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# PRINCE RUPERT

## BRITISH COLUMBIA

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THE NEW EMPIRE OF  
THE GOLDEN WEST

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COMPLIMENTS OF

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# THE PUBLICITY CLUB

PRINCE RUPERT - BRITISH COLUMBIA

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## INTRODUCTION.

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This pamphlet is issued by the Prince Rupert Publicity Club, of Prince Rupert, British Columbia, for the purpose of conveying to the world some idea, although hardly adequate, of the marvellous progress that has been made in this great new city since the sale of its town lots to the public four months ago. Many large buildings are being erected for commercial purposes; also residences of a high class character, by people from all parts of the world, who have decided to make this western terminus of the Grand Trunk Pacific Railway their future home and business settlement.

The Prince Rupert Publicity Club has for its chief object the enlightenment of the public on all matters relative to Prince Rupert and the country tributary to, and surrounding it, and is always ready and willing to furnish information touching on the affairs of the city.

Correspondence is solicited.

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Address,

**THE PRINCE RUPERT PUBLICITY CLUB,**

Prince Rupert, B. C.

September, 1909.

### **PRINCE RUPERT.**

The new city of Prince Rupert, British Columbia, a city having the unique distinction of being the first and only city that was ever "made to order," needs no introduction at this time. It was thoroughly introduced to the world at the sales of Prince Rupert city lots to the public held at Vancouver and Victoria four months ago. These sales were unprecedented, both as to the amounts realized and the interest manifested by buyers from all points of the globe. Less than 3,000 lots in all parts of the townsite, put up by the Government and the Grand Trunk Pacific Railway at auction, brought close to one and one-half million dollars.

Probably never before has there been so much money and time expended in the planning of a new city as has been devoted to the preliminary work at Prince Rupert, not only by the Railway, but by the Provincial and Dominion Government as well. This work was commenced in May, 1906, when the Company's staff of engineers made a landing and clearing for the location of their camp, preparatory to making the preliminary survey, since which time the work of surveying and clearing has been carried on continuously, with the result that a complete topographical survey has been made of all lands comprised in the townsite covering an area of 2,000 acres, and great care was taken with this work on account of the important bearing it would have upon the final laying out of the streets, etc.

### **A WORLD'S RECORD.**

On October 1st, the Grand Trunk Pacific Town & Development Company completed the sale of every lot put on the market, making a complete clean-up of the 4,663 lots with which the Company had opened its sale, about the 1st of June. In four months' time therefore, 5,500 lots have been disposed of for a total sum of about \$3,000,000 by the Company and the Government, and at this time neither the Company or the Government have any lots for sale.

### **DOCKS AND HARBOR.**

The Dominion Government Hydrographic Survey has

made a complete survey of Prince Rupert harbour and approaches, which shows that the entire harbour from the entrance to the extreme end of the upper harbour, a distance of 14 miles, is entirely free from rocks or obstructions of any kind, and of a sufficient depth to afford good anchorage.

The entrance to the harbor is perfectly straight, 2,000 feet in width at the **narrowest** part, with a minimum depth of 36 feet at low tide, and for a width of 1,500 feet, a minimum depth of 60 feet. There also is a splendid ocean entrance through Brown's Passage.

Our water front at this writing presents a scene of great activity. At two of the wharves can be seen the S.S. "Hercules" and the S.S. "Crown of Galicia," discharging 10,000 tons of steel rails for the Grand Trunk Pacific Railway. As an illustration of the excellent hydrography of our harbour, both of these vessels came around the whole American Continent from Cape Breton, Nova Scotia, and anchored in Prince Rupert Harbour without even the aid of a pilot.

At the other wharves one can observe half a dozen scows discharging their cargoes of lumber and other building material for some of the many buildings under course of construction; other vessels bringing passengers and full cargoes of freight, all making a splendid spectacle in this new and fast growing metropolis.

#### **REAL ESTATE.**

Since the sale, interest in the town has increased and the demand for property has been greater than ever. Up to date, from the conclusion of the public sales, many lots have been resold by the original purchasers at advances of from 25 to 1,000 per cent. **Every lot that has changed hands has brought a profit to the seller.** To give some idea of the willingness of new purchasers to get in, even with a good profit to the original bidders, we might mention one or two instances of quick transactions—space prohibiting us from quoting more.

