

towards them on
The bodies were
with the fixed look
of whose kinsmen
even now. They ar-
deliberate regard,
the new-comer in
of his family, and
from their own eyes
they have just been
people, John, as
to feel, knew in
watching him. He
pishly and blushed
was past he broke
the bag of books
as he ran.
big boy, then son of
Provost, "how could
ing twelve," said
ade a point of be-
eration where he
ted. "He was
rig on the Fleckle
the year o' the
nce the great flood
the Lammas. Rab-
e was heavy. In-
Doctor Munn had
and when he cam
the morning it was
nk to brae; where
e been there was
ashing of the yel-
ad to drive a' the
echars brig, and in
the water was so
his horse's belly.
Mrs. Gourlay was
s and praying.
Gourlay had been
Munn's, but he
being late; he had
for the occasion,
fifty times at the
-ye ken how little
that; he was ready
Munn, mad for the
to go to the bane,
and than Gourlay
his wife. Ye mind
it was; the thunder
were tumbling
the lightning sent
roads, and folk hid
and prayed—they
gment! But Gour-
ack stepper in the
the devil o' hell
where there was
ad was feared to
swore by God that
garred him. In a
ing like his that
ed or heard tell o'
shin the hour! I
Main street; Licht
d before them; the
ed his face w' his
nichered w' fear
but Gourlay stood
ashed him on
it was tocht for
ay would die; and
ame woman after
Gourlay has that
ame for the poor
n and Munn never
again, and Munn
lvenomth—he got
ing on the Fleckle
o' pack's they had
looked near him."
story with enjoy-
told it well—for
stantly snubbed by
many ways the
His voice and man-
They knew, be-
what himself had
w he was lying
in the open smiddy-
Gourlay went to
the time that he
he had seen him
They were silent
in, in spite of
vid presentment
on his duty that
The baker felt
n his crany for
ftering to gratify
sudden picture of
hanged that feel-
ing saw; a man
ry heavens might
with the others;
but his bravura
which they could
knew themselves
ling for a while,
st brutal among
to recover. Even
llicit at once, but
discomfort of the
d it by bringing
sk to its usual
boy's birth, Mr.
laddie. It was a
e came. It was
t that time, and
ay be going to
provost asked. "A
or what?"
eat," said Brodie;
the business! It's
He's an infernal
owre again, and
es him remorse-
in weans speak-
e's just a perfect
ct anything else
ay," said the Pro-
ished. Some fillip
it to an easy now,
s scrape of their
showed the direc-
very acceptable
ndy Toddle, rub-
be the waur o' it."
e better of a little
Deacon.
the Red Lion for
nued.)
as strong as atter-
s than 4000 lb. of
peasant gets about
the same thing as
ndon, the price is

\$1.00 PER YEAR, STRICTLY IN ADVANCE. TO ANY ADDRESS IN CANADA, UNITED STATES, OR GREAT BRITAIN.

The Victoria Times

TWICE-A-WEEK EDITION
VICTORIA, B. C., TUESDAY, NOVEMBER 6, 1906.

\$2.00 PER YEAR, TO OTHER COUNTRIES, POSTAGE PREPAID, PAYABLE INVARIABLY IN ADVANCE.

Vol. 38

No. 3.

THE EMBRYO CITY OF PRINCE RUPERT

Future Metropolis of the North in Municipal Swaddling Clothes—Activity at Future Entrepot of Grand Trunk Pacific.

One of the most perfect harbors to be found on the Pacific coast the Grand Trunk Pacific Railway is preparing the way for a model city which is destined to play an important part in the commercial history of British Columbia.

Named after the first governor of the Hudson's Bay Company, the dashing cousin of King Charles II. of England, it will always recall to mind the great trading corporation which has done so much to extend the influence of Britain in the northwestern part of Canada. When the engineers of the Grand Trunk Pacific made choice of the harbor henceforth to be known as the port of Prince Rupert, they chose well. Nowhere on the coast is there to be

ing to the experience of the engineers and others who have spent the summer there it will lack in no small degree many of the discomforts which some of the other coast points have on account of excessive rainfall.

The building up of a great commercial centre in the north is sure to have a decided effect upon the coasting trade. Intercourse between Victoria and Prince Rupert is bound to become very close and in the rivalry for trade between the already established ports in the southern part of the province and on Puget Sound and the northern distributing and gathering centre, there will be brought into existence a vast fleet of coasting steamers. Reaching as far south as possible for its quota

mill building has been erected on high ground with a gangway to the water. Mr. Rochester, in charge of the construction, has just taken thirteen men, most of them millwrights and carpenters, to complete the work on the plant. These, with the staff, therefore, are expected to have the mill running by the New Year. It is in fact agreed to complete it by the middle of December, but making due allowance for interruptions the mill is expected to be cutting early in the new year.

