

**Sault Ste. Marie
Municipal Heritage
Committee**

Designated heritage properties – 38 - buildings, plaques and monuments

Heritage register – 28 properties

Heritage Property tax rebate program

Designated property grant program

Heritage Award

Heritage Week in February

Sub committees and working groups:

- North West Company Lock
- St. Marys River Heritage Walk Committee
- Doors Open 2022
- Heritage Trees - trees that are considered to be culturally and/or historically significant

Algoma Central Railway

Clergue's vision . . .

His original vision in 1901 was that the main line from the Sault northward would "run through a magnificently timbered country, rich in minerals, and having many large tracts of good farming land. It will reach Moose Factory, in James Bay, in three years."

(Curran, J.W. "The Algoma Central had to be built". *Montreal Herald*. Sept 15, 1901 pg. 2)

Clergue's vision . . .

Prime Minister Sir Wilfred Laurier found Clergue to be a persuasive talker describing him as

“ . . . a man of remarkable power. He has a faculty of conception of ideas and ability to put them forth . . . ”

He also noted Clergue's major flaw – “not strong in execution.”

Algoma Central Railway

1899 – Frances H. Clergue organized Algoma Central Railway

Its charter allowed the company to:

- construct a railway between Sault Ste. Marie and the CPR with branches up to 12 miles in length;
- to operate telephone and telegraph lines;
- to operate steamships; to build and operate dock facilities;
- and the right to secure grants and aid from government bodies.

Land grant:

- Ontario government gave the company a land grant of 7,400 acres per mile of line built
- Land grant included timber and mineral rights
- Pine and spruce pulpwood were not to be exported in an unmanufactured state
- Ontario government forbade any other party other than the ACR to lease or buy lands within ten miles of the railway for a year
- settle 1000 male immigrants each year along the line for ten years
- to establish a steamship line from Michipicoten Harbour to Sault Ste. Marie

Algoma Commercial Company Limited

1899 - 1910 Algoma Commercial Company Limited

Subsidiaries included:

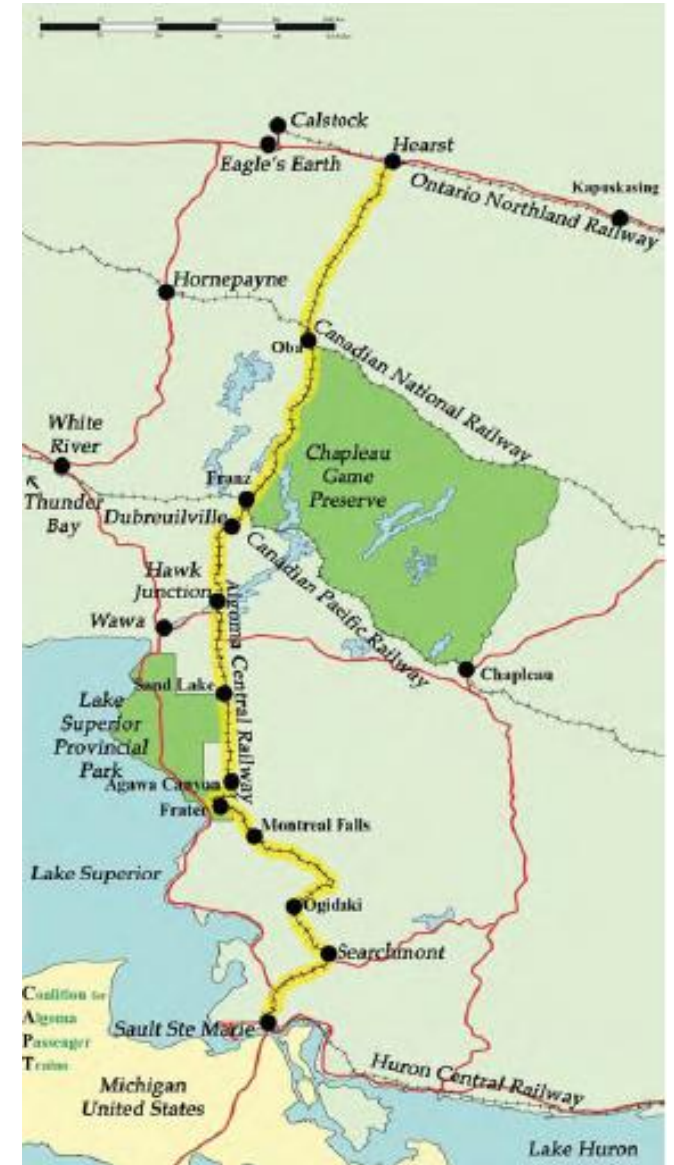
- Railroads
- Steamships – freight and passenger service
- Hotels in Sault Ste. Marie, Wawa and Michipicoten
- Mines in Algoma and Sudbury districts
- Lumbering
- Pulp and papermaking
- Shop to repair and construct railway cars
- Brickyard
- Veneer mill
- Street cars
- Ferries

