

First Through Train Reaches Port Alberni

CITIZENS IN LARGE NUMBERS WELCOME E. & N. VICTORIA SPECIAL

Inauguration of Service Marks Epoch in Railway Development on Island—Vice-President Bosworth, Mr. R. Marpole, and Representative Party of Local Citizens Are Among Passengers—Residents of Terminal Celebrate Arrival

PORT ALBERNI, B. C., Dec. 20.—Without any sounding of trumpets, or flamboyant speeches, making the orthodox accessories of such distinctly epochal events, regular service on the Port Alberni extension of the Canadian Pacific's Vancouver Island road was instantaneously inaugurated this afternoon, when, on time to the very minute, the first train to reach a true Pacific seaport in Canada pulled in to this

station in length, through from Wellington, an enduring monument to his professional ability. Conductor Fletcher and Driver Austin had the honor of commanding the first Canadian train through to the Western coast.

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of now being able to reach their customers on the seaboard without breaking bulk of shipments or dual handling. As for Alberni's gain, one has but to look a timber map of the continent to realize that this new terminal port of the C. P. R. commands, with direct water or rail transport facilities, the very largest compact area of merchantable timber on the continent, a fact of itself sufficient to assure the substantial commercial greatness of Port Alberni and the contiguous territory, especially with due regard for the new trade opportunities created by the opening of the Panama Canal.

Well Constructed

As an example of railroad building, the new extension is much of a revelation. One naturally looks in a virgin road for at least a suggestion of pioneering discomfort. Roadbeds do not settle into instant perfection at command, and new lines usually, like new motor cars, are inclined to a little stiffness. Hence in the surprise of the Port Alberni extension, for, but for the indisputable evidence available, the traveler would judge it by its smoothness and his own consequent comfort to be a road years under operation.

base of Mount Arrowsmith, is certain to become almost immediately a popular tourist resort and place of summer residences, while ocean points must also leap into popularity with the establishment of direct and comfortable connections from Victoria and Vancouver. The daily trains for the sea coast from Victoria, even by next summer, will therefore boast their parlor and cafe cars, providing all luxuries in rail travel, and quite a new complexion will be given thereby to summer life on Vancouver Island.

Departure from Victoria

Though the proceeding was bare of all formality, the animated scene at the depot of the E. & N. railway company yesterday morning, when at 9 o'clock the first regular train for Port Alberni pulled out of the station, indicated that the officials of the company and the larger crowd than usual which had assembled felt that the occasion was one bound to become of historic interest. Long before the hour set for the departure of the train the platform held groups of spectators and the number of outgoing passengers is said to have constituted a record for a day on which there was no excursion. Many of the passengers, of course, did not go through to the west coast port, but the number who did so from Victoria was considerable. The ticket agent reports having sold 25 tickets, but there were complimentary tickets issued. At numerous points up the line the crowd bound to Alberni was swelled by those who had made arrangements to make the trip.

The various boards of trade of the island and the lower mainland will at a later date be invited to be present at a formal opening of the line to traffic. It is only the unfavorable season of the year which prevented the company from acceding to repeated requests to have an adequate celebration yesterday. It may be added that all classes on the island hold the conviction that the new road will usher in a new era in the development of this section of the province, and the resultant benefits will be immediate and great.

Port Alberni's Resources

Port Alberni has weighty reasons to adduce for its faith in its future as a seaport which may compete at no distant period for a large proportion of the trade of the west, and as a manufacturing centre.

In the Alberni district there are at least 640,000 acres of land, including 358,000 acres of the finest standing timber in the province. For this Port Alberni is the natural milling centre. The lumber is estimated to cruise at 25,000 feet to the stump for a total of twelve billion feet.

In the valleys drained by the Somas river and its tributaries, Sproat, Stamp and Ash rivers, it is estimated that there are about 30,000 acres of productive land, of which not more than 1000 acres have as yet been cleared.

Thin coal seams underlie the town itself. Two outcrops are reported from up the valley, and a four-foot seam closer in on Ridge creek.

To convert this timber into rough lumber 12,500 men would be required to work continuously for some forty years, earning wages of approximately \$2,100,000 a year. Dressing and manufacturing the rough material into sash and door, barrel and furniture should require many hundreds more, and the consequent necessity for greater transportation facilities will lead to increased employment by railway companies. It has already been demonstrated that the land will grow potatoes, strawberries, gooseberries, red currants and best of all peaches, and with the clearing an agricultural population of 7000 may be expected to grow up, making its living out of the soil, while many more will draw high wages if the mineral wealth fulfills the expectations formed of it.