The purchaser of two lots in Section One paid \$115 each for them at the Vancouver auction sale, and has since sold them for \$2,200.00 each.

Another instance:—A purchaser paid \$6,800 for a double corner, and has since sold it for \$15,000.00, making a profit of \$8,200.00 on a cash payment of \$1,700 (the quarter payment being all that was required for a year.)

Two lots that were purchased for \$4,000 (on a payment of \$1,000.00), have changed hands at \$10,000.00, being sold for immediate building of stores by Prince Rupert merchants.

Many instances could be quoted of lots being bought at prices varying from \$100.00 to \$150.00 each and being re-sold at \$700.00 to \$1,200 each, and even higher.

The public generally have been quick to realise that Prince Rupert offers probably one of the last chances of getting into a great sea-port railway terminus at its birth, and mindful of the wonderful progress of San Francisco, Vancouver, and Seattle, and the phenomenal rise in realty values in those cities, are grasping the golden opportunity of investing now, and in most instances are not anxious to re-sell even when offered handsome profits. Especially do those who have visited Prince Rupert, and have seen for themselves, desire to hold their property for permanent investment.

#### THE CITY ITSELF.

Coming here, people find a city possessing the finest harbour on the Northern Continent, if not in the world—competing favorably with that of Sydney, Australia—a city designated as the terminus of the greatest Canada—and only “all Canada”—railway; a city at whose very sea-port gate lie the greatest fishing resources of boundless calculations, and regarding which we have treated separately in this pamphlet; a city surrounded by almost unlimited and varied resources: mineral, coal, timber and agricultural lands; a city at whose inception sewers have been laid and water and electric light installed. A city having over eleven miles of planked roads and streets for the convenience of its residents and business men, with Government and other buildings, all erected for the transaction of business—in fact, everything ready for immediately beginning the building of a large city.

The Provincial Government has announced that a

special charter will be granted Prince Rupert early in the coming year, giving its citizens power to incorporate and assume the duties of municipal government, at which time Prince Rupert will rank with other Western cities.

### CLASS OF BUILDINGS.

Unlike all other new railroad and sea-port cities, Prince Rupert is not a "shack" town, nor a city of tents. The business men are all improving their lots by erecting substantial structures, and the character of residences is second to none found in any of the large cities of the Coast, some of them costing close to \$5,000. Building material is laid down here at the same cost as at Vancouver, with moderate freight charges the only advance. It is only a question of time before all necessary material will be of our own manufacture and production, as for example: by the first of next year a splendidly equipped brick and lime kiln will be feeding the market.

The city's building operations are not confined to any particular section, but are widely scattered over the entire townsite, from one end to the other.

Through the excellent foresight of the Government and Grand Trunk Pacific Railway officials, grades have all been established, thus permitting the erection of substantial blocks and permanent residences.

Add to these the large projects that have been organised. The Government is building a dock 80 by 600 feet, a hospital, a \$30,000 school house, a quarantine station, new Post Office and other necessary buildings. A syndicate of capitalists are about to begin work on a \$1,500,000 cold storage plant and fishing station, with necessary trawlers, launches, etc., and another syndicate is installing a new steamship line to the Orient. Large business blocks of brick and stone are also being projected for early construction.

### COST OF LIVING.

There are at present two large hotels capable of taking care of about 250 guests each at a cost of from \$1.00 to \$3.50 per day (American and European plan). In addition, there are a number of rooming houses where sleeping accommodation for at least 650 people can be had at charges varying



from four to seven dollars a week. Several good, first-class restaurants provide everything the market affords at reasonable prices.

For the housekeeper there are plenty of first-class grocery stores, meat and fish markets, and general stores, all carrying first-class stocks of the best of everything in their line at the same prices paid in any other city. The residents are furnished with electric light at \$1.20 per 16 c. p. per month, and coal is plentiful, as is also wood. The water is as pure as any, soft and clear. Many of our residents are renting cottages, but the majority of people own their own homes. Two steam laundries and many hand laundries attend to the wants of people desiring cleanliness. There are many places of amusement. A modern first-class theatre, as good as any of its kind found on the Pacific Coast, provides moving pictures and vaudeville. A large billiard and pool hall, clean and well managed, is a favorite resort for the men folks, and many new enterprises are being projected, one of which is the building of six bowling alleys. These amusements, with those being furnished all the time by the Church Societies and other social club entertainments of a varied character are very much enjoyed. There are no saloons in the city, and disorder is a thing never heard of.

