

PRINCE PEPPER

PIONEERS' ASSOCIATION



FC 3849
P72
P77
fol.



LOVE OF COUNTRY.

BREATHES there a man with soul so dead,
Who never to himself has said,
"This is my own, my native land?"
Whose heart has ne'er within him burned,
As home his footsteps he has turned
From wandering on a foreign strand?
If such there be go mark him well:
For him no minstrel raptures swell:
High though his titles, proud his name,
Boundless his wealth as wish can claim,
The wretch concentr'd all in self,
Living, shall forfeit fair renown,
And doubly dying shall go down
To the vile dust from whence he sprung,
Unwept, unhonored, and unsung.

SIR WALTER SCOTT.



THIS SOUVENIR
is dedicated
By the Prince Rupert Pioneers
to the Memory of

CHARLES MELVILLE HAYS

whose far-seeing genius selected this Port
as the Terminus of the Greatest
Transcontinental Railway
of the World.

PRINCE ROBERT
PIONEERS' ASSOCIATION

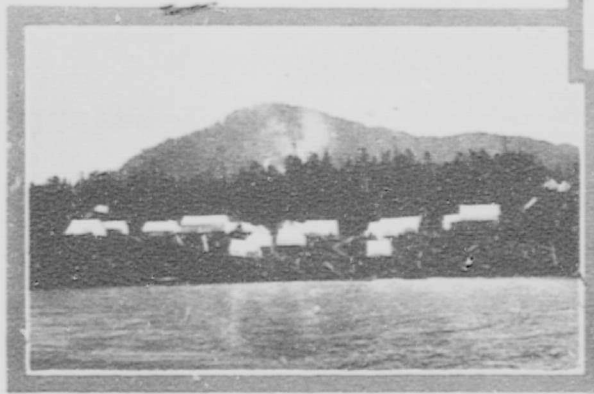


CHARTER SOUVENIR

NINETEEN HUNDRED AND FOURTEEN

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The very beginnings of Prince Rupert



The Prince Rupert Association of Pioneers.



RECORD of the first staggering infant steps, in the beginnings of a world port as famous as Prince Rupert is bound to become, is of interest today to those who assisted in its early development; in time to come it will be of surpassing interest to the world at large and the names of those connected with its early history deservedly revered. This is the purpose of this booklet.

In times past hamlets have grown to villages, villages to towns, towns to great cities. But this has taken several generations and the early records of their progressive growth are in most cases buried and as difficult to trace as the ancient landmarks of the town the modern metropolis has obliterated. The pioneers of Prince Rupert are writing, for all time to come, in this souvenir the first page in the history of the great world port of Prince Rupert, with actual photographs of those early times as convincing corroborative evidence of the veracity of the written word.

In every large community there is an historical society or an exclusive First Families set, or something of that sort, but these started probably in the third or fourth generation after the community was settled and in honor of their forbears and themselves. Prince Rupert is going to be a distinguished place on the map in one generation, and in that one generation those connected with its early days are going to be as proud of it as those boasting

of remote connections with the First Families of Old Virginia. Prince Rupert is making history so rapidly that it is necessary to start her archives now.

For this the Pioneers' Association was formed and this is its first contribution to local history. Who's who among these pioneers will be found in other pages, but the forming of the association itself will be an important point in future history, and their names are therefore worthy of record. It was on July 1st of this year that the Pioneers' Association was organized with the following elected as its first officers:—President, David H. Hays (brother of the late great railway genius who visited this port and gave it its name); Vice-President, William Manson, M.P.P.; Secretary-Treasurer, Arthur Cuthbert; Directors, Alderman D. W. Morrissey, Alderman John Dybhavn and Alfred J. Galland; Membership Committee, F. W. Hart, W. R. Morrison and A. Cuthbert.

The membership has been extended to those who became residents of the townsite prior to May 1909 and the enrollment has been quite as large as was expected. The roll is somewhat cosmopolitan, as must necessarily be the case. It is of those who have shared with each other adversity and prosperity, irrespective of station or calling in life and apart from any race, religious or political leaning. Its membership is an assurance that it will always be kept so, and its sphere of usefulness is as broad and comprehensive as are the proud ambitions of its founders and members.

Early History and Growth---City of Prince Rupert.

Authentic Story of City's Development from Primeval Forest of Yesterday to Commercial Centre of Today. Colossal Railway Terminal, Spacious Harbor, Bountiful Hinterland and Commanding Location make Prince Rupert the acknowledged Capital of the North.

IN the western half of this New World there is scarcely a city that does not hold one or more citizens who can boast of having seen the place grow from a village to what it is today, but here, at the western end of the Grand Trunk Pacific Railway, we have the rare opportunity of looking forward and fashioning in our mind's eye a city sure to be,

Prince Rupert is situated midway between the fifty-fourth and fifty-fifth parallel, 550 miles north of Vancouver and forty miles south of the Alaskan boundary. It is in the same latitude as London, and has a climate whose mean temperature is about the same as that of the metropolis of the British Isles.

The land-locked, spacious harbor made this the undisputable point for a big terminal in keeping with the high standard which is the great feature of Canada's new transcontinental railroad. Why was this magnificent harbor unknown before this time? It was generally believed that a ledge of rocks extended across the narrows at the entrance to the harbor which prohibited vessels of large draught. The C. P. R. S.S. Company's veteran skipper on the Northern Coast on the occasion of the visit of the G. T. P. official party in 1904 exclaimed in steaming up the narrows: "Just think of it, I have passed this entrance hundreds of times and never knew there was such a beautiful harbor here."

The lands comprising the townsite, excepting a small Indian Reserve, were acquired by the Railway Company from the provincial Government.

John Knox, a lone prospector, secured a fooling on the townside by locating a mineral claim. The location afterwards became the settlement of "Knoxville" on which "squatted" the pioneers who disregarded the warnings of the railroad officials not to come to Prince Rupert until the lots were sold.

Baconsville, Knoxville and Vickersville represented the divisions and camps of the earlier residents of this now great and

growing city. Baconsville, which took its name from James H. Bacon, Harbor Engineer for the G. T. P. Railway Company, included the railroad staffs and followers. Knoxville sheltered the independent pioneers and Vickersville took its name from the first provincial constable stationed here, the popular and kind-hearted "Billy" Vickers. Baconsville and Knoxville have been totally obliterated from their former appearances and both these settlements have been levelled down, making a wide expanse of yards and quarters for the terminal and station. Vickersville has also been graded down and is included in the extensive area comprising the G. T. P. Drydock and Ship Repair Plant which is now the pride of the Coast and almost completed.

The pioneers commenced the forbidding task of city building on this rock-girt island with optimism and determination, and the accomplishments of today constitute a world's record. With Electric Light, Telephone, Water, Sewerage, and Permanent Roads in operation over the townsite the city is in a position today to accommodate Factories, Industries, and any manner of Commercial Enterprise and care for a population of 25,000.

From the earliest day the citizens of Prince Rupert have been the zealous guardians of their franchises and have by their own efforts reserved for the future population the right and voice to hold or dispose of their heritage. These struggles have been the cause of bringing into the limelight many of the rugged and invincible characters which tread so often the unhealed paths of frontier life on the great American Continent.

Some of the old-timers were virtually shipwrecks cast up on this rock-hewn coast. Without money and without means to move on to the next port they had of necessity to stay. It is often among such that noble deeds and great triumphs are found. Amongst the prominent citizens of today are men of this class. Forgetting what they had been in the face of the dire circumstances, they valiantly assumed the role of leader in whatsoever

manner they could be used, "Hewers of logs and drawers of water" as man was so ordained to do. Character and manhood was thus ripened to the glory and power of the coming generation who should build their homes here.

A call to a citizens' meeting was at these times responded to with much the same fervour as a "Call to arms." Everybody was there and to despatch business, plain language, briefness and sincerity only were respected.

In the selection of the name Prince Rupert, the new port of the Pacific enjoys the distinction of perpetuating the name and memory of the first governor of the Hudson's Bay Company, which is the pioneer trading company of the North American Continent, established in 1670.

The origin of the Port is due to the conception of the Grand Trunk Pacific Railway, Canada's Transcontinental Railroad.

The townsite was acquired from the Government by the railway company, which employed Messrs. Brett & Hall, of Boston, reputed to be the best architects on the American Continent, to lay out and plan the terminals and townsite. The plans approved of are so extensive that it will take several years yet for the present residents to comprehend the colossal nature

of the city and port that has been provided for.

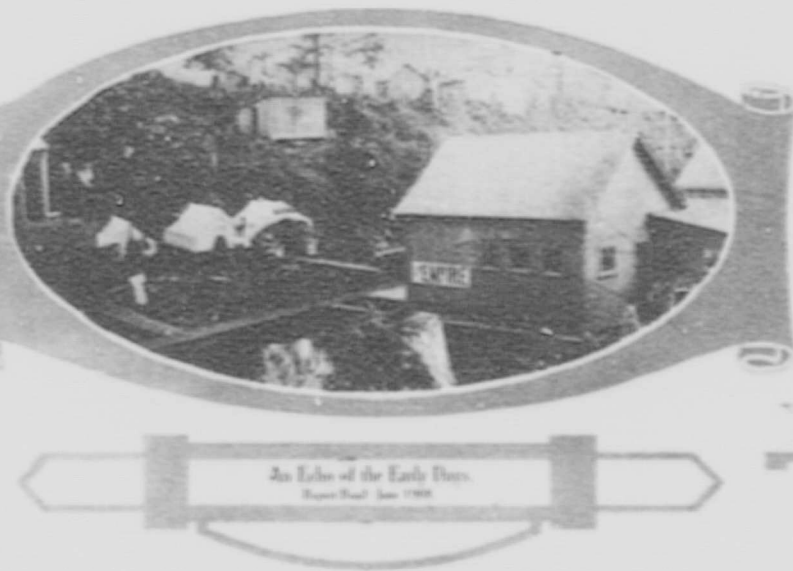
A survey party landed and commenced operations in 1906. Townsite clearing continued during 1907-08, when the pioneers of the future city began arriving from all parts.

The population prior to the sale of lots in 1909 is estimated at 800 souls, of which some 350 are still residents. Other than railroad work and general trading in the necessaries of life there was no employment and many hardships were borne by some of the early residents, many of whom were stranded and had not the means of leaving the place. Notwithstanding these early trials, it is the general rule that the old-timers who are still residing in the city have shared in the prosperity arising from the rapid growth of the town.

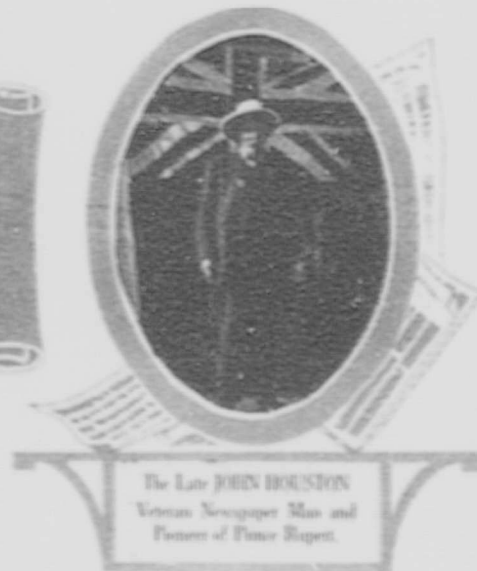
Prince Rupert's growth has nothing of the mysterious about it. The city had an unusually active body of citizens and the energetic spirit has accomplished the work in hand thoroughly and well, with the result that today Prince Rupert has a large number of beautiful homes, up-to-date wholesale and retail stores, three first-class schools, five banks, Government buildings, five churches and a number of societies and is still steadily on the path of greater and more substantial progress.