Back of the townsite a very pretty ridge of mountains regular in outline rises to form a striking background for the city. It is nearly 2,000 feet high, ending in a conical peak opposite the

rising from near the edge throughout the greater part of its length. Nothing could be more picturesque than the surroundings of the place. Directly opposite the site of the city rises Mount Hays, named after the president of the G. T. P. This peak stands out very prominently, rising to a height of 2,080 feet. To the right on the mainland are ranges closely rivaling Mount Hays, and still farther inland appear snow-capped peaks.

By grace of the city it is so called only by virtue of what it is to be. A substantial pile wharf affords the only means of access. It will be short time only until from the land side as well as by way of the water means of communication will be afforded with the outside world and through rail service will be possible with the Atlantic and all intervening centres.

Fronting the water is the nucleus of the future city. On the right stands a comfortable bunk house for the surveying parties engaged on the topographical survey of the townsite. The building although a temporary one has been designed to afford comfort to those who have all summer long been making it their home. A large open fire place piled each evening with blazing cordwood makes the reading room for the surveyors a most agreeable place. A dining room with a large heater in it. In this way the comfort of the men is well looked after. Arranged above the reading room are the bed chambers. Upstairs are similar quarters set aside for the assistants to the surveyors. To the left of the approach to the wharf is the only other pretentious building. This is given over to the dining room and kitchen, on the lower floor, while the second flat is set aside as office and store room.

Stretching beyond this building are the quarters for the Japs, Chinamen and Indians, the cook house for these and the unpretentious blacksmith's shop. Already a clearing has been made back a distance of about an eighth of a mile, and the plank approach to the wharf is being continued back through this forming the main thoroughfare of the temporary town. On either side of this will be erected those buildings which are absolutely necessary to the needs of the new place. A larger dining room with sleeping apartments is to be put up. As soon as the necessary supplies arrive there will also be built a hospital, residences for those who are obliged to reside on the spot, and other conveniences. These will be put up by the company and costed at a nominal figure. No interest in the property will pass to those occupying these places so that the edifices may be torn down or removed when the townsite is permanently laid out.

At present there are seventy-five men employed about the place including five survey parties making a thorough plan of the site on a topographical basis. These are under the charge of J. H. Pillsbury, the engineer in charge of the work. Mr. Pillsbury, although a comparatively young man, has been selected on account of his executive ability and his varied experience along the lines of work he is now in charge of. All that is done at the townsite is under his supervision, and nothing escapes his notice.

Nearer the entrance to the harbor and about a mile from the wharf is the camp established by G. B. Dodge in charge of the hydrographic survey of the harbor for the Dominion government, and his assistant, Mr. Parizeau. The site selected was a very pretty one. It was appropriately named "Fairview Camp" by them and all vessels entering the harbor may read the designation in bold characters in front of their temporary home. From the camp Metlakatla, the model Indian village of the north can be seen six miles away through the opening among the intervening islands. Messrs. Dodge and Parizeau have been instructed to remain during the winter and continue the survey so well prosecuted during the summer. They will as soon as the accommodation is provided then break up camp at Fairview and remove to the embryo Prince Rupert.

There is still another centre of population on the townsite. This is at the B. C. Tie & Lumber Company's mill two or three miles farther up the harbor than the wharf. A model site has been obtained for the purpose. A well protected bay on the passage between Kaien Island and the mainland affords an ideal place for the mooring of the logs. The bay is commodious, and land locked. Already a good sized

mainland. The ridge gradually descends to the water near the entrance to the harbor, so that Prince Rupert when built under the shadow of the elevation will be largely shut out from view until the vessels near the approach to the harbor. On the intervening space between the water front and the base of the mountains is a wide tract ranging from two miles to four or five miles near the upper end.

The land along the water front is lightly timbered but near the base of the hills it becomes more heavy and hemlock, spruce and yellow cedar of large proportions are met with. The coast of clearing the townsite will not, therefore, be as great as it was in the case of Vancouver. The ground is relieved throughout from all monotony. There are elevations in the interior which command views of the harbor and the country beyond which cannot be shut out by buildings in the foreground. The facilities for drainage are pronounced to be good and no difficulty

will be found in draining off all surface water. The survey now in progress will show the exact topography of the land. With that to guide them the engineers in charge, assisted by the best landscape gardeners that can be obtained, will decide upon the plan for laying out this model city. The mistakes of other cities will be taken advantage of and avoided in the case of Prince Rupert.

