

the exception of about 30 miles of open ocean just north of Vancouver Island, the entire route is landlocked or sheltered, and presents a panorama of mountain and island scenery excelled in beauty and impressiveness by that of no other waterway in the world.

Prince Rupert has a population of about 5,000. The city is a new one, having been created by the fact that the Grand Trunk terminates at the harbor here, which is one of the finest on the Pacific, being amply large enough for a great volume of shipping, and nearly landlocked, with deep water and no shoals nor strong tidal currents. The climate is much like that of other Pacific Coast cities, with considerable rainfall but little snow, and a temperature ranging from 10 to 80 degrees above zero. The latitude is the same as that of London.

The city is on the shortest trade route around the world. It is a day and a half nearer the Orient than any other North American port, and nearly two days nearer Alaska and the Yukon than the next nearest port. The expectation is that Prince Rupert will be the shipping point not alone for the products of the immense territory which constitutes its back territory, but also for great quantities of grain en route from the northern prairies to Japan and China. Big elevators will be built for the handling of wheat at this port. The largest floating drydock on the Pacific Coast, costing over \$2,000,000, is located at Prince Rupert.

The making this spring of a free port of Prince Rupert, by which act the fishermen are enabled to sell their catches in Prince Rupert for shipment in bond over the Grand Trunk to the great markets of the United States, has materially stimulated the fishing industry in these waters. The month immediately following the passage of this act saw the output increased by \$80,000.

Before describing the country which the Grand Trunk Pacific traverses to the east of Prince Rupert, it is desirable to say a few words concerning the Queen Charlotte Islands, across about 40 miles of water to the west. The Queen Charlotte group, of which Graham Island is the chief member, offers numerous large areas of natural meadow and mixed farming lands. The country is comparatively level, and, because of the absence of high mountains, the climate is much dryer than on the mainland.

The soil is a rich vegetable and leaf mould, with a subsoil of clay. This, combined with the mild climate and long hours of sunshine in summer, due to the high latitude, induces rapid growth and early ripening. The remarkable luxuriant pea-vine and other wild grasses indicate on Graham Island a particularly fine country for mixed farming, dairying and cattle ranching. In the Queen Charlotte group much coal and oil land has been staked, and these resources are now being developed.

Three trains a week leave Prince Rupert for the east. The route is first along the Skeena River, fed by melting glaciers, and one of the largest streams in British Columbia. The mountain scenery here is highly impressive. There are no large agricultural areas in this section, but numerous stretches of bench lands offer excellent opportunities for the growing of apples, berries, vegetables and dairy products, with the Prince Rupert market within easy reach.

From the Skeena River section the railway passes into the Bulkley Valley, famous for its agricultural promise. Throughout a belt between 15 and 20 miles wide, reaching for a distance of about 80 miles, the country is level and open, with only a little light timber, and a soil of great depth and fertility. The climate is like that of northern New York State. For the growing of cereals, vegetables and hardy fruits, for mixed farming and dairying, this region has been very highly commended by government authorities and farming experts, and the agricultural beginnings which have been made here indicate that it will become a section of notable production.

The railway extends to the east from the Bulkley Valley into the country of the Fraser and other lakes and then into the Nechako Valley. The climate is still comparatively mild and the soil unusually fertile, with much open meadow land. There is somewhat more timber here than in the Bulkley Valley, though the lightness of the growths makes clearing easy. The agricultural areas are not as extensive as farther west, but are ample for many farming communities. The conditions are exceptionally good for vegetables and small fruits, with the slopes on the sides of the hills supplying pasturage so abundant as to make this a remarkably fine stock raising and dairying country. Horses and cattle graze in the open all winter.

The valleys become narrower and the country more heavily wooded towards the east, although there are bench lands eminently well adapted to mixed farming. After Prince George and the Fraser River are reached on the eastward journey, the great natural resources to the west are forgotten for the time in the contemplation of the scenic wonders of the Canadian Rockies, which are as striking here as in the southern sections of British Columbia. Mount Robson Park, set aside as a forest reserve by the Provincial Government, and which has as its central feature Mount Robson, 13,700 feet in height, is no less marvelous scenically than the Alpine wonderlands, and most of this section is an untracked wilderness where grizzlies, mountain sheep and other creatures of the forests roam as undisturbed by man as before the continent was discovered by Columbus. Despite the height and ruggedness of the mountains here, the Yellowhead or "Tete Jaune" Pass has the easiest grade of any across the Rockies, and through this to the Canadian prairies the Grand Trunk train speeds from a virgin land which waits with beauty and opportunities for coming millions.

## On the Pacific Great Eastern to the North

**From Vancouver to Squamish by Steamer, Thence by Railway to the Old Mining Town of Lillooet—Districts North of Lillooet Through the Cariboo to Fort George.**

Railroads serving British Columbia are all east and west roads, with the exception of the Pacific Great Eastern. The Canadian Pacific enters the Province west of Calgary, going through the middle southern section of B. C. to Ashcroft, then sweeps south to Chilliwack, then west again through the delta formation of the Fraser to Vancouver on Burrard Inlet- and tide-water.

The Boundary section is served by the new Kettle Valley, just completed, a subsidiary of the Canadian Pacific, and commences at Penticton, keeping close to the International Boundary to Hope, where it connects with the Canadian Pacific to Vancouver.

The Canadian Northern Pacific enters the Province west of Edmonton and then follows the Fraser River to the North Thompson River to Kamloops, thence west and south along the Canadian Pacific to Port Mann, its present terminus opposite New Westminster. This road is still in process of construction.

The Grand Trunk Pacific enters the Province also at Yellowhead Pass, thence follows the Fraser River to Fort George, thence west to the Coast at Prince Rupert, thus serving the entire central section of the Province.

But the Pacific Great Eastern Railway is the north and south railway of the Province. This railway is projected to enter Vancouver by bridge across Burrard Inlet from North Vancouver, thence follows along the shore to Point Atkinson, where it leaves the Gulf of Georgia to Howe Sound, following the west bank through the famous Britannia Mine