Port Alberni has all the requisites for an important seaport, fresh water in her harbor, in which piles fifty years old are today as good as ever, a magnificent roadstead and outlet to the ocean; and the C. P. R. to supply transportation by land. There is 1000 acres of her waterfront property, China creek can supply the town with excellent water capable of being brought into it under an available head of 800 feet, and, lastly, the waterfalls of Ash, Stamp and Sproat rivers can supply fifty thousand horse-power—a force sufficient to light and drive the wheels of every industry that can arise.

Port Alberni is the natural port for Comox coal and then there are two things more, both potent factors in attracting visitors who come to enjoy themselves and stay to invest—the scenery and its game.

Harbor Facilities

Port Alberni's harbor is an excellent one. As long ago as 1892, when there were no signs of a townsite it was surveyed and is marked on the Admiralty charts as a place of safe anchorage. Even then it was noted as likely ocean port of the future, and yesterday's ceremony has undoubtedly brought this very near to realization. The waterway from the ocean entering at Cape Beale is clear of all dangers even for the largest of vessels. The landfall is excellent, there being no off-lying dangers in the track of shipping and the shore and waters of the Alberni canal are both bold and honest throughout with very deep water. As an ocean port, Port Alberni will compare most favorably with Portland and San Francisco. This at least is the substance of an authoritative report by Captain Walbran, lately in command of the Dominion government lighthouse and revenue cutter Quada.

He points out that Portland is a long



The comfortable chalet at Cameron Lake.

way up a swift river, the Columbia, at the entrance of which is a most dangerous bar with ever-shifting sands, which cause the navigable channel to be constantly changing, and therefore, though most carefully buoyed by the United States government, can only be safely navigated by the most experienced pilots. San Francisco, says Captain Walbran, has no dangerous bar to cross but the entrance to the harbor is contracted subject to strong tides and is also subject to extremely frequent and dense fogs. He considers with all confidence, that Port Alberni harbor as an

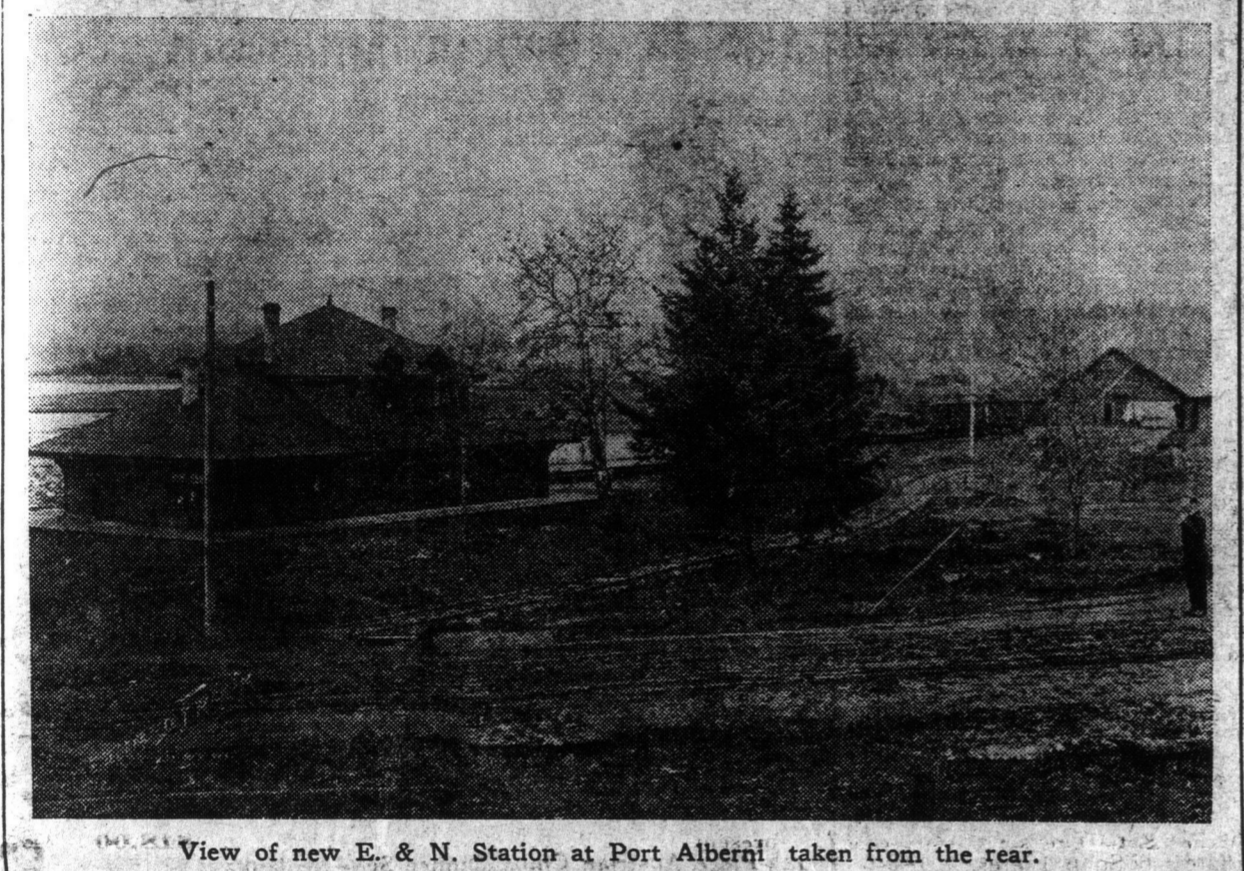
2,000 and 3,000 feet high. At the head, however, the land becomes low and fertile, a large extent being fit for cultivation. The depths to within one mile of the head vary from 160 to 40 fathoms, and the shores of the inlet are everywhere free from danger.