The intention of the officers of the G. T. P. is to build the terminal city as nearly perfect as can be done. Nothing is being left to chance, and the plans for the city will be based on the promises that Prince Rupert is to be a large place with important industries adjacent to it and a great commercial centre. Everything connected with the town is therefore being planned with a view to stability.

The final survey for the line of railway from the townsite is now being made under the charge of J. Moore. It is expected that the terminals will be located between the present buildings and wharf and the entrance to the harbor. The opportunities for yards adjacent to an admirable site for permanent wharves are excellent at that point.

The route will then proceed inland, probably, and follow a line within the townsite proper at some distance back from the water front. That done the townsite will be planned and it is expected that by next spring, perhaps, the plans of Prince Rupert will be prepared and the city begin in earnest. Railway construction may commence

about June, and from that on all will be activity in the northern terminus. The environs of the city will be charming. The greatest climb mountain at the back will afford scope for delightful drives with the wide view from the summit. A considerable part of the slope may be utilized as residential property also. Across the harbor are the Shawatlam prettily salt lakes which will be available as bathing grounds. The Shawatlam lakes just across the narrow passage separating Kaien island from the mainland contain a vast volume of fresh water which will become the source of supply, in all probability, for Prince Rupert. The waters reach the sea water after falling over a precipice at a height of about 50 feet. This does not give head enough to supply the city by gravitation. The lakes are now being examined with the object of finding the best source for supplying the city. If it cannot be brought into the city by gravitation it will be an easy task to pump the water into a reservoir at any height on the mountain back of the townsite and thus secure the head desired. The distance involved in the piping of the water will not be great, being easily within six or seven miles. The supply of water from the Shawatlam lakes is ample, there being estimated to be enough for a city of over 100,000 inhabitants with a liberal allowance.

Perhaps one of the most valuable portions of the company's belongings is the southern end of Digby island which guards the entrance to the harbor. This has been utilized in parts by the Indians of the Tsimpean peninsula as gardens for the growing of potatoes, etc. The soil is wonderfully rich and when cleared of timber and brought under cultivation will be a valuable suburb of Prince Rupert. A short run by ferry across the waters of the harbor will bring this rich suburb into the touch with the city. Brought under the sway of the white man, Digby island will not be cultivated as it was by the Indians, only in the patches of land cleared by natural forces. With the advent of the whites the forests will quickly disappear and market gardens and orchards to supply the needs of the growing city will take their places. An evidence of the depth of soil on this island is afforded by the fact that in digging the graves in the Indian cemetery on the north end of the island one foot of Methakatta soil for a depth of seven or eight feet has been found to be of the same rich loam as it is on the surface. A short bridge, at one point would connect the island with the mainland south of Metlakatla and connection could be obtained by a somewhat circuitous route with the city.

In the opinion of some of those interested in northern navigation the coming summer will see Prince Rupert raised to the position of a port on the northern interior by way of the Skeena river, taking the place now filled by Port Essington. Only a few hours' time would be required to make the extra run for the coast. It is expected that a saving in time would be effected by the coasting steamers.

The interior of northern British Columbia to which the G. T. P. will be the means of communication when completed has great possibilities. There is great activity preparatory to the building of the line. This was evident by the great number who passed in and out of the country during the season. Those who have visited the Bulkley valley are loud in their praises of its fertility. R. Barger, of Alberni, who has established a sawmill at that point during the summer, was on the coast a few weeks ago endeavoring to get a planing outfit. The great variety of timber being located in the interior of the trail, which is only for pack trains. Mr. Barger has not despaired, however, and will try to get the machinery made specially in sections to be carried in by this road. He expressed the hope that he had not arranged to bring to the coast cities a representative exhibit of vegetables grown in the Bulkley. No part of the province can produce better vegetables and farm produce than that district says Mr. Barger.

The mineral resources of the country to be tapped are also proving very valuable. For a year or two prospectors have been quietly traversing the northern sections and various deposits of silver, lead and copper have been located. The rich coal deposits of the Telkwa are being thoroughly exploited, and by the time the G. T. P. is completed there will be an immense country rich in a wide variety of natural resources ready for rapid development. It is expected that the capital of the province will flow in to complete the work begun and put the different industries on a commercial basis. The fact that the G. T. P. is lending its aid further this development of the natural resources is of inestimable advantage.