There are two newspapers published, and we boast of four churches.

**REMEMBER**—The economic conditions at Prince Rupert are identical with those of any other first-class, well regulated metropolis on the Continent.

### **BUSINESS.**

It is conservatively estimated that at the present time this four months old metropolis has a population of between 3,500 and 4,000 souls. What will it be in ten years from now? You can answer this question when you think of the paved streets, car lines, traffic from tourists and passengers en route to Alaska and the Orient that will be bound to come as the city expands. Travellers save time and money by going to the Orient and Alaska via Prince Rupert. We are nearer Japan by over 400 miles than any point that juts into the Pacific on the Northern Continent, and 550 nearer



to Alaska. Think of how these two great advantages will give impetus to our commercial rating as a foremost city. Even at this early day there is never an instant when vessels are not busy at our wharfs unloading their cargoes for local consumption and interior points. Stop to ponder what it will be when the road is completed; when manufacturing establishments are in full working order; when large docks and cranes for handling import and export commerce are installed; when grain elevators are constructed on our magnificent harbor to handle the wheat of Alberta and other rich wheat provinces of the interior; when smelters to handle our ores are constructed; when all the great projected commercial movements become a reality—all of which will make Prince Rupert **THE** city of the North-west.

#### **HOW TO REACH PRINCE RUPERT.**

Our coast transportation facilities from the States and South-western Canada are numerous, competitive and reasonable, and the sail is one of a most delightful character.

The MacKenzie Brothers, Limited, Steamship Co. is the direct weekly line between Seattle and Prince Rupert. The steamship "Rupert City" leaves Seattle every Tuesday evening, touches at Vancouver, and leaves for this port on Wednesday evening, arriving on Friday of each week, returning to Seattle, via Vancouver, on Saturday of each week. The fare to, or from Seattle is \$15.00 for first-class passage and \$6.00 for steerage passengers.

The Pacific Coast S.S. Co. steamers leave San Francisco twice a week for Seattle and connect there with the steamships "Cottage City" and "City of Seattle" and the Humboldt S. S. Co.'s steamship "Humboldt" for Alaskan ports, all said steamers stopping at Prince Rupert both going and returning. Fare each way from Seattle is \$18.00 first cabin and \$10.00 second cabin, and \$5.00 for steerage passengers.

From Vancouver the Canadian Pacific Railway are operating three steamers of their line weekly between that city and Prince Rupert. The steamship "Princess Beatrice" leaves Vancouver every Saturday night for Prince Rupert and intermediate points of call, arriving here Monday night, and returns to Vancouver Wednesday afternoon, arriving

at Vancouver Friday morning. The S. S. "Princess May" and the S. S. "Princess Royal" leave Victoria and Vancouver alternately every five days for Port Simpson, Ketchikan, Juneau and Skagway, stopping here en route. Connections can be made at Seattle with either of these three vessels by the steamers of the C. P. R. line leaving Seattle for Vancouver every night. Single fare on the C. P. R. service is \$18.00 and steerage \$6.00.

The Union Steamship Co. is also operating a weekly line between Vancouver and Prince Rupert, and the S. S. "Camosun" leaves the former city every Thursday for this port, returning from here every Sunday. First-class passage \$18.00, steerage \$5.00.

In addition to the above regular coast lines there are several freight steamers, such as the S. S. "Amur," of the C. P. R., and the steamships "Vadso" and "St. Denis," of the Boskowitz Line; all of which are excellently equipped for carrying passengers also.

The distance by water from Seattle to Prince Rupert is only about 650 miles, and about 100 miles less from Vancouver, and is made from the former city in 48 hours, and from 40 to 43 hours from Vancouver. The service on any of the lines mentioned is all that can be desired, and the comfort of patrons is zealously guarded by captains who have piloted in these waters for years and understand their courses thoroughly.