Timeline:

- 1899 – Frances H. Clergue organized Algoma Central Railway
- 1901 – Name changed to Algoma Central and Hudson Bay Railway
- 1901 – Algoma Steel Company was incorporated
- 1903 – The Algoma Commercial Company became a subsidiary of the Consolidated Lake Superior Company
 - Consolidated Lake Superior Company declared bankruptcy
- 1903 – rail lines 56 miles north from the Sault
 - 12 miles from Helen Mine to Michipicoten Harbour

Timeline:

- 1904 – After the reorganization of the Clergue industries the railway became a subsidiary of the Lake Superior Corporation
- 1909 – Line extended to Hawk Junction
- 1912 – Completed link with CPR at Franz and Canadian Northern Railway at Oba
- 1914 – Reached Hearst to connect with National Transcontinental Railway



Source: Algoma Central Railway:
Wilderness Tourism by Rail Opportunity
Study

Timeline:

- 1930 – Algoma Consolidated Corporation assumed assets of the Lake Superior Corporation
- 1931 – A new holding company Algoma Consolidated Corporation separated the Algoma Steel Corporation from the Algoma Central and Hudson Bay Railway Company
- 1931 – Algoma Steel Corporation in receivership
- 1934 – Sir James Dunn reorganized Algoma Steel Corporation

Timeline

1959 – First time dividend paid to ACR shareholders

1990 – Name change - Algoma Central Corporation

- Algoma Central Marine
- Algoma Central Railway & Algocen Mines
- Algoma Central Properties

1995 – Rolling stock sold to Wisconsin Railway

- road beds, rails, buildings, yards and land corridor being purchased by the province

1998 – Moved head office to St. Catharines

True or false

The first railway track connected the Helen Mine to the ore dock at Michipicoten Harbour

True or false

The railway carried iron ore from the Helen Mine to Michipicoten Harbour where it was taken by steamship to Midland and American steel mills.



Source: <https://www.wawahistory.com>

True or false

In 1901 there were 30 miles of rail from Sault Ste. Maire to Goulais. Five or six sawmills were being erected between Root River and Goulais.



Source: <https://collections.lib.uwm.edu/>

Multiple Choice

Passengers first travelled on the Algoma Central Railway

A 1901

B 1904

C 1914

Multiple Choice

Passengers first travelled on the Algoma Central Railway

1902 – 6 pullman cars were purchased – early passengers included lumberjacks

1903 - Passengers could pay 50 cents and take Sunday excursions, to encourage settlement in the Searchmont area.

1911 – female passengers were kept in separate coaches at the rear of the train

1914 – passengers could travel to Hearst

Multiple choice

Francis Clergue named mines after his sisters -

A Helen and Josephine

B Helen and Gertrude

C Helen, Josephine , Gertrude, Grace and Elsie

Multiple Choice

Clergue met James Dunn and gave him a tour of the region in

A 1907

B 1931

C 1936



Sir James Dunn's Wawa residence Eagle's Nest
Source: <https://www.sootoday.com>

Multiple Choice

Clergue met James Dunn and gave him a tour of the region in

A 1907

Dunn worked as a liquidator for American investment syndicate.



Sir James Dunn's Wawa residence Eagle's Nest
Source: <https://www.sootoday.com>

Contact

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