

THE "LIVERPOOL OF THE PACIFIC" 303

veloped: capital and labour are flowing to that huge country, and as Prince Rupert is the natural doorway thereto, it is confidently expected that all Alaskan traffic will flow through this channel.

Nor are these the only factors. Off the coast, within a few hours' sail of the port, are immense fishing grounds, the wealth of which in halibut, herring, and cod is incalculable. Vessels come to this region from all parts of the coast to participate in the silvery harvest of the sea. The shore line of the Queen Charlotte Islands, in the midst of this fishing area, is dotted with canneries, and it is no uncommon circumstance for a single haul of salmon to aggregate 10,000 prime fish. As many as 75,000 have been trapped in the nets as the result of a single cast, so that some idea of the magnitude of the industry, which employs over 12,000 men, may be gathered. In 1909 over 18,000,000 pounds of halibut were caught in the waters between Prince Rupert and the Queen Charlotte Islands, representing a value of over £200,000, while the salmon catch was valued at £1,000,000.

Hitherto the whole of this produce has had to be shipped to the interior of the continent via Seattle and Vancouver, but when the railway runs east from Prince Rupert it will be diverted into the new channel, since, via Prince Rupert, it will be possible to land the fish by refrigerator car at Chicago in the same time as is now taken by the vessels to make Seattle or Vancouver. British capital is being attracted to this industry in a very pronounced degree, and refrigerating plant is springing up around the port on all sides to cope with the situation which will develop when Chicago, Toronto, New York, and the east generally, have a new vent on the Pacific.

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The twinkling lights of Prince Rupert were rapidly slipping below the horizon as the *Prince Rupert* throbbed