returning with products of the Northwest.

Tug service is provided by two companies operating in the Lakehead Harbour.

POPULATION FORECAST

The last population count of the four municipalities prior to their amalgamation on January 1, 1970 was:

City of Fort William	49,860
City of Port Arthur	48,989
Municipality of Neebing	3,592
Township of McIntyre	4,565
TOTAL	107,006

A population forecast by the Ontario Water Resources Commission, based on natural growth, predicted.

1973 —	118,100
1978 —	129,300
1988 —	151,100
2000 —	201,800

GOVERNMENT CENSUS

Ethnic Groups

British	42.8%
French	6.2
German	3.7
Italian	8.6
Polish	4.9
Scandinavian	6.4
Ukrainian	10.3
Other	17.1

Religions

Protestant	57.8%
Roman Catholic	32.8



St. Joseph's General Hospital

ABITIBI PAPER CO. LTD. — Operates three mills — two newsprint mills and a mill producing coated papers for books, catalogues, magazines, for Time - MacLeans, etc.

CANADIAN CAR — A division of Hawker Siddeley Canada Ltd. — engineering and manufacturing of woodlands logging equipment, highway transport trailers, subway cars, transit coaches, cargo containers and aircraft components.

COASTAL STEEL CONSTRUCTION LTD. — Fabricator and erector of structural steel.

DORAN'S NORTHERN ONTARIO BREWERIES LTD. — Oldest manufacturing industry in Thunder Bay. Formed in 1876 as Diamond Brewing Company — produces beer and ale.

DOW CHEMICAL OF CANADA LTD. — Supplies chemicals for paper mills.

GREAT LAKES PAPER COMPANY — Produces large quantities of newsprint mostly for export to the USA. A \$31 million Kraft mill supplies domestic and foreign markets. This company's wood supply is trucked and railed from abundant forest properties as distant as 250 miles from the plant, and consumes almost ¾ million cords of wood annually. Shipments of finished products approached 500,000 tons in 1970.

GREAT LAKES STEEL PRODUCTS LTD. — Suppliers, fabricators and erectors of structural steel.

GREAT WEST TIMBER LTD. — Operates a large saw mill, planing plant and kiln, producing up to 40 million board feet of lumber annually.

LAKEHEAD INSULATION AND PLASTICS LTD. — Produces special pipe insulation and fibre glass plastic, large diameter pipe for the paper mills and others.

LARSON WOODLAND RESEARCH LTD. — Produces heavy forest harvesting machinery.

NORTHERN ENGINEERING & SUPPLY CO. LTD. — Manufacturers of woodlands equipment, suppliers of wholesale plumbing, electrical and heating supplies. Complete machine and welding metal shops.

NORTHERN WOOD PRESERVERS LTD. — Has its own extensive forest operation to supply two modern saw mills that produce 45 million board feet of railway ties, construction lumber and timbers annually. In addition, poles, piles, ties, and lumber are pressure treated with locally produced preservatives, and tar products.

NORTHLAND MACHINERY SUPPLY CO. LTD. — Designs, fabricates and installs complete dust control systems. Manufacturers of grain cleaning machines. Sheet metal contractors. Distributors of industrial welding supplies.

PORT ARTHUR SHIPBUILDING CO. LTD. — Shipbuilders, ship repairs, 750 ft. dry dock — general and industrial engineering — structural steel bridges — iron and brass foundry castings to 25 tons — millwork, plastic division, and pulp and paper machinery division.

SUPERIOR BRICK & TILE CO. LTD. — Manufacture brick and clay products.

TEE-KAY APPAREL LTD. — Major manufacturer of teen clothing.

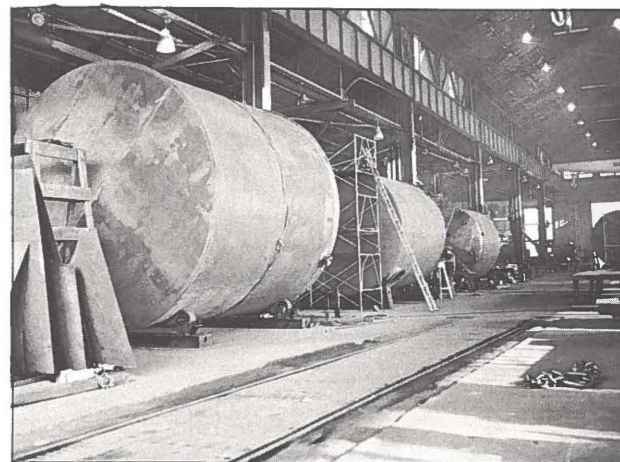
WEST COAST WIRE WORKS LTD. — Produces four drinier wire mesh for area paper mills.

WESTERN IRON AND METAL CO. LTD. — 60 year old iron and steel scrap and wrecking contractor. Operates largest triple compression baling press in Canada. Supplies new and used structural steel.

WOODS BAG & CANVAS CO. LTD. — Produces a wide variety of sporting goods, including tents, trailers, sleeping bags, etc.

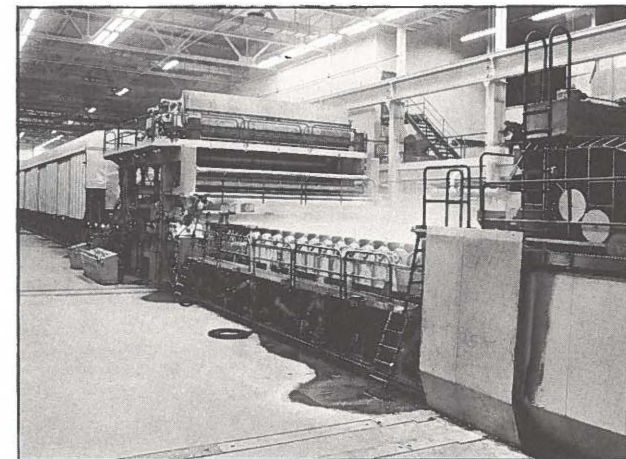
NEWPORT METAL INDUSTRIES LTD. — Produce air flow and pollution control equipment.