From Prince Rupert many regular steamers are operating up the Skeena River for a distance of over 100 miles: between here and Portland Canal; Queen Charlotte Islands; Masset; Swanson Bay; Port Simpson; Port Essington, and other points. There are also numerous launches for charter (by private parties) at Prince Rupert at reasonable prices, and of sufficient power to reach any of the ports mentioned.

#### OUR TRANS-PACIFIC TRADE.

At this early date of our history it would be an utter impossibility for any human mind to accurately foresee the immense volume and extent of the future commerce and travel that will be attracted to Prince Rupert, especially after the completion of the Grand Trunk Pacific Railway, two years hence. We will, therefore, not attempt to fore-

cast it, but will submit our arguments in the shape of facts and trust to the intelligence of our readers to judge the validity of our claims.

Our readers who have studied carefully the fact of the very favorable geographical location of Prince Rupert, and who have not lost sight also of the fact that this will be the Pacific Coast terminus of the quickest transcontinental route on the North American Continent from the Atlantic Coast will at once observe the vast magnitude of these two powerful facts, and the enormous benefits they are bound to establish for us in the rebuilding and growth of our trade relationship with other countries, and more especially with Alaska and the Orient.

Speaking more particularly of the two last mentioned countries, we are over 400 miles nearer to Yokohama than any other city on the whole Pacific Coast, and over 500 miles closer to Alaska. The latter country, which is now receiving its merchandise from other cities south of us, will be enabled in a short time, to receive it from Prince Rupert at a saving of over 48 hours in travel and more than two days each way in the transmission of their mail. This same condition relates to the business man and tourist who can reach Alaska via Prince Rupert at least 48 hours sooner from New York, Montreal, Boston and other intermediate points in Canada and the States than he can now reach there from Vancouver, Seattle, San Francisco and other Pacific sea-ports.

Bonded warehouses will be established at Prince Rupert, and manufacturers and jobbers can ship their goods from the Far East or interior in bond, and have them delivered to the consignees in Alaska at this great saving of time and without any additional cost of freight charges. Is this fact not sufficient proof of our claim for all future Alaskan business?

Saving of time, too, is the principal reason we will advance for our claim to both freight and passenger business with the Orient. The distance from Liverpool to Yokohama by the Grand Trunk Pacific Railway will be 10,031 miles, as against 10,829 miles via New York and San Francisco. Moreover, ships sailing from Prince Rupert pass within a few strokes from the land-locked harbor to the

high seas, and begin their journey across the Pacific almost 500 miles nearer the East than a ship would be sailing at the same time from any other Pacific port. Is this not a convincing proof that all the export wealth of our resourceful interiors must find its outlet to the sea at Prince Rupert? Does not the same good feature establish our claims for the import commerce and the traffic incidental to foreign travel?

**REMEMBER!** The harbor of Prince Rupert is sufficient in size to shelter any number of ships, great as are the possibilities of this new port; the nearest to Japan and the East; the terminus of the Grand Trunk Pacific Railway; the shortest line from Liverpool to Yokohama and the shortest route around the world.

#### **OUR RESOURCES AND THE EMPIRE BEHIND US.**

While writing of the wonderful future of our city, a short description of the great resources of the district directly tributary to Prince Rupert will not come amiss.

Starting with the Queen Charlotte Group of Islands which are situated about 75 miles westward of the city, we find a country presenting the most varied and prolific resources any land can furnish, magnificent stretches of farming land, immense forests of timber, and rich placer and metalliferous mines. Enormous seams of coal, deposits of coal tar and asphaltum, unlimited waterways teeming with fish are all found in the Queen Charlotte group, and better still, are all in active development with shipments of timber, cre, gold, fish, etc., taking place regularly.

**REMEMBER!** These islands and the commerce they develop are an asset of Prince Rupert and one of the feeders of the city's trade.

#### **TO THE NORTH**

Is found the great new mining camp of Stewart, situated at the head of Portland Canal. There has been found a new mining region of immense promise.

