



cheaper foreign shipping is excluded from our coastwise trade, Vancouver is a formidable competitor with ports farther south. In the fish and lumber export trade, particularly, conditions tell heavily in her favor.

Prince Rupert.—Prince Rupert is the northernmost Pacific terminus of the transcontinental lines and will remain so until some line shall cross into the valley of the Yukon and descend that mighty river on its way to the westernmost apex of the Continent. It is 40 miles south of the international boundary of Alaska ($54^{\circ} 40'$) and about 700 miles along the coast from Seattle and that much nearer Alaska. It is the westernmost, as well as the northernmost, transcontinental terminus, and is 500 miles (according to the statement of the Grand Trunk Pacific officials) nearer Asia than any other terminus on the Pacific. It is said that a traveller from China would be able to reach Winnipeg, via Prince Rupert, before he could reach Vancouver, if he were to go by that port. Add to this the fact that the gradient over the mountains, with the exception of about 20 miles of 1% on the west slope, is everywhere under five-tenths, and some of the physical advantages of the route are apparent. Add again the proximity of Prince Rupert to the limitless wheat fields of Canada, the fact that it is in the very centre of the salmon and whale industry, among inestimable quantities of virgin timber, and its great future seems doubly assured.

Its advantages are offset to some extent by the severity of northern winters, but chiefly by the different nationality of the territory (Alaska) which it is best fitted to serve.

Secondary Ports.—Somewhat outside the rivalries of the great ports along the Coast, and flourishing on advantages which are peculiar to themselves, are several smaller ports. Among them, and the more prominent, are San Luis Obispo, about half way between San Francisco and Los Angeles; Humboldt Bay, on the North California Coast; Coos Bay, 200 miles south of the Columbia and serving an important section of Western Oregon; Astoria, just inside the Columbia Bar and the first port to be established on the North Pacific Coast; Grays Harbor, a great lumber port on the west coast of Washington, 45 miles north of the Columbia; and Victoria, an important harbor and naval base on Vancouver Island. There are numerous harbors on the Alaskan coast, but they are still in a state of Nature, as very little has been done toward converting them into up-to-date ports. The prospective opening of the coal fields of Alaska, and a more definite Alaskan