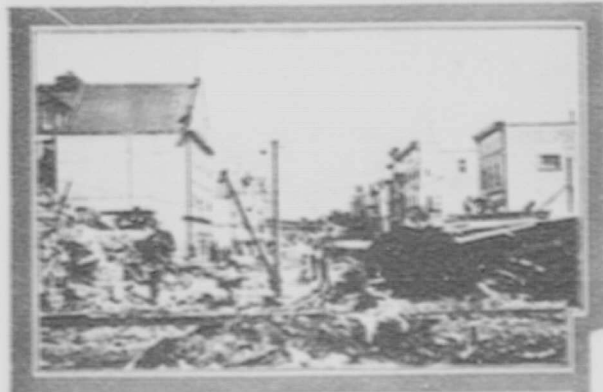
JOHN KNOX
Pioneer Prospector of Main Lands
and Father of "Knowsle"



An Echo of the Early Days.
August 1906.



The Late JOHN HOUSTON
Veteran Newspaper Man and
Father of Prince Rupert.



Scenes of the Construction Period showing the Herculean task accomplished in building the City

Where the West Begins.

OUT where the handclasp's a little stronger,
Out where a smile dwells a little longer,
That's where the West begins:
Out where the sun is a little brighter,
Where the snows that fall are a trifle whiter,
Where the bonds of home are a wee bit tighter,
That's where the West begins.

OUT where the skies are a trifle bluer,
Out where friendship's a little truer,
That's where the West begins:
Out where a fresher breeze is blowing,
Where there's laughter in every streamlet flowing,
Where there's more of reaping and less of sowing,
That's where the West begins.

OUT where the world is in the making,
Where fewer hearts with despair are aching,
That's where the West begins:
Where there's more of singing and less of sighing,
Where there's more of giving and less of buying,
And a man makes friends without half trying,
That's where the West begins.

MAYORS OF THE CITY OF PRINCE RUPERT SINCE INCORPORATION

T. Duffin Pahllo
1913



Alfred Stork
1910



William Manson
1911



Seville M. Newton
1912 and 1914



The Fishing Industry of the Canadian Northwest.

Prince Rupert's Vital Interest in this Great and Growing Industry.

THE fishing industry of Prince Rupert in 1908 consisted of the pioneers' catch of Rock Cod, Flounder, Bass and other varieties of the funny tribe snared on the hooks cast by the early trail blazers from the side of the wharf to secure a ration of fish. Today, steam trawlers are operating and a catch of upwards of 100,000 pounds of fish per boat is made and rapidly trans-shipped by rail and water to the Eastern markets.

The extensive seawashed shores of this portion of the Pacific Coast, the immense number of islands with numerous bays and fiords ensure safe and easily accessible harbors in stress of weather and other difficulties. The great abundance of fish and mammals, greater probably than anywhere else in the world, and a transcontinental railroad built with the lowest grade on the American continent, enabling fish cargoes to be shipped at the maximum of speed to the markets, all combine to secure for Prince Rupert the finest fishing port on the Pacific Coast, if not in the world.

The Grand Trunk Pacific Railway is prepared to take care of the trade and have 100 specially designed fish refrigerator cars ready to go into service. Built in anticipation of the rapid growth of the industry, is located at Prince Rupert one of the largest cold storage plants in North America, operated by the Canadian Fish and Cold Storage Company. It has a capacity of 7,000 tons and has made trial shipments over the new railway with satisfactory results. In conjunction the company operates a modern salmon cannery having an output of 50,000 cases. This company's payroll during the season numbers 600 people.

The salmon fishing up to the present year was the chief catch of this district. There are some twenty canneries or packing establishments tributary and this industry alone is a very valuable one, as represented by last season's catch on the Skeena River, which alone was worth over \$1,000,000.

Columbia River boats are used exclusively in the salmon fisheries, with crews of two to three in each boat. Five thousand such boats are engaged in this industry on the Skeena River and

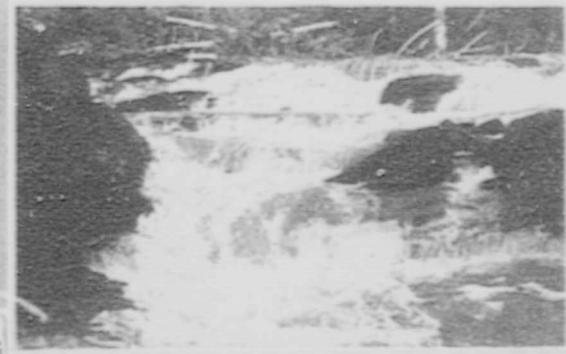
adjacent waters. Gill nets is the method used in catching salmon, traps being prohibited by law.

The deep sea fisheries are being rapidly developed; steam trawlers and power boats engaging in this industry. The steam trawlers fish by the "trawl-lining" method, and it has been found that the more northern fishing grounds are also favorable for this class of fishing boat. The power boats equipped with dories, used for setting and hauling the line, trawl the Hecates Straits, which are within twenty miles of Prince Rupert, with great success.

It has often been remarked by men extensively connected in the fish trade that the qualities of the Pacific fisheries differ completely from the Atlantic fish; for example, the Cod varieties, particularly the Black Cod, is so fine in texture and quality that there is nothing in the Atlantic waters to compare with it. The herring run in great abundance and large catches are taken and stored for baiting purposes. It is conceded that the herring is not a high grade of edible fish and it is questionable whether it will ever be placed on the market as a food. Nevertheless, it is of considerable value as a baiting product.

There are many kinds of fish in these waters bearing familiar names but so different in quality to the fish of the Atlantic Coast, as well as many new species of high commercial value, that the fishing industry of the Pacific Coast will need expert fish merchants in the development of the markets.

Practically nothing has yet been done to turn to account the quantities of smelts, odichans, trout, shrimps, mussels, clams, crabs and other coastal or inshore fisheries and a rich harvest awaits the investor. With every new venture in the fishing industry further proof is gleaned of the illimitable wealth of the fisheries tributary to Prince Rupert, the new terminal and port of the Pacific Coast, and it is with consummate pride and contentment that the pioneers of this city view the changing times and assured growth of an industry which will always be the backbone of the city.



Beauty Spots near Prince Rupert



Shooting the Big Cannon



The old and the new way—C.P. Bridge across the
Sawtooth River—Boat making last trip



Fast on the Sawtooth River



Hauling Mail before the Railroad was Built



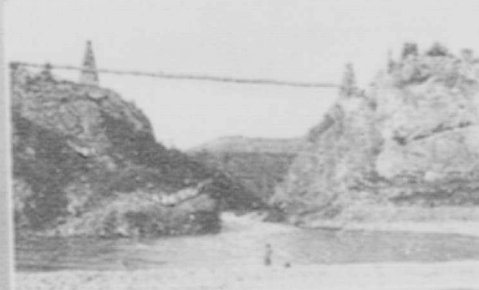
Beck DeBak Museum Near New Harbor



Packing Supplies from Harbor



Bridge built by Indians 5000 years ago across Bulky River
Near New Harbor



Bridge across Bulky River Near New Harbor
1200 ft long, 200 ft high, 30 ft wide

Prince Rupert's Bountiful Hinterland.

Behind Prince Rupert is the Wealth of an Empire.

THROUGH Central British Columbia the G. T. P. has opened up a virgin territory rich in natural resources. Here are to be had tens of thousands of acres of arable land suitable to the plow and for grazing purposes. There are vast areas of coal and timber land contiguous to the route, and the mountains abound in mineral wealth. Few indeed, even in our own Province, have the faintest conception of this great hinterland now at last ready for the farmer, the miner and the lumberman.

The presence of extensive agricultural lands together with other diversified resources will make this north country a self-supporting one to a remarkable degree. It will also mean a growing, high-priced home market for all that can be produced.

Along the Skeena, Kispox and Bulkley Rivers, with their tributaries, are thousands of fertile acres which have been waiting only for transportation and men to till them to produce crops as prolific as can be produced in any north temperate climate. The great length of the days in mid-summer—from twenty to twenty-one hours—and frequent, sufficient rain with abundant sunshine in the growing months, means safe, quick and early maturing of crops of excellent quality.

In the Bulkley Valley the country is generally open, and is a continuous belt of extremely fertile land some fifteen to twenty miles wide. At several points in the valley ranches have been in operation for a number of years with marked success. P. Burns & Co., Ltd., the big Canadian cattle firm, has fattened cattle in this district for years. The firm owns land in Alberta and other proven cattle districts and its choice of this section, heretofore so far away from transportation, augurs well for the great cattle industry here.

On the Skeena and Kispox, are large areas suited to dairying, fruit growing and all the various branches of mixed farming.

The Kitsumkalum and Copper River Valleys, a short distance east of Prince Rupert, have already demonstrated their ability to grow the finest apples, strawberries, tomatoes, celery, etc.

A ready, high-priced market has always been found and now with the completion of the G. T. P. and the growth of new towns and villages, which are springing up all along the line as well as mining and logging camps, the market will grow faster than the production of food products.

Brief mention can only be made of another industry that will play an important part in the future of Prince Rupert, and that is mining. The vast area tributary to the line of the G. T. P. Railway, together with the adjacent islands, comprises more than one-half of the total area of British Columbia and includes the mining divisions of Queen Charlotte Islands, Portland Canal, Skeena, Bella Coola, Omineca, Alton, Liard and Peace River. These mining divisions are said to contain every known commercial ore, with the exception of tin and quicksilver, and the prospecting and development so far undertaken has demonstrated that Northern British Columbia is at least as rich in mineral resources as that of the southern half of the province. It needs but a glance at the map of the Province showing these mining divisions to bring home the realization that with the new artery of steel leading into Prince Rupert and its water transportation facilities from the adjacent islands, mainland and Alaska, the position she occupies will be unique, when the time comes for the erection of smelting plants. At Anyox, on Observatory Inlet, about ninety miles distance, has already been built one of the most modern smelters in Canada, for the treatment of the ores of the Granby Consolidated Mining, Smelting & Power Company's properties. This company has proven ore bodies to the extent of over 15,000,000 tons, carrying 2.2 per cent copper, with additional gold and silver values. The big plant has three furnaces treating an aggregate of 2000 tons of ore per day, and its converters turn out a matte running 99 per cent pure copper. At the head of Portland Canal, a little over four miles from Stewart, the Portland Canal Tunnels, Ltd., is driving a low-level tunnel, which is now in over 3,600 feet and has crossed at depth the Glacier Creek vein series with a width of sixty feet

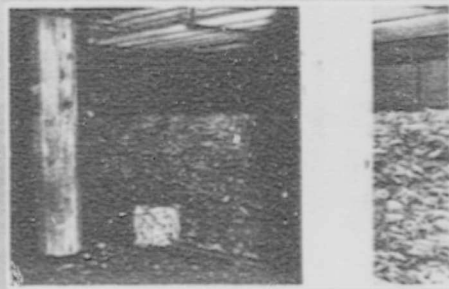
which traverse the properties owned by the Portland Canal Mining Co., the Glacier Creek Mining Co., and the Stewart Mining & Development Co. At Hazelton and Skeena Crossings, other large mining operations are being carried forward successfully and in the former camp the Silver Standard Mining Co. has sent to the smelter over 1,000 tons of galena ore worth \$100,000 in silver, lead and gold. The Rocher de Boule group, ten miles from Skeena Crossing, operated by the Montana Continental Development Co., is being opened up to a point where shipments will shortly be made to Prince Rupert of some of the richest chalcopyrite ore found in that camp. In close proximity to the

railway and within 200 miles of Prince Rupert, bituminous coal fields exist at Kilssegulka, near Skeena Crossing; at Copper River, at Seaton and at Telkwa and farther afield are the great anthracite deposits of the Groundhog.