*Forest
Harvesting
Equipment*



Pasco Shops

*Giant Paper
Making Machine*



MINING

The vast mineral wealth of North-western Ontario has hardly been scratched. Most if not all this valuable material will channel through Thunder Bay to various processors. It is conceivable that at some future date, secondary industries will be located near the Lakehead to process the concentrated material into a solid state.

Iron ore shipments have recently diminished with the installation of concentrating plants which upgrade the raw ore to pellets of high grade iron. Steep Rock Iron Mines and Caland Iron Ores, Atikokan, have installed pelletizing plants and currently are making substantial shipments.

The Griffith Mine at Bruce Lake, 350 miles west of the Lakehead, ships iron pellets through Thunder Bay Harbour to Steel Company of Canada Ltd., Hamilton, Ontario.

Over 5,000,000 tons of pellets was shipped from these mines in 1970.

International Nickel currently is constructing a large concentrator at its mine located at Lake Shebandowan, 50 miles west of Thunder Bay, to produce concentrated powder for shipment to the Sudbury smelter.

Great Lakes Nickel Co. and other companies nearby, are exploring and developing a mountain mass of nickel-

copper, 40 miles south of Thunder Bay near the U.S. border. Over 140,000,000 tons of low grade ore have been reportedly outlined. An ore to smelter complex worth \$100 million dollars is currently being considered.

Silver has been known to inhabit the Precambrian Shield around Thunder Bay for 100 years, since Silver Islet Mine was discovered and worked. Today, with the price of silver at its highest, a number of silver mines are being re-examined.

Further north, as many as 150-200 miles from Thunder Bay, huge deposits of rich iron ore have been uncovered and moth-balled for the time being while operating pits closer to market are being developed.

In the Sturgeon Lake area, Mattabi Mines is building a \$36 million mining complex and nearby Falconbridge Mines is exploring additional interesting base metal ground. South Bay Mines is investing \$6 million in a base metal mining complex at Confederation Lake. Mayburn Mines near Kenora has started production.

The future is bright for expansion of activities in the field of mining in Thunder Bay area.



THUNDER BAY Formerly (Fort William — Port Arthur)

STATISTICAL INFORMATION

Population: Metropolitan Thunder Bay
108,048

Formerly Twin Cities of Fort William and Port Arthur which amalgamated Jan. 1, 1970.

Population: 108,048.

Altitude: Harbour, 601 feet above sea level.

Mount McKay, 1600 feet.

Area: 156 square miles (including waterlots).

Commercial Buildings: 1,175.

Streets: 399.1 miles.

Sidewalks: 165 miles.

Watermains: 276.7 miles.

Sewers: 230 miles; 218.8 sanitary, 43.2 storm.

Churches: 87, all denominations.

Financial Institutions: 40 bank, trust, and loan offices.

Vehicle Registration: 1969, 47,965.

Households: 28,691, (1970).

Average Income: \$6,085.

Per Capita Income: \$2,740.

Hospitals: 6.

Newspapers: 2 dailies, 2 weeklies.

Libraries: 5.

Families: 22,646.

Police: City, 2 stations, 143 personnel, 21 cars.

RCMP, Ontario Provincial Police.

Harbour Police Units.

Railways. CPR, CNR.

Airlines: Air Canada, North Central, Superior, Transair and On-air.

Schools: 60 primary, 10 secondary, 1 business college, 1 university, 1 teachers' college, 1 community college.

Medical: 11 clinics.

Telephones: 56,033, (Dec. 1970).

Annual Precipitation: 27.62 inches.

Average Temperature: 60.9°, summer. 10.2°, winter.

High Temperature: 104°, July 1936.

Low Temperature: -42°, Jan. 1951.

Elevators: 24; Capacity, 104,347,210 bushels.

Theatres: 4 plus 1 outdoor, summer. Fire Departments: 5 stations, 160 personnel.

Curling Rinks: 5.

Golf Courses: 5.

Tennis Courts: 3.

Swimming Pools: 4 indoor, heated; 5 outdoor, 3 hotel; (2 indoor, 1 outdoor).

Hockey Rinks: 4 artificial, 100 natural.

Ski Hills: 5 ski areas; 3 chair lifts.

Radio-TV: 3 AM radio, 1 FM radio, 1 TV (CBC) local, 3 U.S. channel cable TV. 1 community channel.

Saunas: 3.

Hotels - Motels: 55 with 1,936 rooms, daily accommodations for 4,218.

Water Pumping Capacity: 31,500,000 gal. daily present consumption 13,768,120 gal. daily.

Sewage Disposal: 7,500,000 gal. daily.

Transportation: City Transit — 20 electric trolley buses, 20 gas buses, 16 diesel buses, 5,035,887 passengers in 1970.

Hydro: In excess of 130,000 KVA in Thunder Bay.

Natural Gas: 12,305,000 M.C.F., 270 miles of pipeline within city.

Building Permits (1970): \$18,524,954.

PRIMARY INDUSTRIES:

— 4 mills produce 813,237 tons of paper products annually.

— 60 million board feet of lumber processed yearly.

— 1,925 tons of fresh fish processed yearly.

— 5 million tons of iron-ore trans-shipped annually.

SECONDARY INDUSTRIES:

Brick and tile, castings, chemicals, brewing, dust control systems, aircraft, rail and highway equipment, plastics, shipbuilding, prefab homes, recreation equipment.



" MIKADO " A Lakehead Choral Group production.