C. P. R. Activities

The C. P. R. has reached Port Alberni and the Canadian Northern Pacific will have its rails laid to there during the coming year. With two great railroads running there the new Pacific port will undoubtedly command

those drawn from its immediate hinterland this new Pacific port must prove an important factor in the development of the island, not only as a distributing centre but as a place where great self-supporting industries will grow up and flourish contributing to an ever increasing population and making generally for prosperity.

P. J. Carrigan, the prospector who was mugged from Edmonton to Prince Rupert last year, has met death by accident on a Washington railway. A branch of the bank of B. N. A. is being opened at Lytton.



View of new E. & N. Station at Port Alberni taken from the rear.

westernmost railway terminal of the great Dominion.

The formal opening of the line is reserved for the early spring, but the Alberni and Port Alberni citizens today demonstrated their full recognition of the historical as well as the commercial importance of the event by turning out en masse at both stations to greet the dawn of a new era in southern Vancouver Island, and to extend a most enthusiastic welcome to Vice-President Bosworth, who had come out especially from Montreal to represent the C. P. R. company on this great occasion, and who lost not a moment during his short stay here in acquainting himself by personal observation with the prevailing conditions bearing on his company's varied interests in this section.

Many Passengers

The vice-president's private car Nanose was attached to the regular four-coach train, well filled with passengers,

on land and water, and the assembled people of the related terminal towns cheered long and lustily.

An Important Road

The new road is one of which Vancouver Islanders, as well as the C. P. R., have every reason to be exceedingly proud. Not only is it certain to prove of immense direct benefit to the island as a colonization stimulating artery and as providing a way for the harvesting of the vast known timber and reputed mineral wealth of a highly important section, but it is also destined to prove an especially popular summer scenic route and to divert through Vancouver Island a considerable portion of the transpacific and transcontinental traffic carried by the original sea-to-sea Canadian railway system. Mail, passengers and baggage during certain seasons will hereafter be handled with obvious time-saving by their embark-

The alignment from Wellington via Nanose Bay as far as Cameron Lake is virtually straight, while a maximum gradient of 1-1-2 per cent. has been secured for the entire distance from Victoria, save for one half mile pull, or thereabouts, when Cameron Lake is left behind by trains as they speed on to the very last west. There is, too, but one curve worthy of the name on the entire line, and bridges, trestles and roadbed represent the superlative of safe solidity. Messrs. Janse and McDonnell, contractors for the final Pacific section, delivered to the company an admirable grade, and under Mr. Bainbridge the company's own forces have in the surfacing and track-laying produced a railway fit at the outset to carry transcontinental traffic. Of course, in process of time the heavy fills will be multiplied, and many of the substantial trestles filled up. There are no fewer



New E. & N. Station at Port Alberni, taken from the main track.

ocean port is an extremely safe one for all classes of vessels.

Here is a quotation from the Admiralty sailing directions.