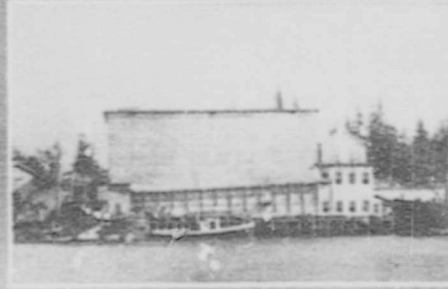
Capital is now entering these different fields of enterprise made possible by the new road; and an extraordinary interest through the continent is being manifested in Prince Rupert, the new Canadian seaport on the Pacific which with the driving of the final spikes comes into her own as the Western Terminus of the only All-Canadian Transcontinental Railway.



Halibut and Salmon



Herring in Cold Storage



Cold Storage Plant



FARM SCENES IN PRINCE RUPERT'S HINTERLAND



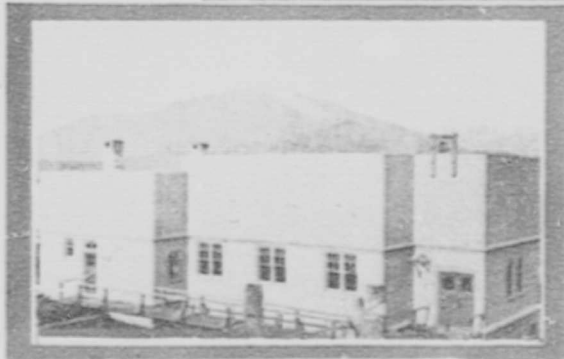
Methodist Church



Group of First Churches



Roman Catholic Church



Anglican Church



First School Children—April, 1908



Baptist Church



Public School



First School and Part of Knoxville



Borden Street School

Canada's National Transcontinental Railway.

The Only All Canadian Route. Prince Rupert, the Strategic Terminal City.

IT was by Act of Parliament, 1903, that the Grand Trunk Pacific Railway Company came into being under agreements with the Canadian Government for the building and operation of a line of railway across the Dominion of an estimated mileage of main line of 3,600 miles and several branch lines of considerable length and importance. The work has been steadily pursued from its inception and today Canada has within its own borders a railway that in magnitude of undertaking, in character and thoroughness of construction and in easy gradients surpasses anything yet attempted on the continent.

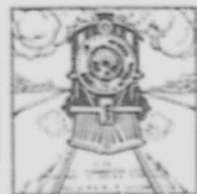
Coincident with the selection of the route through the Rocky Mountains, where only one low summit had to be crossed, was the location of the Pacific terminus at Prince Rupert. Here the company's engineers after months of exploration along the Coast decided was a harbor that met all requirements for an ocean shipping port and railway terminal, and in September, 1904, the late Charles Melville Hays, then President of the Company, visited the site and confirmed the selection. Prince Rupert boasts of possessing one of the finest natural ports along the entire Pacific Coast line, easy of entrance and admirably sheltered, with ample space and depth for all shipping.

The final scene of Canada's great national railway drama which for over a decade had held the boards of a continent was set in the fertile valley of the Nechaco River, Central British Columbia. At a point known as Mile 374.1 east of Prince Rupert there was joined together on April 9, 1914, two thin bands of steel that had been stretched across the Dominion, connecting

the Atlantic and the Pacific Ocean, wholly within Canadian territory. With the early completion of ballasting the last act of the construction period—the driving of the connecting spike— took place, and Canada's National Transcontinental Railway, the Grand Trunk Pacific, was laid complete.

The Grand Trunk Pacific Railway is the longest transcontinental line in America and has been built in first-class, modern way from start to finish. The line from one end to the other has cost more than any other pioneer transcontinental ever built. It has the easiest grade and the shortest line of all. As an illustration of the advantage in distance which will be realized via the G. T. P. route, it is estimated that a traveler from China, Japan or Alaska may board a passenger train on the G. T. P. at Prince Rupert and be in Winnipeg within a few hours of the time the steamer from which he disembarked could reach Vancouver. The distance from Liverpool, England, to Yokohama, Japan, via this new route, will be 10,031 miles, as against 10,829 miles via New York and San Francisco. Moreover, ships sailing from Prince Rupert pass with a few strokes from the landlocked harbor to the high seas and begin their journey across the Pacific 500 miles nearer the ports of Asia than a ship would be sailing at the same time from any other Pacific terminal port.

It therefore follows that the western terminal of this great highway, surpassing as it does, anything ever attempted in the way of railroad construction, must be reckoned with. Prince Rupert is the strategic point in this vast undertaking and it may safely be styled the CANADIAN CITY OF CERTAINTIES.





Fort Sewall



First Hotel — June 8, 1866



Prince Rupert's First Hotel



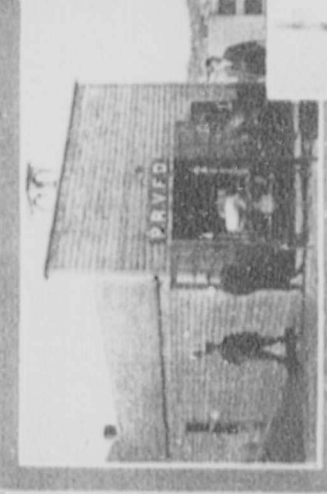
First Tent Erected — May, 1866



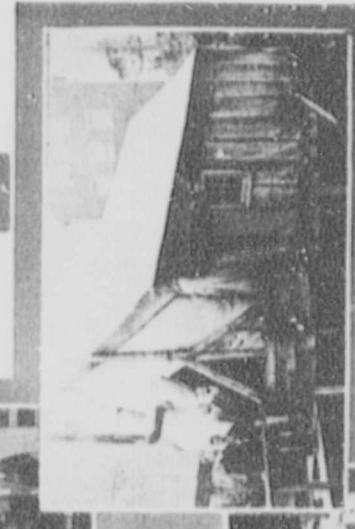
First Post Office



First Permanent Customs House



First Fire Department



First Permanent Police Office



Prince Rupert's First Peopling Station and Group of Pioneer Women ... Taken Early January, 1867



Building Government Wharf

PRINCE RUPERT'S FIRST CITY COUNCIL

• 1910 •



G. R. Naden F. Mobley A. A. McIntyre W. P. Lynch J. H. Hilditch
V. W. Smith T. D. Patullo Alfred Stork (Mayor) A. R. Barrow

DAVID HUNT HAYS



Native of Iowa, came to Kaien Island during the summer of 1904 and adopted it as his future place of residence, as soon as it was determined upon as the Terminal City of the then projected railway. From 1904 to 1906, he was the personal representative of his brother, the late Charles M. Hays, but in no way connected with the railway company. He promoted the B. C. Tree & Timber Company, Ltd., and became its secretary-treasurer. Since 1909 he has acted as the sole agent of the G. T. Pacific Development Company in Prince Rupert, conducting the sale of all of the company's lots, after the auction in Vancouver and Victoria, and still conducts a general real estate and brokerage business at the corner of Second Avenue and Second Street.

WILLIAM EDWARD FISHER

Crown Prosecutor Fisher was one of the early stamperders to the newly discovered goldfields in Alton, and after practicing there for seven years landed here in May, 1907, having the distinction of being the first Crown prosecutor for both districts. The firm of Fisher & Warton was established in 1909. At the last Empire Day celebration Mr. Fisher appeared in the parade in a splendid characterization of John Bull, though as a matter of fact his birthplace is near Victoria, and in the Kootenays he followed mining instead of being a polly yess-man following the hounds. He is a charter member of the Prince Rupert Club and built his own home here four years ago.



JOHN T. CHAWNER WILLIAMS

Mr. Williams hails from Kent, the garden shire of bonny England. He has been an inspector of fisheries since 1887 and was transferred from Vancouver to this newly-formed fishery district in May of the year 1906. Therefore he can well be reckoned as one of the earliest pioneers of Prince Rupert, of which city he ranks as a property holder. From the length of his official service, he is one of the best known of the inspectors of fisheries, and is a charter member of the Terminal City Club of Vancouver.



CHARLES MELVILLE HAYS



The late President of the Grand Trunk Pacific Railway Company, whose energy, capacity and foresight is so well known to the people of Canada and the United States that it is unnecessary to make further comment. He was a native of Illinois, came to Canada in 1896, since which time, until his untimely death, he gave his great intelligence towards the upbuilding of his adopted country. He was a victim of the terrible Titanic disaster in April 1912. He first visited Northern British Columbia in September, 1904, at which time the choice of Prince Rupert as the terminal point was made. Since the incorporation of the city, he took especial interest in its development and well-being.

His Honor
JUDGE F. McR. YOUNG



Local Judge of the Supreme Court
and Judge of the County Court
of Altn.

Judge Young has been a resident
of British Columbia since 1891.
He was appointed to the Bench
in 1905 and since then has con-
tinuously performed his duties
throughout the county assigned
to him, which embraces Altn,
Prince Rupert and Hazelton.



J. FRED RITCHIE

You pioneers are probably not
aware that there was a map of
Kaiaen Island published in Vie-
toria as early as 1905. This was
the work of Mr. Ritchie, who came
here the previous year with a sur-
vey party of eleven and mapped
out land on this island for a sym-
dicate. This land was afterwards
acquired by the railway company.
Now the firm is Ritchie, Agnew &
Co., B. C. Land Surveyors. Mr.
Ritchie was born at Aylmer, Que.,
but he was also a pioneer of
Rossland, B. C., having the dis-
tinction of naming the town after
Ross Thompson, the owner of the
townsite. He is a Mason, mem-
ber of the Board of Trade and of
the Prince Rupert Club. He has
built a home for his family on
Fourth Avenue.



RT. REV. F. H. DU VERNET, D.D.
Bishop of Caledonia

Bishop Du Vernet was conse-
crated Senior Bishop of British
Columbia and Acting Metropoli-
tan in 1904, and in that year took
up his residence at Metlakatla.
He first preached on this town-
site, June 17, 1906, but removed
here the following March and at
Easter of that year held the first
service in the first church built
here, at which service there were
137 persons present. He is a
native of Quebec and was for
twelve years on the staff of Wyn-
cliffe College, Toronto, before
coming to Metlakatla. His father,
Rev. Edward Du Vernet, was
Canon of Christ Church Cathed-
ral, Montreal.

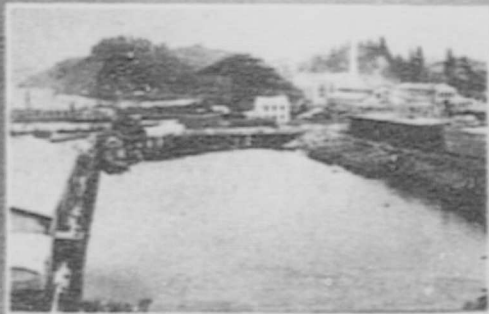


EDWARD C. MCCOSKRIE



Born at the seaport of Birkens-
head, England, Captain McCoskrie
followed deep water navigation
since his fourteenth year, and is
the oldest steamboat captain, in
point of service, in these north-
ern waters. From 1882 to 1890
he plied in the lower waters from
Victoria, later to Naas Harbor and
to Skagway. In 1905 he started
in the sawmill business at Hart-
ley Bay, which he continued for
five years. Then he was appoint-
ed timber inspector for Northern
British Columbia and in 1912 was
appointed Harbor-master and
Port Warden of Prince Rupert by
the Dominion Government. He is
a Mason, a Knight of Pythias
and a member of the Sons of St.
George and of the Sons of Eng-
land.

PRINCE RUPERT TODAY



Dry Dock Now Under Construction



View of Business Section



View of 6th Street



Part of Business Section



View of 3rd Avenue



BUSINESS SECTION - PRINCE RUPERT - B.C.