**A CAMP**—Only about three years old with enormous shipping tonnage already developed.

**A CAMP**—Where mills, concentrators, and tramways are now in course of construction.

**A CAMP**—Where high grade ores are universally found with assay values already creating a sensation in the mining world.

**A CAMP**—Where a railroad is projected and is now under survey, which will afford transportation to every mine in the camp. Actual construction is promised early in the coming year.

**A CAMP**—Where there is a steadily increasing pay roll as a number of companies have determined to continue development work during the winter season, with the expectation of being able to ship early in the Spring.

**REMEMBER**—Prince Rupert is the natural and only smelter and supply point for the Northern mines.

#### TO THE EAST

And along the line of the Grand Trunk Pacific Railway lies a territory so vast and varied in its resources that it can well be described by the title given it by many of those who have partially explored its area, viz.:—

#### THE NEW EMPIRE

of British Columbia. This wonderful country begins right at the door of Prince Rupert with the valleys drained by the Naas and Skeena Rivers.

At the mouth of these rivers are found twenty or more large salmon canneries, and general fishing plants with a yearly output of nearly 250,000 cases, exceeding in value \$1,250,000.00.

Along the banks of these rivers are found rich, fertile valleys spreading in every direction, containing soil which has already been proven of the finest quality. Numerous settlers have made permanent homes in these valleys, and this year have grown fruit, cereals, roots and grasses, samples of which have been exhibited in Prince Rupert lately, and which astonished everyone by the prolific growth and quality shown.

Following along the route of the Grand Trunk Pacific Railway, several large sections of prairie and wide spreading valley lands are found, among the more prominent and adjacent to the line being the Kispiox, Bulkley, Stewart

Lake, Pleasant, Lakelse, Francois Lake and Nechaco Valleys. Taking these seven valleys alone (and there are many others) over a million acres of tillable, fertile lands are contained within their boundaries.

Four years ago many settlers entered the country and started the initial work on their homesteads. Since then there has been a steady stream of the best class of pioneer farmers making their way into the interior, bringing their families, stock, and farming implements with them, ready to take part in the settlement and cultivation of this wonderful new territory.

But not from an agricultural standpoint source only does this new country attract attention. Minerals of every description are found, placer in the streams and rich bodies of copper, silver, lead and gold quartz ores in the mountain ranges. Abundance of coal has been discovered and already developed with a view to supplying Prince Rupert with fuel when the first 200 miles of railway is completed. Several very large tracts of timber have been located and lumbermen are pushing saw mill plants well into the interior, ready to supply the settler, miner and merchant with building material.

**REMEMBER**—Prince Rupert is the metropolis and terminal supply point for this great new Empire, the seaport city for its trade and commerce, without a rival or competitor. **STUDY THIS FACT.**

#### **OUR FISHING INDUSTRY.**

The enormous and unlimited extent of our fisheries prompts us to add a few special lines on this particular resource, which is one of boundless calculations.

The map will show our close proximity to Hecate Straits and Dixon Entrance, which bodies of water have been proclaimed by Professor Prince of Ottawa (a world renowned authority) to contain the greatest fisheries of the universe. One has but to remember that in 1908 more than fifty million pounds of halibut alone (an equivalent in weight to 50,000 head of beef cattle) were taken from these beds, to have an appreciation of their extensive magnitude. Of the quantity stated, nine-tenths of it found a market in the United States, from the Pacific to the Atlantic by rail,

from ships sent out from Vancouver, Victoria, Seattle, Portland, San Francisco and other coast cities, but this will all be tributary to Prince Rupert on completion of the Grand Trunk Pacific Railway two years hence.

When one stops to think that the time now spent by these ships of from three to five days in returning to their destination, will be saved, and that the fish sent over the Grand Trunk Pacific Railway will be that many days fresher to the consumer, we need mention no other reasons for our claim to all the fishing business of the future from these mammoth beds, for if there is any one victual demanded as fresh as possible, it is fish.

That capitalists were not slow to grasp the opportunity is evidenced by the fact that already one syndicate is about to begin work on a plant representing an investment of one and one-half million dollars. Of this amount over one-third will be used for buildings and a cold storage plant, with an initial capacity of six million pounds, making it the largest fishing and cold storage plant on the whole American Continent, and second only to Grimsby, England, the largest in the world. The remainder of their capital will be used for building ships, steam trawlers and sundry other boats and equipment; all of which will be ready for active operation when the Grand Trunk Pacific Railway opens the way.