Tributary to the northern seaport of Prince Rupert have been established or are being located industries which will contribute to maintain a large coasting trade. Foremost among these are the many salmon canneries extending all along the coast. At Claxton near the mouth of the Skeena the most up-to-date equipment has been installed by Wallace Bros. at their cannery. Run by water power obtained right at hand, a freezing plant has been installed on the most improved plans. Here salmon of the best quality are frozen and made ready for market. At the present time these frozen fish have to be brought down by steamer to Vancouver, then shipped by refrigerator cars east. With the completion of the

G. T. P., what now occupies days in getting the frozen fish to the railway line will be accomplished in as many hours.

At many of the canneries along the northern coast similar steps will be taken to that which Messrs. Wallace have done when the means of transportation is provided. At Nome Mr. Draney, the enterprising canneryman, is already preparing to enlarge his salmon and clam cannery factories and also his sawmill.

On Swanson Bay J. A. McKinnon is developing the pulp concessions which have passed into the control of British capitalists. A force of men are at work and with ample water power right at hand he expects to gradually equip a pulp mill and later a paper factory. These are but a few instances of what is being done in the north without direct rail transportation facilities. With a railway built to the coast these industries will be many times over duplicated and new works will be developed.

With Prince Rupert as the gathering centre and in turn the distributing point, New British Columbia will in a few years rival the southern portion of the province. With every facility in the way of harbor accommodation and accessories for large manufacturers which are now being investigated the modest little survey camp at Prince Rupert will in a few years become one of the great centres of population and will rank among the most important ports on the Pacific ocean.

MAKING READY FOR OPERATIONS COMPANIES WILL DEVELOP ISLAND

Two Industrial Concerns Floated to Exploit the Mineral and Other Wealth of Country.

The Silica Lime & Brick Company, of this city, have decided to expend a sum of \$40,000 in purchasing a plant capable of turning out 20,000 bricks and 200 barrels of lime daily. The plant is to be located near the E. & N. railway, about seven miles from the city, and the directors of the concern hope to have it in operation by next March. It is proposed to spend \$40,000 on a brick plant and the remaining \$10,000 on machinery for refining raw lime, and it is claimed, in regard to the latter plant, that when it is completed it will be the only one in Western Canada capable of producing 200 barrels every day. One of the directors is now in the East opening up negotiations with several large machinery manufacturers with a view to obtaining the best plant possible. The company expects to find a market for its goods among local builders, and throughout the province.

Another company which is associated with the above-mentioned concern, and which is expected by many to prove just as important, from an industrial point of view, is the Nootka Quarries Company which has been formed for the purpose of developing the rich marble deposits at Nootka. Although the company has not progressed quite as far as the first organization, it is confidently expected that the first shipments of marble from Nootka Sound will be made within the next four months. The supporters of this venture believe that the marble beds at Nootka are equal, as far as the quality of the stone is concerned, to any others in the world, and that there exists the extensive market which can be found for marble throughout the province will assure the success of the company as soon as its plant is in working order. The intention of the directors is to start up at full speed as they anticipate that the demand for the stone will be heavy enough to warrant such a procedure.

Each of the two companies referred to is under the control of the Vancouver Island Resource Company, which was incorporated on the 17th October, this year, to develop the mineral and other resources of the island and to carry on business as a general development and trading company. Two other subsidiary concerns are connected with this company which will in the future be fully organized for the exploitation of development work in other places on the island. The full capital of the controlling company is \$100,000.

LATEST CANADIAN PATENTS.

The following up-to-date list of Canadian patents is reported by Egerton R. Case, solicitor of patents and expert in patent cases, Temple building, Toronto: Wm. Wilfrid Edmondson, Melita, Man., milk pail holders; Wm. A. Milne, Brown's Corner, Ont., tubular conveyers for peat collecting machines; John Lyness, Fort William, Ont., lath holding apparatus; Henry Roy, Ottawa, Ont., safety railway system; Geo. H. Best, Hampton, N. B., set rings; Jos. Savage, Kingsley Falls, Que., wire stretchers; Ephraim Corbett, Toronto, Ont., stair capstern fasteners; Chas. E. Hultgreen, et al., Dawson, Yukon Territory, current motors; Wm. Brown, Vancouver, B. C., carburetors; Wallace W. Parsons, Hamilton, Ont., devices for locking bolts; Alfred Jno. Raynor, Toronto, Ont., water tube boilers; Patrick Reynolds, et al., Farnham, Que., briquette presses.