STEWART NORRIS



Inspector of Fisheries Norris has been for the past ten years engaged in the protective branch of the fishery service. He came to the Severn River from Victoria in 1891 to join the old Aberdeen family. It was in 1904 that he came to take up his residence here and he has since become a property owner. He was born of Scotch parentage in Liverpool, England, and came to France first from Port Lannington, where he has headquarters as fishery inspector from that port to this. During his first year here he assisted in the postoffice.

DANIEL W. MORRISSEY



The of the survey party sent here in the summer of 1907 by the railway company, to establish the lines of the city, was Mr. Morrissey, now of the Prime Rupert survey company. He came to Prime Rupert from his native place, Westport, N. B. L. where he had been a farmer and hotelkeeper. After the completion of the survey work he became a member of the city council in 1911, 1912 and 1913, and is now chairman of the Finance Committee. He built his home on Sixth Avenue. His daughter is stenographer in the bank of Commerce and his son a student at St. Boniface's college, Charlottetown, N. B. L.

DAVID GORDON STEWART



Mr. Stewart came here in the summer of 1908 from Athol, where he and his present partner, Mr. Frank Maddy, had been operating a large mercantile business since that time started and are still doing business there. They incorporated a wholesale grocery business here, under the name of Stewart & Maddy, Ltd. Mr. Stewart has been president of the Hospital Board since its inception, two years chairman of the Board of Trade, started the Board of Trade, started member of the Prime Rupert club and a Mason. He has two children, who were born here, and still reside in a handsome home on Fourth Avenue directly after the first sale.

KENNETH MUNRO



The present secretary, James Stewart of the Hotel Prime Rupert Company came here in 1908 as manager of the Pacific Contracting Company. He holds the job in full the first three years, of 1908-1910, and going to the old Hotel Prime Rupert in the summer of 1910 at the beginning of the summer of 1910. As manager of the Pacific Contracting Company he built the first wharves, of 1908-1910, and going to the old Hotel Prime Rupert in the summer of 1910 at the beginning of the summer of 1910. As manager of the Pacific Contracting Company he built the first wharves, of 1908-1910, and going to the old Hotel Prime Rupert in the summer of 1910 at the beginning of the summer of 1910. As manager of the Pacific Contracting Company he built the first wharves, of 1908-1910, and going to the old Hotel Prime Rupert in the summer of 1910 at the beginning of the summer of 1910.

GEORGE W. MORROW



Among the eminent sons of distinguished pioneers in Rupert is Mr. George Morrow, whose christening in September of '76 was a notable event. His proud parent, Mr. George Morrow, now president of the Hotel Prince Rupert Company, was Indian agent and collector of customs at Metlakatla for five years, and was here with the first G. T. P. reconnoitering party in 1894. He was in business with George Frizzell at Port Essington from 1899 to 1901 and the first business established here was the meat market of Morrow & Co., in May, 1906. He has six children, and is a charter member and was first vice-president of the Prince Rupert Club.

GEORGE J. FRIZZELL

The pioneer butcher of Northern British Columbia is Mr. George Frizzell, who has spent fourteen years in the Skeena District. He is a native of Toronto,



and came to Prince Rupert in 1906 from Port Essington, where he had been president of the Liberal Association for six years. He now has branch stores at New Hazelton and at Smithers in addition to his large modern cold storage place of business on Third Avenue in this city. He is a Mason and a member of the Knights of Pythias.

JOHN D. McLEOD

The founder of the J. D. McLeod & Co., clothing and men's furnishing store on Third Avenue is one of those who landed here in 1908 as a member of the town-site survey parties. This work being concluded, Mr. McLeod opened up his present business and is making of it a pronounced success. He hails from Kincardine, Ont., but was for some years a resident of Ely, Nev., and en-



gaged in mining, coming from there to Prince Rupert. He is both young, handsome and well-to-do, yet, singular to state, he still leads a lonely life as a bachelor.

HAL PECK

As far back in the dark ages of Prince Rupert's history as 1905 Mr. Hal Peck was mechanical superintendent of the Georgetown Sawmill Company, but farther back than that some years he had been around this country as traveling representative of Letson & Burpell, the manufacturers of canning machinery. He is now the general manager of the Georgetown Sawmill Company and in that capacity has furnished the lumber for the soon carrying the first survey party around Kaien Island, and also much of the lumber for the building of the wharf and the most important buildings in town. He was born in Albert, N. B., and came here from Vancouver.





City Hall



Proposed New G.T.P. Hotel



Fire Hall



General Hospital



Exhibition Building



In the Residential Section



One of Rupert's Beautiful Homes



Hotel Prince Rupert

GEORGE WILLIAM KERR

That the old-timers are thoroughly appreciated is shown by the fact that Mr. Kerr has been four times running elected Alderman, and each time at the head or nearly the head of the poll. He came here from Rossland in May, 1908, and has followed separately or conjointly the callings of accountant, butcher and prospector. In the latter capacity he was one of the first locators of Groundhog coal and is the special agent of Manitoba capitalists in regard to this and other mining properties he has acquired or located. He was the organizer of the first Masonic lodge in Prince Rupert and also organizer and first and second president of the St. Andrew's Society.



FRANCIS W. KELLY

The Prince Rupert Grocery Co. is an affair of the present year, but Messrs. Morrissey and Kelly, the proprietors, are both old-timers. Mr. Kelly came here in June, 1907, from Maine, but was born of Canadian-Irish descent at Kelly's Cross, Prince Edward Island. His first occupation here was as a carpenter and he followed this calling for some time with success.



In fact, until he and Alderman Morrissey started the Prince Rupert Grocery Store on Fulton Street. He is unmarried and is not a member of any of the fraternal organizations at present.

OLOF HANSON

It is unnecessary to say that Olof originally came from Sweden, but in 1909, while a factory foreman in Edmonton, he transferred his allegiance to the King



of Great Britain and so came here in the spring of 1909 as a full-fledged citizen. He has seen some service as a miner in Montana and also as a contractor on the G. T. P. and now is of the firm of Dybhavn & Hanson, real estate. He is president of the Borvik Fish Co., Ltd., vice-president of the Scandinavian Aid and Fellowship Society of America, and a member of the Civic Reading Room Commission.

JOHN DYBHAVN.



The possibilities of a man's rapid development in a new and prosperous community is well shown in the case of Alderman Dybhavn. He became a British subject in 1911, and in the following year was elected alderman. He has been re-elected every year since. He came here in 1908 as a Norwegian, having been engaged in mercantile business in Seattle for eight years, and was first a contractor on the railway. Then he started in the real estate business, and the firm last year became Dybhavn & Hanson. He is district president of the Scandinavian Aid and Fellowship Society of America, and a member of the Board of Trade. He may be expected to join the ancient order of matrimony at any time.

JOHN R. BEATTY



The manager of the Provincial Government Wharf arrived from Vancouver in 1908 and at once went into the freighting business with a wheelbarrow. In due time the number of his wheelbarrows increased to five and he then brought in the first team for cartage purposes. To receive Earl Grey, he organized the first militia company, known as "The Muskog Scouts," and helped to organize the Earl Grey Rifles in 1909. He is a native of Fergus, Ont., a member of the Prince Rupert Club, the Prince Rupert Yacht and Rowing Club and the Knights of Pythias.

FREDERICK S. CLEMENTS

When Mr. Clements first came here from Nelson, early in 1908, he was employed by the surveyor-general to locate errors in disputed survey at Maple Bar, and since then he has been very generally employed as a leading Dominion and British Columbia land surveyor. He is also a civil engineer, and built his combined office and home here in 1911. He is a native of Dumfries, N. B., and is a member of two Masonic orders, Kaien B. A. Chapter No. 178, G. R. C., and Tsimpsean Lodge No. 58, A. F. & A. M.



JAMES H. THOMPSON

The brother of the member of Parliament for Yukon came here from Sandon, B. C., in 1909. He had been engaged in mining there for ten years, but no sooner did he land in 1909 than he built himself a store and went into the hardware business. He was last year a member of the Police Commission of the city. He belongs to both the Masonic and Oddfellows association, is a member of the Board of Trade, of the Prince Rupert Club and of the Wanderers' Club. He is a native of Nova Scotia.



JOSEPH E. MERRYFIELD



The parents of Mr. Merryfield moved from Grass Valley, Cal., to British Columbia in 1882. He ran a general store at Port Harvey for three years and was with Kelly, Douglas & Co., of Vancouver, for seven years. He came here in 1908 and conducted a grocery business on Third Avenue until the Merryfield Block was erected, and is now a general merchandise broker. He is prominent politically and was a member of the first license commission of Prince Rupert. He holds membership in both the Prince Rupert Club and the Wanderers' Club.

ERNEST A. WOODS



The first and only City Clerk Prince Rupert has had landed from Victoria in 1907 and became confidential clerk and stenographer to Harbor Engineer James H. Raeson. In 1910, when appointed to the city clerkship, he was holding a similar position with Mr. David H. Hays and in the same year built himself a handsome home on Borden Street. He is a native of Carlton, Nottinghamshire, England, and was the first president of the local Sons of England. During his term of office Mr. Woods has made himself an authority on municipal law.

WILLIAM EDMUND BURRITT

The first Canadian lady girl born in Prince Rupert was the daughter of Mr. Burritt, who has built himself a handsome home on Fourth Avenue. In 1888 he received at Toronto University the degree of B.A., and was admitted to the bar in 1891. After practicing in Vancouver for a couple of years, he spent another two years in Dawson, coming here in 1908. The following year he opened the first Land Registry Office for Prince Rupert District, and is at present District Registrar of the Supreme and County Court and Judge of the Small Debts court. He is a native of Ottawa, a Mason and a member of the Prince Rupert Club.



L. J. CONKEY

Among the executive force of the great railway contracting firm of Foley, Welch & Stewart who came here, became property holders and permanent residents is L. J. Conkey, who was for two years general storekeeper for the big firm at Fort William, Ont., before he came here to occupy a similar position. He arrived at Prince Rupert on the Princess May April 3, 1908, and for the years Foley, Welch & Stewart occupied the large warehouses at the end of the dock Mr. Conkey was a prominent figure in the bustling activity. Mr. Conkey is a charter member of the Prince Rupert Club, and is married. He is a native of Minneapolis, Minn.



JOHN H. HILDITCH



A number of our leading pioneers were among the early pioneers of the famous Klondike and among them is the well known building contractor, Mr. Hilditch. He landed in Dawson in 1897, the year of the great stampede, and eleven years later came here to make his permanent home, building for himself the first house raised east of McBride Street. There one of his two children was born. The place of his nativity is Crewe, Eng. He was elected to the first City Council of Prince Rupert, and re-elected the following year. He is a member of the Board of Trade, Prince Rupert Club, Wanderers' Club and Sons of England.



The last big blast on the Yosemite
Jan. 21, 1914



The Three Yards at Ketchikan
Canon on G. T. P.



