

# PRINCE RUPERT

## TERMINAL OF GRAND TRUNK PACIFIC

[The Colonist's Special Correspondence.]



WHEN, in April, 1886, the present City of Vancouver was incorporated and two months afterwards reduced to ashes, the fire being fanned by boisterous gales—who but the Western optimist would have dared to prophesy the construction of another transcontinental railway 500 miles north of the just completed Canadian Pacific? More particularly as that great enterprise had, two years before (1883-4) been forced to apply to the Dominion Government for a loan of \$30,000,000 to save it and those who believed in it, from bankruptcy. Every farthing of that debt was repaid, despite the lamentations of those whose proclivities prompted an expression of belief that the result would be other than advantageous to the Dominion. To-day, the City of Victoria with its ideal surroundings—

"Where the low, westerling day, with gold and green  
Purple and amber, softly blended, fills  
The wooded vales and melts among the hills."

—with a population approximating 35,000, with rapidly developing commerce, the key as well to the Orient as to an island containing immense timber, agricultural and mineral wealth, has scarce passed the threshold of what is to be. Today the City of Vancouver, with its marvelous commercial interests, solid buildings, a fine harbor, and a population closely approximating 85,000, stands another monument commemorative of statesmanlike foresight and unremitting human energy. But, said "Genius is Patient," but western hope and confidence, reversed the maxim and proved that Genius is action. Patience did not build miles of pavement, blocks of buildings, great harbors, electric tramways, amusement grounds and extensive parks. The western man knew that trails through the forest demanded industry; that mills were required to supply timber; mines must be opened, if the wealth beneath the surface was to be utilized; great smelters were necessary for the treatment of ore, and above all, capital had to be procured for laying deep and strong the foundation of the superstructure. And he "went for it there and then."

Today, British Columbia can, with pride, take her place beside any province in the Dominion, and in proportion to population claim to possess more wealth, more potential resources than any of her sister states. Her people realized that not the blindness of fortune, but the blindness of man would be responsible for any failure. They toiled, they hoped, and thousands are reaping a harvest, the seeds of which were industriously sown. Today they can proudly boast that, with a white population not exceeding 250,000, in one year (1907), the mineral, lumber, fisheries, fruit and farm industries yielded over \$53,000,000, that the provincial revenue of a decade ago has increased from \$800,000 to \$4,500,000, and throughout an area of nearly 400,000 square miles, rich agricultural and great grazing lands, modern creameries, fine wheat fields, and all the requisites for mixed farming, poultry raising, and dairying, are rapidly materializing; while her coal areas are estimated to yield at least 8,000,000 tons of coal per annum for thousands of years; iron ore inexhaustible in quantity and lumber sufficient to supply the demand for centuries to come. The prospector, engineer, cruiser, miner, capitalist, farmer, merchant, journalist and railway builder did this. In the hour of their triumph, the hearts of all good citizens go out to them in a true spirit of sympathy and appreciation.

Hence the historic visit of members of the Provincial Government, as well as officials of the Grand Trunk Pacific, and their assistants, to the new townsite of Prince Rupert, naturally awakened much interest, not only from a local, but Dominion standpoint, while the S.S. Camosun, utilized for the occasion, revived reminiscences of Camosun, now the beautiful city of Victoria.

For some months, Grand Trunk Pacific officials have been preparing a plan of the new City of Prince Rupert, as well as having 2,000 acres cleared. As is known, the Province is entitled to one-fourth of the lands covering the townsite, as well as an interest in the waterfront. Messrs. Carter-Cotton and Fulton, representing the Provincial Government, Messrs. Tate and Bacon, the Grand Trunk Pacific, and Mr. J. F. Ritchie being commissioned to inspect the survey both on land and water. Mr.



From the Left:—F. M. Baird, District Engineer, G.T.P.; Hon. F. J. Fulton, Chief Com. Lands and Works; Hon. F. Carter-Cotton, Pres't of Council; D'Arcy Tate, Assist. Solicitor, G.T.P.; J. H. Pillsbury, Assist. Harbor Eng., G.T.P.; J. H. Bacon, Harbor Eng., G.T.P.; Fred Ritchie, D.L.S.; Mr. McNichol, Purchasing Agt., G.T.P.