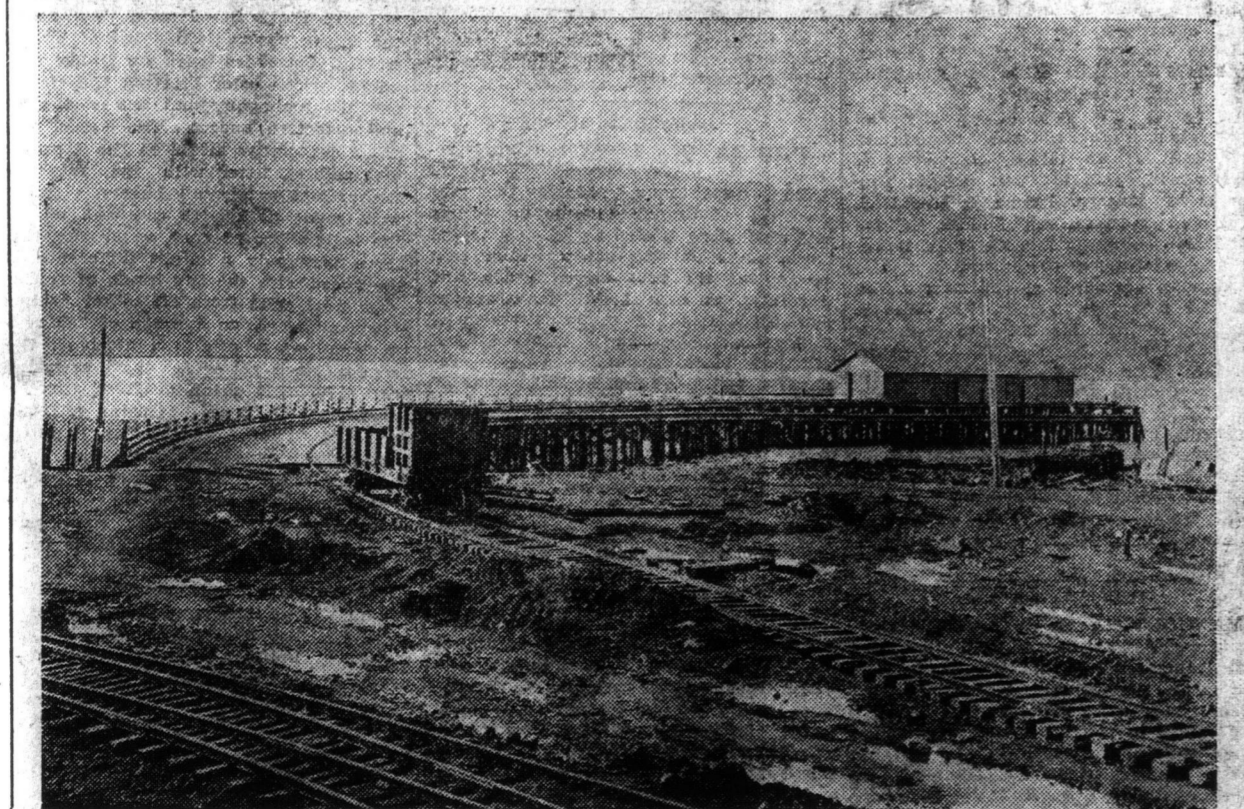
"Alberni Canal runs in a northerly direction for 22 miles, with a breadth varying from two cables to one mile, and terminates in a fine spacious anchorage at its head. The shores on either side are rocky and rugged, rising abruptly from the sea to mountains,

a large share not only of the island's trade but of that from Vancouver and other Pacific coast ports. In the scheme of railroad building by the Canadian Northern the city at the head of the Alberni Canal will undoubtedly be a divisional point and distributing centre for the traffic that must eventually develop as new towns spring up along the west coast. With the resources which it possesses and

Heavy cave-ins have lately occurred at the Middlesboro mines, no fewer than eight miners sustaining injury.

A little lad of Vancouver named Deuschew is at the point of death at St. Paul's hospital, Vancouver, having been accidentally shot by his father "in mistake for a pheasant."

A. T. Garland, F. E. Archer and Mayor Selous are rival candidates for the chief magistracy at Nelson.



The trackage leading to the wharf at Port Alberni.

of whom no fewer than 76 were ticketed through from Victoria and major intermediate points. Mr. Bosworth's guests included Capt. Birchall, of Montreal; Mr. A. C. Plummer, of Victoria; Mr. Ernest McGaffey, secretary of the Vancouver Island Development League, and Mr. William Norris, representing the Nanaimo board of trade. The other members of the official party were Supt. Beasley and Assistant Superintendent Goodfellow, of the E. & N. division, and Divisional Engineer Bainbridge, the latter of whom has just completed a section of railway some 57

miles in length, through from Wellington, an enduring monument to his professional ability. Conductor Fletcher and Driver Austin had the honor of commanding the first Canadian train through to the Western coast.

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