Fast Passenger Train from Prince Rupert at
Mile 45—June 14, 1911



Arrival of First Through Train at Prince
Rupert, April 9, 1914



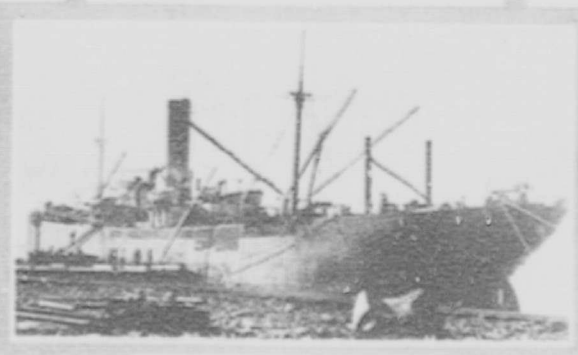
First G. T. P. Engineers at Prince Rupert
Joe Rowan at the camera left J. H. Pillsbury at the camera right



The Steam Show's last pass at
Prince Rupert



Along the Grand Trunk Pacific



First Steel Rake Arriving



Track boys making the last connection on the
G. T. P. on Apr. 7, 1914 near Ft. Fraser

GEORGE LEEK



The soldierly form of Mr. Leek represented Prince Rupert at the Coronation of our present King, which was a trip home to him, as he is an ex-member of the Worcester-shire Constabulary and of the Birmingham Police Force. He came here in 1908 as a Provincial Constable, but later entered the real estate and auctioneer business. He was Color Sergeant of the Earl Grey Rifles, and commander of the Prince Rupert Cadet Corps. At one time he was a sergeant in the Grenadier Guards of England. Last year he was elected Alderman. He belongs to the K. of P., I. O. O. F., B. B. K., of L., F. O. E., and Sons of England.

ALFRED J. MORRIS

The first wholesale house of any kind established in Prince Rupert was the dry goods firm of Piercy, Morris & Co., Ltd., which was near the foot of Centre Street until the five-story warehouse was built by the railway tracks. Mr. Morris, its managing director, is a native of Plymouth, Eng., and was for seventeen years with the old Victoria wholesale firm of Piercy & Co. previous to 1908, when he established the Prince Rupert house. Since then Mr. Morris has been prominent in all public movements for the development of this city and port. For two years he was president of the Board of Trade, is a member of the Prince Rupert Club, a member of the Wanderers' Club and a leading Mason.



LEWIS WARNER PATMORE

Among the first to build a really large and handsome home here was Mr. Patmore, the well known barrister, who came here in 1908 from Cranbrook, B. C., his birth place being Elora, Ont. He became the local solicitor for the railway company and for Messrs. Foley, Welch & Stewart, and later was delegated to visit Victoria and draft the charter of the City of Prince Rupert. At the beginning of last year the firm became Patmore & Fuller. Mr. Patmore is a charter member of the Prince Rupert Club, and has a family of six children, four of whom (including boy twins) were born in Prince Rupert.



FRED G. DAWSON



Among our leading wholesale commission merchants is Mr. Dawson, who has a large warehouse on the waterfront with a railway spur alongside. He is originally from Wolverton, Ont., but before coming here in June, 1908, he had been in the commission business both in Calgary and Vancouver. He started first on Third Avenue, and everything that Mr. Dawson has touched since he came here has prospered. Recently he became owner of The Daily News. He was president of the Board of Trade in 1913 and is a member of the Independent Order of Foresters and of the Knights of Pythias.

ANTON AKERBERG

Mr. Akerberg came here in 1908 and for six months acted as clerk in F. W. Hart's store. Then for about four years he was employed at the Rupert Marine Ironworks, which position he resigned last year and together with Mr. Thompson, also of the Marine Ironworks, organized the present firm of Akerberg, Thompson & Co., general machinists. He came here from Lund, B. C., but his native place is Stockholm, Sweden. He is a member of the Order of Eagles and of the Scandinavian Aid and Fellowship Society of America and is a property holder.



WILLIAM J. THOMAS

The Central Fish Market was the second to be established in this city, on Rupert Road, of course, the firm name of which was Thomas Bros. Mr. Thomas had been in the fish business in Vancouver for five years before coming here in 1909 but with the



growth of the city he gave up the fish market and went into the launch business, and is now the commadore of the "Alice B." He is a Knight of Pythias, and not yet married.

ROBERT H. THOMAS

Among the passengers brought by the old Camosun on February 10, 1909, was Mr. Thomas, a native of Victoria, who came here from Vancouver, where he had



been engaged in the fishing business. This was the first enterprise he went into here, but later established the Prince Rupert Boat-house, the firm being Thomas, Ketchum & Swanson. He has not joined any of the fraternal orders which are so popular in Prince Rupert, and so far has not even joined in the holy order of matrimony.

ALFRED SWANSON



The population of Prince Rupert numbered about thirty men when Mr. Swanson was added to the number on February 2, 1907. He originated from Holmstad, Sweden, but came here from the Kootenays and became a British subject in 1910. He worked as a carpenter on the first church building here, that of the Anglican Church, but for the past four years has been in the boat business and is now manager for the Prince Rupert Towing Company. He is a property owner, a member of the Eagles and of the Scandinavian Fellowship Society and is single.

WILLIAM H. VICKERS



The popular and efficient Chief of Police of the City of Prince Rupert arrived in March, 1907, from Alin and founded Vickersville. He was Provincial Chief Constable of Alin and was transferred to Prince Rupert to fill a similar position here. The city elected as chief of its force a man who had won an excellent record in the Royal Northwest Mounted Police in the Yukon, but he failed to give complete satisfaction and Mr. Vickers was pressed upon to accept the position. Since his appointment he has conducted the office with marked success. He is a native of Plymouth, England, and a member of the Masonic order.

MARTIN O'REILLY

Sticking to the one thing was the motto that brought Martin O'Reilly his business success. He came here in 1908, and from the time he landed has been in the



men's furnishing business exclusively. First he started on Second Avenue, then opened his present place on Third Avenue for the handling of the higher class of men's goods. In time he gave up the Second Avenue business in order to center his attention on an exclusive men's shop. He is a member of the Board of Trade and of the Prince Rupert Club, and everywhere deservedly popular as a progressive pioneer.

JOHN RILEY MORGAN

Mr. Morgan was born at St. Cloud, Minn., and came here in 1907 from Ontario, where he had been a contractor on the Grand Trunk Pacific. He immediately started to work on a five-mile railway contract from Zernardi to Inverness. A year after he came to Prince Rupert he became a British subject and in 1909 built his present home. He is a



member of the Sons of the American Revolution, is married and has two children. The firm with which he is now connected is Morgan & Anderson, general contractors.

PETER WALLACE ANDERSON

The first contractor to be identified with the city was P. W. Anderson, who had the contract for clearing 250 acres of the townsite. Mr. Anderson was born at Burnstown, Ont., and arrived here from Anacortes in 1906. He became local manager for a Montreal concern called the United Supply and Contracting Co., and in the following year began business for himself. Mr. Anderson built the first home in Prince Rupert, occupying it in 1906, Mrs. Anderson being the first white woman to take up residence here. He was a member of the School Board for three years, is an Oddfellow, and his name is closely linked with the city's political and commercial advancement. The firm is now Morgan & Anderson.





Arrival of Fish Gear — Aug. 19, 1911



Indian Band at Prince Rupert



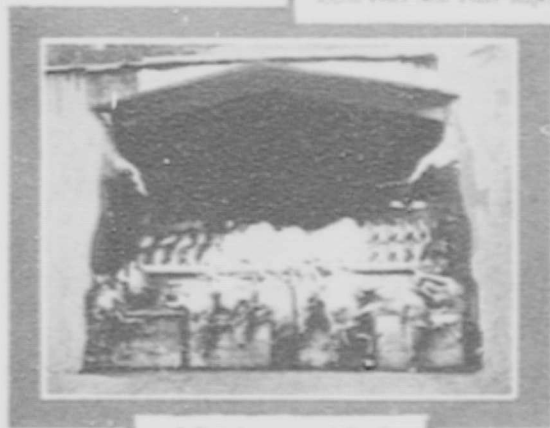
Latno, 1902 — 'Ipsos' Cove



Totem Poles Near Prince Rupert



Totem Poles Near Prince Rupert



A Fine Assortment of Big Game at Prince Rupert



In the Mountains Near Prince Rupert



Two Fishermen Caught in Two Hours Near Prince Rupert

ROBERT A. STALKER



Mr. Stalker is of the leading grocery firm of Stalker & Wells, and came here from Vancouver, where he had been engaged in the same business, very early in the year 1909. He is of Scotch descent and first saw the light of day in London, England. When he first landed here he obtained employment as clerk and in course of time was enabled to start the large grocery business in the Clapp Building, at the corner of Second Avenue and Mrs. Brice Street, from which they recently moved into a busier section of the city.

OLIVER BESNER

Mr. Besner was one of the many intrepid French-Canadian who stampeded to the Klondike and for ten years there handled the pick and shovel, at first for others, until he had made a stake, and then working his own ground. He came here in July, 1898, and married Madame Atland, of the Old Knox Hotel, and the New Knox Hotel, of which he is the proprietor, was opened in the following year and has been since much added to and improved. He is a charter member of the Board of Trade, of the Canadian Fraternity and a member of the Order of Eagles.



MRS. OLIVER BESNER

Prominent among the women pioneers of Prince Rupert is Mrs. Oliver Besner, who built the Old Knox Hotel and also the New Knox Hotel, the latter the first notable landmark of the city that strikes the attention of the visitors coming in by steamer. Mrs. Besner was formerly Miss Arland, of San Francisco, and was in the great stampede to the Klondike in the spring of 1898, bearing all the hardships of those first golden-fleece arguments over the divided Chilkoot Pass. Afterward she was proprietor of one of the most popular road-houses on the coast and came here in May, 1898. She is as popular in Prince Rupert as she was in the Klondike, always ready to lend a subscription list for any praiseworthy purpose.



MARRIOTT MITCHELL WELLS



Coming here from Kootenay in August, 1907, Mr. Wells first went to work for the Grand Trunk Pacific as a civil engineer. This was on the townsite survey and when this work was completed Mr. Wells went into business for himself as a member of the present grocery firm of Stalker & Wells. He is a native of Yorkshire, England, is married and has two children. He is a member of the Masonic order and of the Sons of England.

MRS. E. C. LA TRACE



The present manager of the Talled House was among the first half-score of women who came here with their husbands in the early days and in 1908 she became well known as the proprietor of a confectionery stand on Rupert Road. She hails from Minneapolis, but came to Prince Rupert from North Battleford, Sask. Not that Mrs. La Trace can in any way be classed with the suffragette movement, but it is a fact, notwithstanding, that she had the distinction of casting the first woman's vote for the first Mayor of Prince Rupert, Mr. Fred Stork.

JAMES G. STEEN

Mr. Steen is an old-timer who upon his arrival here started the Prince Rupert Sheet Metal Works, the firm at the present time being Steen, Hebert & Co. Mr. Steen is a native of Scotland, but came here from Vancouver, where he was in the same business for three years, and for a similar period in Montreal. The firm did the contract work on the new Hotel Prince Rupert and is now engaged on a big contract for the drydock. They have also done all the work for the Hydro Electric Company at Port Edward. Mr. Steen is married and belongs to the Masonic order.



HECTOR HEBERT

For nine years Mr. Hebert carried on the business of a plumber in his native town of Sherbrooke, Que., and in 1903 came here and was for a time employed by the Prince Rupert Sheet Metal Works. Then the firm of Steen & Hebert Co. sheet metal works eventuated and has been running successfully ever since. Mr. Hebert is also something of an electrician and with the natural-born cleverness of the French-Canadian turned this to account by acting as moving picture operator of the Empress Theatre, which position he held for three years. He is a property owner and is single.