Harold Fleming, photographic artist, also accompanied the party. Upon arriving at Prince Rupert, the local engineer and the visiting officials were photographed, and the picture is reproduced in the accompanying illustrations. Reading from left to right the group comprises: 1. Mr. Baird; 2. Hon. Mr. Fulton; 3. Hon. Mr. Carter-Cotton; 4. Mr. D'Arcy Tate; 5. Mr. J. H. Pillsbury; 6. Mr. J. H. Bacon; 7. Mr. J. F. Ritchie; 8. Mr. J. H. McNichol.

Mr. Baird is the divisional engineer for the mountain division of the Grand Trunk Pacific railway, under Mr. Von Arstol. He has made lengthy explorations throughout one portion of the Province, thereby finding easy gradients and saving the company a great deal of money.

The Hon. F. J. Fulton, M.P.P., is a leading barrister of Kamloops and Minister of Lands & Works in the Hon. Richard McBride's administration. He was born in England, called to the bar there, and many years ago came to Canada. His first visit west was to the then rapidly growing town of Vancouver; thence he went to Kamloops, and after passing the requisite examination, settled there permanently. Mr. Fulton is popular, and admittedly a painstaking and industrious departmental head.

The Hon. F. Carter-Cotton, M.P.P. for Richmond, is President of the Provincial Executive Council, Controller of the Vancouver Daily News-Advertiser and President of the Union S.S. Company. He formerly represented the City of Vancouver in the Legislature, but has been member for Richmond during the past four or five years. Mr. Carter-Cotton is one of the best informed journalists in Canada.

Mr. D'Arcy Tate, born in Belfast, Ireland, 1866, is well known throughout the Dominion. After being educated at Queen's College, Ireland, he came to Canada, was articled to Messrs. Bain & Laidlaw of Toronto, and called to the Bar in 1893, being awarded the medal of his year. When the Toronto, Hamilton and Buffalo Railway was merged into the Vanderbilt system, over which the Canadian Pacific had running rights from Toronto to Buffalo, he acted as counsel for the C.P.R. He joined the Grand Trunk Pacific immediately after its incorporation. Mr. Tate's legal

### FIRST PHOTOGRAPH TAKEN OF PIONEER ENGINEERS AND ASSISTANTS



PRINCE RUPERT

reputation is high as a specialist in railway law.

Mr. J. H. Pillsbury is assistant to Mr. J. H. Bacon. He landed from the "Tees" at the Indian village of Metlakatla in 1906, in charge of a party of engineers and 60 tons of freight, his assistant engineers being W. A. Casey and A. E. Hill. Here he was joined by Mr. A. R. Barrow, a surveyor, the latter having been some time in the country, owning the steamer "Constance," under Captain Robinson. The boat and Mr. Barrow, too—subsequently were connected with the local business of the Grand Trunk Pacific.

Mr. J. H. Bacon, in charge of all the harbor terminals of the Grand Trunk Pacific (Port Arthur, Fort William and Prince Rupert) has been engaged by the Company since active work began. He has had a thorough training, is quick, practical and well informed. Had he not been, his experience at Prince Rupert should prove a reasonable education, for naturally, many complex problems had to be solved, and apparently he succeeded in accomplishing this, notwithstanding exceptional difficulties of a local nature. The position can

scarcely be termed a bed of roses; be that as it may, those who have no axes to grind, speak highly of his business qualifications.

Mr. J. F. Ritchie, D.L.S., etc., is an old westerner, whose early work was on the Dominion Government surveys in the Northwest, 1882. He was born in Aylmer, Province of Quebec, and has had long practical experience in the capacity of surveyor in British Columbia, since 1891, throughout the Kootenay country. His commission at present is to act for the Provincial Government in the survey of the quarter interest owned by the Province in Prince Rupert townsite.

Mr. Geo. A. McNichol, general purchasing agent of the Grand Trunk Pacific, has had thorough training in railway business, having been an official in the Grand Trunk since 1889, at Montreal, where he was born, finally becoming private secretary to Mr. Morse, the vice-president and general manager of the Grand Trunk Pacific. Mr. Morse had been superintendent of motive power on the Grand Trunk, was afterwards third vice-president of the Grand Trunk Pacific, and subsequently was appointed to his present responsible posi-

tion. In April, 1907, Mr. McNichol went to Vancouver as general purchasing agent, and still discharges the duties of that office.