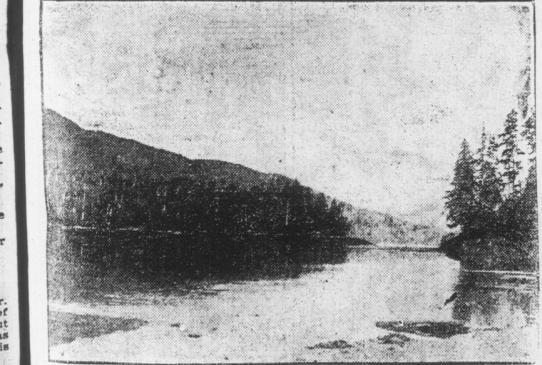


BEGINNINGS OF CITY.

Prince Rupert as it Appears at the Present Time, Showing Company's Buildings.

found a more spacious accommodation for shipping with such perfect protection from all quarters. There can never be the fear of congestion in connection with the accommodation of shipping for the harbor facilities are sufficient for the greatest commercial city of the world.

Through the courtesy of the officials of the G. T. P., extended through E. G. Russell, the representative of the company on the Pacific coast, and by the kindness of J. H. Pillsbury, the engineer in charge of the company's work at Prince Rupert, a Times representative was permitted to quite freely inspect the harbor and adjacent waters and the townsite of Prince Rupert. The perfect little gasoline launch Shawatlam, recently built for the G. T. P., afforded a convenient means for making the inspection. Although it was the closing days of October when the visit was made, the weather conditions were perfect. There was little or no difference to be noted in the atmospheric conditions between that northern port and Victoria. It was the perfect weather of which Victorians are so proud. But there are evidences that the coming metropolis of the north

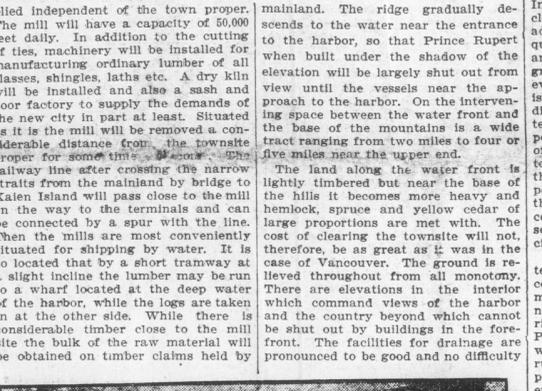


ENTERING TUCK'S INLET.

Passage 12 Fathoms Deep From Upper Harbor of Prince Rupert Into What is Continuation of Deep Water.

is not so highly favored in point of weather as is Victoria. There is nothing, however, to indicate that there is a rainfall that will interfere with business. Short distances on the coast give wide differences in climatic conditions due to the situation of the mountain ranges. It would seem that Prince Rupert is situated on a rather favored site compared with other places on the northern Pacific coast, and accord-

PRINCE RUPERT HARBOR. Upper Portion, Taken From the Present Wharf.



PRINCE RUPERT'S WATER SUPPLY. Falls From Shawatlam Lake, Which Will Be Used by the Northern City.



PRINCE RUPERT'S WATER SUPPLY. Falls From Shawatlam Lake, Which Will Be Used by the Northern City.

the company on Observatory Inlet and elsewhere along the coast. Protected by Digby Island the harbor is land locked with a splendid approach from the outside. The hydrographic survey now in progress under the charge of Mr. Dodge has not revealed anything to interfere with the free navigation of vessels drawing any depth of water.

Capt. Saunders of the steamer Camosun, whose vessel draws about seven feet and a half of water, says if a ten feet draft vessel were put up at the entrance to guide him he would enter the harbor at any time at night. At present until the surveys of the entrance have been fully made only a few marks intended for the guidance of Mr. Dodge and his staff are available as guides to the navigators. With these the masters of vessels, however, have no difficulty in making the entrance. The harbor itself is wide with ample water. Along the waterfront of the townsite the conditions are excellent for wharfage. The coast line is little broken along the waterfront, and miles of wharves may be built in a straight line. The water is deep right up to shore, and the company is contemplating putting in wharves of the most stable character. Stone and cement may be used in the course of construction and the facilities for shipping will be all that can be desired. There can be no congestion as deep water continues to the head of the inlet, which forms the harbor. Fourteen miles of deep water thus extend inland, forming a perfect sheet of water with mountains