ARTHUR GUTHBERT



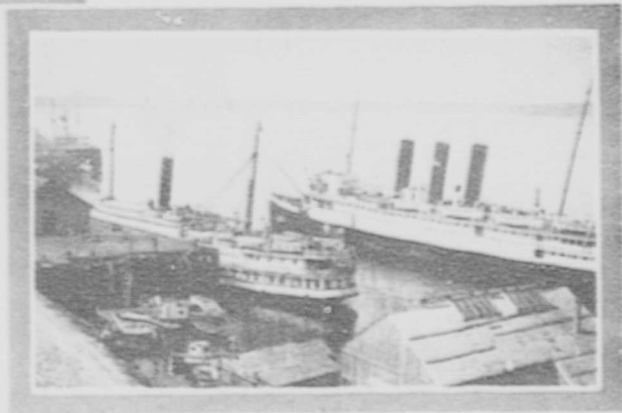
The Worthy Secretary of the Pioneers' Association arrived here in November, 1908, and was first law clerk, with Mr. W. F. Fisher, the prosecuting attorney. After this he was court stenographer, registrar and clerk of the court and commissioner. He became provincial assessor and was the first assessor of the city of Prince Rupert, and he was the first secretary-treasurer of the General Hospital. Born in Manchester, England, he came here from Regina, where he had been registrar and clerk of the court. He has two children, one of whom was born in this city. Mr. Guthbert is now following the business of a general commission agent.



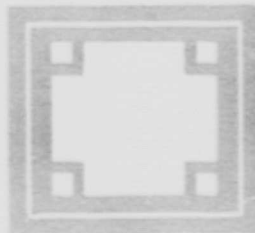
The Quaint Old Indian Village of
Medakata, Near Prince Rupert



Arrival of one of the Great Boats
at Prince Rupert



Early Marine Activity



Partial View of the Sawmills at Grande
Near Rupert



Another View of the Grande
Sawmills



Marine and Fisheries Dept at
Dugby Island, Near Rupert

GEORGE D. TITE



Mr. Tite hails from Orillia, Ontario, but was for nine years manager of the Furniture department of David Spencer, Ltd., Victoria, before he came here in 1909 and opened the first business house to be established on Third Avenue. He supplied all the furnishings for the four leading hotels, the Prince Rupert Club, the Wanderers' Club and the General Hospital. He is a prominent Mason, and has a family of four. Up to 1898 he was a leading lacrosse player as a member of the championship team of British Columbia and was on their Eastern tour in 1893.

ALFRED B. WILLIAMS

Mr. Williams, of the grocery firm of Williams & McMeekin, was born within sound of Bow Bells, was in the lumber business in Alberta for five years, spent a couple of years at Vancouver in tea importing and came here to help clear the townside. After a little of this work he opened a store on Rupert Road for groceries and men's furnishings. Later the business was removed up town and as soon as the large store next to the Royal Bank was completed it was re-established there under the firm name of Williams & McMeekin. Mr. Williams is married and is a member of the Board of Trade.



THOMAS McMEEKIN

When Mr. McMeekin arrived here in January, 1909, he first went to work for Lynch Bros. and later started the fine grocery store on Third Avenue, next to the Royal Bank of Canada, the firm being Williams & McMeekin. He is a native of Kelyindale, near Glasgow, and came here from Saskatchewan, where he had been for four years engaged in farming. He is a member of the Board of Trade, the Prince Rupert Club and of the Knights of Pythias and the Fraternal Order of Eagles.



JOSEPH HOWE



When Mr. Howe landed here in June, 1906, he first went to work on the harbor and townside survey just then starting. He hails from the seaport of Bristol, Eng., but had been in the hardware business in Vancouver for three years before coming here. In 1911, therefore, it followed that the general hardware firm of Howe & McNulty was established. He is a property holder but still single, a member of the Board of Trade, the Prince Rupert Club, the Wanderers' Club, and is also a Mason and member of the Sons of England.



WILLIAM MANSON, M. P. P.

in the choosing of their best two Mayors for the new city of Prince Rupert the electors select a group of men who had had previous experience in that capacity. The second of these Mayor Mansox, having been Mayor of Nanaimo from 1901 to 1903 inclusive. The next year he was member for Alton and became Provincial Secretary. Then he became Government Agent at Port Simpson and Prince Rupert until 1909, when he was returned as member for this district, and again in 1912, which office he still holds. He is a member of Tsimpsaan Lodge No. 28, A. F. & A. M., and always gives his best towards the up-building of the city and district.



WILLIAM H. WRIGHT

old-timers will remember that in Prince Rupert was piloted by "Tilly" Wright, who was then with the real estate firm of Pitt, Hill & Bradford. Mr. Wright was

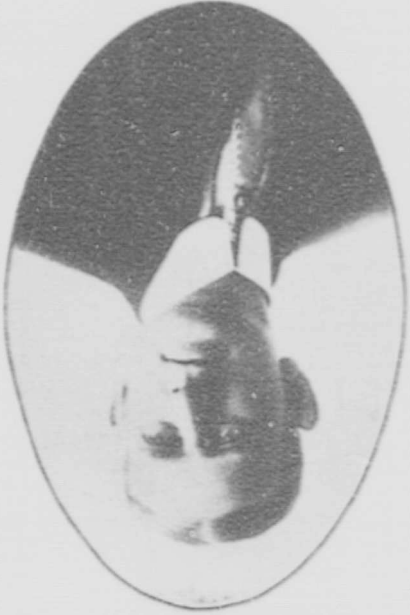
with Foley, Welch & Stewart as purser on the steamer Seacomber-Captain Mager, then a member of the old Premier Hotel staff, and now is owner and manager of the Windsor Hotel, which has since been so great a resort for promoters. William was born in Kinsardine, and was one of the stampedees to the Klondike. He was mining inspector there for some few years and changed to the hotel business. He is a charter member of the Prince Rupert Club and also holds membership in the Board of Trade, the Canadian Fraternity and the Eagles.



C. CHRISTOPHER LOOP

Mr. Loop graduated at the Bradley Polytechnic Institute of Illinois and has had fourteen years' experience as a practical optician and working jeweler. He came from Fernie, B. C., where he was elected first Mayor in 1901, and on the incorporation of Prince Rupert in 1910 he became its first Mayor. He was either commanding Earl Grey's Own Rifles, since disbanded, is a Mr. P. Railway and the C. P. & N. P. Railway. After coming here he was first employed at Wark's jewelry store and later at Cameron's.

He is now in business for himself on Sixth Street as watchmaker, jeweler, engraver and optician. He was born in Idaho, is married and has one son, who was born in Prince Rupert.



ALFRED STORM

Arriving early in 1908, Mr. Storm has been prominent in every movement launched for the improvement of the city. He came from Fernie, B. C., where he was elected first Mayor in 1901, and on the incorporation of Prince Rupert in 1910 he became its first Mayor. He was either commanding Earl Grey's Own Rifles, since disbanded, is a Mr. P. Railway and the C. P. & N. P. Railway. After coming here he was first employed at Wark's jewelry store and later at Cameron's. He is now in business for himself on Sixth Street as watchmaker, jeweler, engraver and optician. He was born in Idaho, is married and has one son, who was born in Prince Rupert.

owner of the large hardware store he occupies and other city property.

GRANT THORBURN

Starting from New Brunswick, Mr. Thorburn had traveled some before he reached here in 1907. He was in Winnipeg in 1879, was one of the Moose Mountain Scouts in the Riel Rebellion in 1885, owned a cosy hotel on Denver Lake in 1897, and two years was running a couple of hotels in Dawson. In 1902 he joined the big stampede to Fairbanks but returned to Dawson the same year, and there remained until he cleaned up and stampeded to Prince Rupert. Being a frontiersman by instinct, he went to Hazelton in the hotel business and later returned to the Savoy Hotel in this city. He has three children, is a Mason and a knight of Pythias.



ARNOLD T. PARKIN

One of the early pioneers was Mr. Parkin, the president of the Parkin-Ward Electric Company, which was established here in 1911. Mr. Parkin is a Sheffield blade who came here from China in January, 1907, and was immediately employed by the B. C. Tie & Tinker Company as an electrical contractor. In this capacity he constructed the first electric lighting plant this city



ever had and when the city was incorporated this plant was taken over together with the poles. Mr. Parkin belongs to the Masonic order and is a charter member of the Prince Rupert Club.

NORMAN R. BRODHURST

Captain Brodhurst was a fellow argonaut of Captain Babington, arriving in the latter's launch "Rover" from Vancouver in October, 1907. Mr. Brodhurst was



born at Riverside, Cal., and was in the motor boat business at Vancouver from 1895 to the time he left there for Prince Rupert. He is also in the launch business here, operating the tug "Wolverine." Until 1912 he owed his allegiance to Uncle Sam, as he had no part in the selection of his place of nativity, but this was then rectified and he became a subject of the British Crown.

H. B. BABINGTON



Captain Babington holds the distinction of being the only pioneer who arrived here in his own vessel. This was the "Rover," and she put in here October 6, 1907. He hails from the shipping port of Birkenhead, England, and had been for eighteen years engaged in the towboat business at Vancouver. Here, he started in general towing and lighterage, and owns six sand and gravel sews, one dredge and two tugboats. He is also President of the Rupert Marine Ironworks, Ltd., and is a member of the Prince Rupert Board of Trade.



Rev. E. M. Bunoz



John Currie



Peter Lorenzen



W. R. Morrison



Boswell R. McDonald



Walter C. Benson



William B. Kerr



Sidney Hamblin



William Stephens



Hugh Killin



George Wynne



John Wynne



Alex. Yule



William H. Cook



Chas. J. Gillingham



HERBERT D. ROBINSON

The man who installed the city pumping plant at Shawatians Lake is Mr. Robinson, an associate of the Institute of Mining and Metallurgy of London. He came here in 1909 and, in connection with Captain Hutchinson, once started the Rupert Mine ironworks. In the following year the business was incorporated under the title of The Rupert Marine Ironworks & Supply Co., Ltd., with Mr. Robinson as managing director. He is a native of Rugby, England, but came here from Tuxedo Island. He installed the first power plant in the town in Morrison's old butcher shop for "The Optimal."



DOUGLAS STIRLING

Mr. Stirling is a Canadian who first saw the light at Xuzara Falls, Ont., and came here from Toronto in 1908 as the first general agent of the Canadian Pacific Railway. Later he went into the warehouse business and became the manager of the Pacific Storage Company, Ltd., and also president of the Pioneer



J. T. COLLART

It was in May, 1909, when Mr. Collart arrived from Calgary, Alberta, where he had been farming for about five years, and he



GARTH W. PECK

The Colonel Commanding of the Prince Rupert regiment that is going to war in the second contingent from Canada is a pioneer of pioneers. He and his partner, D. M. Moore, built the Cassiar railway in 1904, and four years later started the Geograw Sawmill Company. He did not move to this city until 1908 to take up government headquarters for those and other local companies, and as agent for British Columbia and the great shipping firm of Balfour & Colclart. Its fourth he was a Belgian but became a British subject in 1911. He is presently a member of the Board of Trade and of the Board of Trade and of the Prince Rupert Club. He is a property holder and married.

Laundry Company, Ltd. He was elected as a City Alderman. He married in Prince Rupert to Miss Fara Linnahy. In 1913 he was elected as a City Alderman. He is a Mason and a member of the Knights of Pythias.

JAMES H. ROGERS



Mr. Rogers was the pioneer steamship agent to establish quarters at this port, and opened in 1909 with a long list of steamers, to which he has since added. He has a quiverful of nine children, three of the sons being established here and the balance of the family in Vancouver. He was six years in Dawson as general agent of the White Pass Company and two years in Seattle and Vancouver for the same company. He is a charter member of the Board of Trade, member of the Prince Rupert and the Wanderers' Clubs and of the Terminal City Club of Vancouver, life member of the Arctic Brotherhood, an Oddfellow and an Elk.

ATHOL FRASER

Mr. Fraser is another of the stampeders to the Klondike and returned from there to this port early in May, 1906, to become one of the engineers of the townsite survey party representing the railway. He was born in Ontario and spent twenty years in the Kootenays and Carbon mining districts, took trips to the South African and Australian gold fields and settled for a time at Phoenix, B. C., where in 1890 he was superintendent for the Grady Company. He was the first president of the Prince Rupert Liberal Association, is a charter member and director of the St. Andrew's Society and is still unmarried.