The Camosun, having left Victoria the previous evening, steamed out of Vancouver harbor on Thursday night, the 25th of June, the route being across the Straits of Georgia, along the west side of Texada Island, with Comox just discernible in the distance; then along the east side of Vancouver Island, passing Valdez Island, into Altr Bay; thence into Queen Charlotte Sound; thence a little east and north, past King Island; thence west and north to Port Essington, arriving at Prince Rupert at 4 a.m. on Sunday. En route the scenery attracted universal attention, islands covered with luxuriant foliage; vast mountain ranges presenting seemingly inexhaustible wealth of cedar, spruce and hemlock; pretty little Indian villages with their totem-poles and fishing-boats; in short, a panorama of British Columbia's material resources. The steamer put into Altr Bay, next to the Swanson Bay wharf, where very fine pulp works and timber mills, under Mr. A. H. McKinnon of Vancouver, will soon be fully equipped and in operation—thence to Claxtons, and Port Essington, where, despite rain and darkness, Doctor Wilson, Mr. Kirby, and two score of old and young residents turned out to shake hands with the visiting ministers. At the Wallace Bros. cannery, Mr. McNichol, manager for the Wallace Bros., was most attentive, as also Mr. Wallace, whose firm has a plant fully up to date, shipping the product of their enterprise all over the world, in various forms necessary for preservation. The little hamlet can boast of one of the best Indian bands in the province; the members of this organization a short time ago paid \$1,000 for a set of instruments.

At Hartley Bay Mr. C. Clifford, formerly member for Cassiar in the legislature, came aboard. He rowed and canoed from Clifford's wharf, Kitimat, by way of Douglas Channel, a distance of 45 miles. Mr. Clifford is an enthusiastic believer in the future of Northern British Columbia. He describes the Kitimat country as very rich in spruce and cedar, no summer frosts, climate bracing, rainfall very moderate. Douglas Channel is three to four miles wide, with great depth of water, with water power sufficient to operate an electric train between Kitimat proper and Hazelton; plenty of hunting, including bear and small game of all kinds. He estimates that there are 500 miles of cultivable land between salt water at Kitimat and "Big Canyon" (Kitselas). There are now about 50 settlers in the district.

The Kitimat Valley comprises about 25 miles, and is continued in the Skeena district. It would seem, then, that this portion of the country will be a valuable feeder to the Grand Trunk Pacific main line, when the roads from Kitimat to the Canyon and from there to Prince Rupert are in operation. It is stated that Kitimat will soon become a townsite called Cassiar.

At Hartley Bay the story was still being told of the prowess of several Victoria sportsmen, including Messrs. H. Pooley and O'Reilly and party, who some weeks ago arrived from Gardiner's with fifteen fine bear skins, one a grizzly measuring ten feet.

The writer should also mention Malcolm's Island, which could be seen in the distance. It is said to be the only island free from rock over its principal area; where rock exists on the north end a lighthouse has been erected. It was on this property that the experiment of Socialism was tried by a population of 140 Finlanders. Somehow or other the graving failed to work and Socialism came to grief. A Government grant of land had been given, stores, carpenter shops, mills, foundry, tannery were erected, \$140,000 being subscribed towards the scheme by friends throughout Europe and the States. All went merry as a marriage bell while the funds lasted, and interest could be paid upon mortgages. Then a question as to "wages" arose; certain toilers at the lighthouse were being paid \$2.00 per diem, and local greed sapped the foundation of harmony in the community. There were quarrels and bickerings and final collapse, be-

cause, irrespective of ren with Mormon the Socialistic plat the side. This community owed foreclosed, building energetic took the as a whole, the pla cialistic Finland Co for ever.

Three hours after moored to her dock was impressive, as tie's' news stand purchasers of eas papers, just arrived wheeling barrows, adorned with leat talismanic, announ Transfer Company, pany." "Knox Ho were in clover. C are no official high main thoroughfare tramcar is operat power being draw

An accompany cable and Empire utilized for bagga though primitive, On this section have been erecte Supply Company, Hardware compan



agement of Mr. Vancouver. The haps the most ming, while the Gra Annex are almost The other hotels "Dominion," "C merchandise, gro quite an active to Patterson, J. A. Swanson Bay Lu Company. An in hotel erected by the institution has proprietors are v a great deal of Prince Rupert. Scotia, the latter

The Governme gold commissione der a tent, peace and supervised by long experience in comprises two al speaks well for ness and rowdys fessional gamblin are in every way licenses being iss Within a short ti offices are to be son, the gold co magistrate, will Rupert.

And what of What of its prese a magnificent has looking warehouse Rupert bids fair community. The commodate the and the United naval squadron, stood out in bold annihilate any u a fine craft, and Messrs. Bullen at water front, the ed was taken, an ledge of the situ criptions. One if work has been that eight or nine the area almost triumph over na remembered, too,