STANLEY E. PARKER

Mr. Parker came here in March, 1909, from Alaska and built a permanent home on one of the first lots sold. He has a child that was born in Prince Rupert. Mr. Parker did some strenuous mushing in the roadless north country, for six years freighting on the trail from Valdez to Fairbanks and running a roadhouse on the Della river Midway. His first business here was as concrete contractor and he now is president of Pacific Cartage Co., Ltd. He is a member of Tsimpsean Lodge No. 58, A. F. & A. M., and a native of Winnipeg.



J. LORNE MacLAREN



The efficient secretary-treasurer of the Board of Trade for the past three years is Mr. Lorne MacLaren, a native of Fitzroy, Harlow, Ontario, who came here in 1909 from Vancouver as the representative of the liquidators of the B. C. Tie & Timber Company, who were having trouble both with the city and the Provincial government. Afterward he was connected with the grading of Third Avenue from Seventh Street to Fulton and with the rock cut on Fifth Street. He then opened a brokers' office on Second Avenue, making insurance a specialty and becoming the local agent of half a dozen large fire and insurance companies. He is a Mason, a Knight of Pythias and a member of the Prince Rupert and the Wanderers' Clubs.

WILLIAM P. LYNCH



After several years as a merchant on one of the leading creeks of the Klondike, Mr. Lynch landed here in February, 1908, and built the first department store. It seemed a long way out of town then, but the city has grown up to it and beyond. He is a real frontiersman, however, and as soon as the railway reached New Hazelton he established a branch store there. Next he went on to Smithers and built a second branch. He is one of the ablest public speakers Prince Rupert can boast of, and was twice elected to the City Council.

THOMAS TROTIER

In a previous state of existence as a Klondike stampeder, Mr. Trotier became a warehouseman in Dawson, and when his business began to summer down there he determined to try his fortunes in another new town. He came here in 1908 and his present large building, run under the title of Prince Rupert Feed Co., he erected five years ago. He also holds other city property and may be classed among the Klondikers who have made good by coming here. He is a native of St. Tite, Que., and a member of the Order of Foresters.



F. R. C. BROWN

Mr. Brown, now in the real estate business as manager of the Prince Rupert Financiers, is a civil engineer by profession, having graduated Bachelor of Science in Engineering (BSc.) at Edinburgh University in April, 1910. He then visited his old home in Derbyshire, Eng., and started for Prince Rupert. During that first year he was out prospecting and made himself thoroughly acquainted with the mineral and other resources of the Interior, after which he became the partner of Mr. H. F. McEae in the brokerage business. He was married in this city to Miss Lily Spencer, and is a member of the Sons of England society.



R. J. D. SMITH



The leading partner of the firm of Smith & Mallett, is a native of St. Catharines, Ontario, and came here from Vancouver. He bought property and built the present business house in 1909, since which time the firm has made a specialty of heating apparatus and has placed heating plants in the postoffice building, the government buildings, quarantine station, drydock, hospital and most of the leading hotels and churches besides being jobbers to the general plumbing trade in this northern district. Mr. Smith has two children, born in Prince Rupert, and is a member of the Masonic order. He also holds membership in the Prince Rupert and Karen Island Clubs, the Board of Trade, and is strongly identified with the city's business activity.



James Stewart



John O'Brien



Mrs. John O'Brien



George W. Johnstone



John E. Unwin



William M. Brown



John L. Mitchell



Mrs. George Leek



S. J. Kennedy



David Allen



D. Sigouin



R. M. McIntosh



Albert Bailey



Frederick Shaw



A. Nicholson

CYRIL H. ORME



On August 4, 1908, there arrived by the steamer Transit, the pioneer druggist of Prince Rupert in the person of Mr. Orme. Several druggists have come and gone since then but the one from Ontario has managed to hold first place ever since he started and now has two well-appointed establishments, one at the corner of Third Avenue and Sixth Street, and the other at the corner of Second Avenue and Fourth Street. Mr. Orme is a member of three of the older fraternal orders, the Masonic, the Oddfellows and the Knights of Pythias, and is also a member of the Board of Trade.

ADOLPH T. IVARSON

Upon arrival here in May, 1909, Mr. Ivarson became head blacksmith for Foley, Welch & Stewart, and after a time started a general blacksmithing business under the firm name of Ivarson & Co. In 1912 he took a trip to his old home in Norway and returned with a bride. He has one child, born in this city. Mr. Ivarson resided for nearly nine years at Roslyn and in 1906 was the champion ski runner of Canada, having a record of eight miles in thirty-eight minutes, which still remains unbroken. He came here from Vancouver and is a member of the Knights of Pythias.



FRANK KNOTT

Among the pioneer chefs and expert bakers Mr. Knott has always been in the first rank. He was chef of the Knox Hotel in 1907, of the Calumet for a year, after which he opened a bakery and delicatessen shop for himself. At the present time he is associated with another pioneer baker, in the firm of Knott-Clifton, Ltd., on Third Avenue. Mr. Knott has built himself a home on Fifth Avenue, which his wife and five children moved into recently. He was born in Cologne, Germany, but became naturalized this year.



SOLOMON MUSSALLEM



Mr. Mussallem is a Syrian, who came here from Winnipeg in May, 1909, and established the Mussallem Grocery Company. He is also a traveling jeweler and has a large clientele in Interior towns along the railway. He was formerly in business in Winnipeg and also at various points in Eastern Ontario. He is a property owner and is married. His present place of business is on Fifth Avenue, not far from the General Hospital. After being out of the grocery business for some time, he recently added a complete line of staple and fancy groceries; and with him is associated Mr. A. C. Giffibert.

KENNETH J. SMITH



The construction of the telegraph line from Ashcroft to Dawson was the most arduous work men could engage in. Mr. Smith was the construction foreman, with a crew of twelve men, who strung the wire along the bank of the Yukon to Dawson, and he was identified with the Dominion Telegraph Service for three years after the completion of the line. He hails from Lower Quebec, landed here from Dawson in 1908 and for three years has been the proprietor of the Pioneer cigar store. He is a member of the Knights of Pythias and of the Canadian Fraternity.

MILFORD H. LARGE

Mr. Large arrived at the famous port of Prince Rupert on the second of January, 1908, from Winnipeg, where he had been engaged as engineer on the Winni-



peg Free Press. His first occupation here was as engineer of the coal pumping station of the Grand Trunk Pacific and he has since established the first and only motor delivery business in the city, which has been running successfully for a year and a half. He is a native of Shelburne, Ontario, a member of the Masonic fraternity and is still unentangled in the holy bonds of matrimony.

MAGNUS LOFQUIST

The Prince Rupert Tent & Awning Co. is really an older established firm than one would think. It was started by Mr. Lofquist soon after he landed here in 1908 and has grown with the growth of the city. Mr. Lofquist is a native of Stockholm, Sweden, but came here from New York and swore out his allegiance to the British Crown in 1911. He has



two children, one of whom was born in this city and will there, here be entitled to be enrolled in the second generation of Prince Rupert pioneers.

WM. THOMPSON McFARLANE

Mr. McFarlane came here direct from his native place of St. Stephens, New Brunswick, in 1908, and was one of the Grand Trunk Pacific engineering corps. In that same year he had graduated from the Royal Military College at Kingston, Ontario, and is a member of the Canadian Society of Civil Engineers. He is now engaged as civil engineer with the Ritchie, Agnew Company. He is a Knight of Pythias and one of the few pioneer property owners who has so far managed to escape the shafts of Don Cupid.



GEORGE J. MORRISON

Arriving here in 1907 from Prince Edward Island, where he was born, Mr. Morrison was first engaged in the clearing of the townsite, and has the distinction of being the first to take up his residence in Vickerstown. He is a member of the International Union of Steam and Operating Engineers, was for some time connected with the Public Works Department of the Dominion Government and in our early history had a share in the development of the waterfront, boosing the pole-driving crews. Like most of the early pioneers, he is a property owner, but up to the present writing has managed to remain single.



HARRY M. DAGGETT

Mr. Daggett is now employed in the Public Works Department of the Provincial Government as bookkeeper at the Government Wharf, but for some time after he landed here from Vancouver, in 1909, he followed his trade as a carpenter. He is married, and a native of Grand Harbour, New Brunswick. He owns property



here and at this writing is engaged in the pleasant occupation of building himself a home. He holds membership in the Knights of Pythias, the Oddfellows and the Canadian Fraternity.

FREDERICK NEVILLE CLIFTON

One of the pioneers of the old Rupert Road is Mr. Clifton and his bakery. He comes from London, England, but was in the same business for about four years in



Ontario before coming here. His daughter, Agnes, well known in the younger society set, about a year ago joined the Bostonian Opera Company. Mr. Clifton is now in partnership with another pioneer on Third Avenue, the firm being known as the Knott-Clifton Bakery, 134. Both are well known old-timers, Mr. Clifton landing on April 3, 1907.

L. J. MARREN



For the largest dancing floor in the city, the people are indebted to Mr. Marren, who in 1919 erected, and the popular skating rink. He was born in Kirkfield, Ont., but had been in business at Two Harbors, Minn., for ten years before he came to Prince Rupert, early in 1909. The Auditorium Roller Rink was his first business enterprise here and ever since its opening his skillful management has ensured its success. He introduced basket ball on the rink and an important series of games have ever since enlivened the winter season. Yet Mr. Marren is still unmarried.



Gilbert Burrowes



Jack E. Ratchford



Mrs. N. E. Anderson



Joseph Ratchford



J. L. McIntosh



John W. Dean



Amadee Roberge



Lehana Alice Roberge



A. R. Gordon



George Bernstein



Joseph H. Nuttall



M. E. Dansereau



John Suden



Matthew Murray



Daniel Cameron

H. J. KOHRT

An ancient mariner who has been on this coast nigh to a score of years is Mr. Kohrt, although he came to take up his residence as late as 1908, as one of a survey party for Port Edward town-site. He has been in South America, Australia, Nome and other points, was general contracting and clearing at Vancouver five years, and escaped being bottled up in Kiel, his birthplace, by swearing off his allegiance to the German Emperor in 1917. He was the owner and operator of "Just B I," launch, "Just B II," launch and his present vessel, "Just B III." The first was sold and the second lost off the Queen Charlotte Islands.



FRANK KELLY

Prince Rupert has stolen many citizens from the neighboring territory of Uncle Sam and among the pioneers is Mr. Frank Kelly, manager of the Union Transfer Company, who became naturalized in 1911. He is a native of Warsaw, Indiana, and came here from Seattle in 1908. For the three previous years he had been employed on the Alaska Central



Railway, and for a time followed railway construction work out of Prince Rupert. He is a property holder and has two grown-up sons, the eldest of whom is in business with him.

ALFRED GENDRON

Immediately upon landing in 1909 Mr. Gendron leased the ground on Second Avenue and put up the building still being run by him as the Houston Cafe and



Dinning House. He is a French-Canadian hailing from the village of Malane, in the Province of Quebec. In 1900 he left for the Yukon Territory and had nine years of more or less successful digging for the precious metal before quitting for Prince Rupert. He has become a property owner, but has not yet become a Benedict.

ABRAHAM LEO HOFFMAN



One of the first to obtain permission from the railway company to build on Center Street was Mr. Hoffman, who arrived in May, 1908, from Montreal, where he had been in the gent's furnishing business for five years. He is originally from Poland, but became naturalized in 1906. He opened for business on Center Street in June, 1908, and continued there until that street was abolished, when he moved to his present store on Second Avenue. He is a property owner and has one child, a native son of this city, whose picture is shown above. Mr. Hoffman is a Mason and one of the directors of the General Hospital.

MASON HANSAV



In November of 1908 Mr. Hansav was a clerk in the old post-office down by the wharf and some time later spent a year as clerk of the Royal Hotel. Then he took a trip to his old home in Tyne Valley, N. E. I., and on his return became proprietor of the Postoffice Hotel, the largest of its kind in the city. He is also a member of the real estate firm on Sixth Street. He graduated from the College of Forestry, N. H., and came here from Vancouver, where he had been engaged in real estate. He is a charter member of the Katoon Island Club and a member of the Board of Trade and of the Knights of Pythias.

JOHN E. VOI'NG



Mr. Voing was the first white cook on Katoon Island. He is from Liverpool, but came here in 1907 and went to work as a carpenter. He is still working at his trade but is a property holder and has two children who were born in Prince Rupert. Though a British subject, the place of his nativity was Bellingham, Wash., and he came from there to Prince Rupert when the latter was a place of rocks and stumps and the outfit had disappeared but there is still a Maple Leaf Cafe, and it is well patronized by many old timers.

JOHN G. WHEEN



The President of the Carpenters' Union arrived here in 1906 and went to work as a carpenter. He is still working at his trade but is a property holder and has two children who were born in Prince Rupert. Though a British subject, the place of his nativity was Bellingham, Wash., and he came from there to Prince Rupert when the latter was a place of rocks and stumps and the outfit had disappeared but there is still a Maple Leaf Cafe, and it is well patronized by many old timers. Mr. Voirek is a member of the Workmen of the World.

REGINALD L. NEWCOMB



Although he came here from Seattle only in 1908, there are few promoters better and more far-souly known than Captain Newcomb, of the launch "Tuxie." Why he should have selected such a popular American name for his vessel is a question, as he originally hails from Parrsborough, Nova Scotia. But he knows these waters thoroughly, and no one could navigate within a radius of 150 miles of this port. When he first came here he was employed on the government telegraph line. He is a property owner, a member of the Eagles and still single.

HUGH W. TOOKER



Mr. Tooker is on the engineering staff of the Grand Trunk Pacific and has been for a long time. When he came here in 1908 he was on the townsite survey work for the same company, but in 1909 was with the B. C. Electric Company for a time, and during 1910 with the Gold Storage Company at Seal Cove engaged in engineering work. He hails from Wales and is one of the Men of Harleek who have not yet rushed to the front. He came here from Victoria, is a property owner but so far has not built himself a home for the reason that he has not been listed in the matrimonial market.

FRED W. WESCH

Mr. Wesch, the manager of the Northern Laundry, came here in May, 1908, from Wallace, Idaho, but is a native of Hamburg. A year before the Kaiser declared war, however, Mr. Wesch ceased to be one of his subjects, transferring his allegiance to King George. He is married and has one child, who was born in Prince Rupert. He is not a member of any of the fraternal orders.

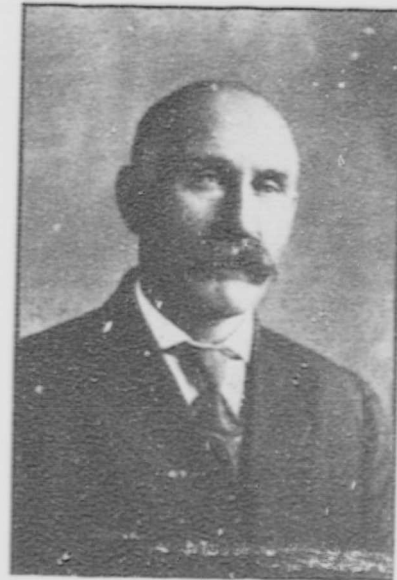


JOHN NATHANIEL HORNE

Mr. John Horne and his twin brother, "Andy," are of Scotch descent and were born at Enfield, N. S. They followed mining together in Aspen, Leadville, Cripple Creek and other important camps up to the time of the Klondike stampede, when John went to Dawson, to be followed later by his brother. They were among the successful mining operators, and were heavy purchasers of Prince Rupert realty at the first sale. Both are married and John built himself a home on Young Street in 1910. John also owns a ranch in lower California, where he prefers to spend his winters.



ANDREW PHILLIP HORNE



Mr. "Andy" Horne has a twin brother, John, and they used to be as like each other as two peas from the same pod. In the Klondike this close resemblance enabled them to play many practical jokes which are still recounted. John went to Dawson in 1908 and in the following year his brother from Cripple Creek joined him on the famous Romanza Creek, where they continued their mining operations with great success until recent years. The twins came here from Dawson in 1908 and purchased several valuable pieces of property.



Lockie McDonald



Duncan McKenzie



Mrs. A. C. Cuthbert



William McLeod



Harry Briggs



M. S. Ford



Emil Van Gastel



David McKenzie



Edward Chyber



Donald M. Peyton



Ernest H. Maynard



Walter Shaw



Miss Jessie A. Unwin



Richard M. Higgs



Henry Cameron

JAMES HUNTER



Under a spreading chestnut tree at St. Fergus, Banff, Scotland, Mr. Hunter first heard the ring of the anvil and he came here from Vancouver in 1908. Two years later he opened the blacksmith business on Fraser Street, the firm then being McKeen & Hunter, but he bought out Mr. McKeen last year and is now conducting the business himself. Mr. McKeen is now in business at Prince George. Mr. Hunter has two children who were born in Prince Rupert. He is a member of the St. Andrew's Society but of no other fraternal organization.

CHARLES HAHN

Mr. Hahn came here from Seattle in March, 1907, and went to work for F. W. Hart. Later he ran a second hand store for a year, then established the Swiss Dairy and started the first pig ranch. These he sold last year and took a trip to Alaska, returning to Prince Rupert in August of the present year. He arrived at New York from Germany in 1904 and was in San Francisco two years. Another two years he spent in San Francisco and Seattle, when the wanderlust started him again and he disembarked at this port. Mr. Hahn is still a bachelor.



FRANCIS M. CROSBY

Mr. Crosby had run the gamut of frontier experience before he landed here, in July, 1908. He came here from Wolffield, Nevada, where, after some experience in mining ventures that did not happen to turn out well enough to make him a millionaire, he found himself the proprietor of a bakery. This was the first business he tackled after landing here, the business being known as the B. C. Bakery. Then he established himself the second-hand business on Third Avenue, which has and is having so large a measure of financial success. He is a property owner, a member of the Eagles, and is on outlook, not for a partner in his business, but in his home.



JAMES EUGENE GILMORE



Mr. Gilmore came to this Province from the fishery State of Maine in 1884 and became a British subject. He came to Prince Rupert in May, 1908 and, associated with George Morrow and Kenneth Munroe, built and managed the Premier Hotel. In 1911 he assumed the management of the Wallace Fishery Company at Naden Harbor, and is now managing director of the Oceanic Cannery, of which he has made a pronounced success. He is a charter member of the Prince Rupert Club, and one of the most popular men among Prince Rupert's pioneers.

JOHN A. LINDSAY

What a number there are, among Prince Rupert's pioneers, who were also pioneers of Alaska. Mr. Lindsay, of the Lindsay, Cartilage & Storage Co., was one of these. He is a native of Victoria, and stampeded to the Klondike in 1900. He was in business in Dawson for six years and then joined the stampede to the new diggings at Fairbanks. There he spent a couple of prosperous years and landed here in 1908. He was a logging contractor at the start, but soon went into the transfer business and to this he has recently added the Standard Dairy. He has three children, one of whom was born here. He is a member of the Knights of Pythias and also of the Canadian Fraternity.

PETER BLACK

Mr. Black is what may be termed a three-ply, all-wood pioneer. Twenty-nine years ago he was a pioneer of Vancouver Island from Lanarkshire, Scotland. In the year of the great Klondike rush, he arrived in Dawson, and for twelve years pioneered it in mining and was counted among the successful ones. In 1909 he landed here and engaged in the hotel business, meantime building the Central Hotel, which was the finest in the City when it opened for business. Mr. Black is the owner and proprietor and holds other properties. He is a member of the Board of Trade, is a Mason, an Elk and an Owl.

Prince Rupert's Pioneer Printers



S. D. MACDONALD W. G. DENNIS A. O. FRANKS

JOSEPH B. ROERIG

For a young and unmarried man "Joe" Roerig has gaged the up and downs of pioneer life as fully as the best of them. As manager for Mr. George Frizzell, he can now look back on these various episodes with some amount of enjoyment in the retrospect. Joe is a native of Denver, Col., but came here from Chihuahua, Mex., speaking Spanish quite as well as the ordinary Dutchman of that country. He has been tried out all round and never found wanting. He was with George Morrow a couple of years, then local man for P. Burns & Co., then a partner with G. W. Nickerson in customs brokerage, then manager of The Daily News, then secretary of the Prince Rupert Club and, incidentally, the organizer and first president of the Kaien Island Club.

ALFRED J. GALLAND

The proprietor of the Galland Hardware Store on McBride Street, arrived in the spring of 1908 from Calgary, Alberta, where he had been engaged in general contracting for five years. He is a native of Melbourne, Australia. His first occupation was with Foley, Welch & Stewart as storekeeper. This position he retained for three years and then started in business, erecting his home and store on his own property. He married in Prince Rupert and has one child. He is a member of the Board of Trade, a Mason and an Oddfellow.

DONALD McLEOD

All the way from Knoekan in bonny Scotland came Donald McLeod originally, but he arrived here from Kenora, Ontario, where he had been engaged in railroad-ing. This was on April 6, 1908, and he came as personal agent of Foley, Welch & Stewart, the great railway contractors. He was one of the men who organized the First Presbyterian Church of Prince Rupert and built one of the first residences on the grounds now being utilized as the postoffice site, where he lived until the headquarters of the contracting firm was moved from here to New Hazelton. He is heavily interested in various mining enterprises and is both well and favorably known throughout the Province.

FRANK M. DAVIS

Mr. Davis is among the early pioneers, having landed here in 1906. He first worked for Anderson & McKinnon clearing the townsite and later built the well known Davis Boat House and 100 feet of wharf next to the Marine Ironworks. He operates two launches and has rowboats and canoes for hire. Born in Minnesota, he became naturalized in 1911, coming here from Edmonton, where he had been organizer and manager of the Alberta Lumber Company, one of the largest concerns in that section. He has two children and is a Royal Arch Mason.

An Interesting Early Day View



Second, Third and Fourth Avenues, showing Government Buildings in foreground

ALFRED HALLIGAN

Among the pioneers of Prince Rupert, but more especially of the Interior so far as the introduction of automobiles is concerned, is Mr. Halligan. "Alf," as he is known, was the pioneer automobilist of this city, but for a period of eighteen months he was out of town and running his auto on the Bulkley Valley road, serving New Hazelton, Aldermere and Telkwa with a regular stage service. Then he returned to town and is now operating two machines, with good support because of his personal popularity. He is a native of Liverpool, but dabbled some fourteen years in Chicago before coming here. He is still unmarried.

GUSTAVE HANSEN

It was soon after Prince Rupert had been selected as the terminus of the great transcontinental railway that Mr. Hansen came here with a party to make a hydrographic survey of the harbor. This was in June, 1906. He hails from Copenhagen, Denmark, but became a British subject in 1901 and came here from Vancouver Island after four years in the quarantine service. He had charge of the Grand Trunk Pacific launch for three years and is at present master of the quarantine boat "Evelyn."



William J. Raymond



Walter B. Harper



Emanuel E. Yager



Archibald B. Russell



Charles A. Vaughan



J. S. Johnson



Mrs. J. S. Johnson



Fred Buiton



James H. Knouse



Arthur C. Little



Lionel Crippen



Roderick McLeod



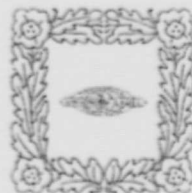
Mrs. Roderick McLeod



Cecil R. Cocks

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