It might not be amiss if we say a few words at this time to the people who are not familiar with the extensiveness of the fishing industry at Grimsby, in order to show the many advantages in our favor. There are 1,200 ships engaged in the fishing industry at Grimsby, a city of 100,000 population, and shipping daily 1,500 tons, and the total investment in this particular business foots up over four hundred million dollars. From Grimsby a sail from 1,000 to 3,000 miles has to be made for the catch: Prince Rupert has hers within a radius of less than 100 miles. Eight hours of fishing recently in our waters produced 400,000 pounds of eatable fish; not halibut alone, but of 27 different varieties.

Then again comes the beautiful river salmon from the Skeena and Naas Rivers, and the trout from our adjacent mountain streams and fresh water bodies; all of which will find a ready market in the large Eastern centres, which points will be supplied as at present, only with the welcome



exception that they can get their supply from **TWO TO FOUR DAYS SOONER** than they are now receiving it, a very favorable fact and feature when the character of such a perishable commodity is taken into consideration.

#### WORK IN SIGHT.

Commencing with the first day of October, the growth of Prince Rupert becomes apparent. Taking only the work already laid out, the city is assured of an immense payroll until the completion of the railroad, at which time the arteries of commerce will be opened and Prince Rupert will have entered its career as a terminal sea port metropolis with nothing to stay its onward progress.

Let us sum up some of the actual work in sight.

The contract has already been let and active operations have started on the construction of the railway from its present terminal point along and encircling the entire water front of the townsite. This contract will amount to the sum of \$800,000.00, and means the employment of a great number of men for the next two years.

Then there is all the work of building the railway yards, shops, round-houses, depot building, wharves, warehouses, freight sheds, etc., in connection with the actual terminal site.

The Government wharf is now under construction and will cost in the neighborhood of \$100,000.00 to complete.

The fishing and cold storage plant, private wharves and slips, city street work, extension of water and sewer connections, extension of lighting system, installation of telephone system, the building of our school houses, hospital, Custom House, City Hall, Federal Buildings, besides all the general buildings, of stores, warehouses and residences of every description, ensure a period of the greatest activity pending the completion of the railroad. In fact, the assurance of the railroad being completed on time, that is, the end of the year 1911, makes one wonder whether it is possible to complete the enormous amount of work to be done in time to undertake the great volume of business which will be ready for the city to handle immediately the golden spike connecting Canada's greatest transcontinental railroad is driven.

## OPINIONS.

It is an impossibility for us to delineate all the advantages of this "world of opportunities" as Prince Rupert has often been termed, and we are forced by the limitation of space to preclude many opinions expressed in private and to the public by some of our most influential authorities.

We desire, however, to present a few extractions from public speeches made within the past month by such eminent men as the Hon. Premier McBride, His Excellency Earl Grey, Governor-General of the Dominion of Canada, Sir Charles Rivers-Wilson and President C. M. Hays of the Grand Trunk Pacific Railway.

Premier McBride:—

"From one end of the Continent to the other, the name of Prince Rupert is known as a place where a prosperous and contented people are building what is designated to become one of the greatest cities of the Pacific Coast. This condition of affairs has not been the work of any one government, or of any one corporation, but it has been brought about largely by the people themselves. Given corporation and government aid, yet, where the people themselves do not work together for the upbuilding of their community, the creation of a city may never be effected. I compliment you upon the splendid citizenship that has been manifested since this city was given birth."

Earl Grey, Governor-General of the Dominion of Canada:—

"I believe that when history will be written, the most important event in my Governor-Generalship of Canada shall be the conception and beginning of Prince Rupert, because Prince Rupert is the terminus of the great G. T. P. Railway. And why is Prince Rupert the terminus of the G. T. P. Railway? It is all owing to four men—Sir Wilfrid Laurier, Sir Charles Rivers-Wilson, Mr. Charles M. Hays, and last, but not least, Mr. Van Arsdol, the man who discovered the four-tenths grade through the Rockies. A railway like the G. T. P. is of great importance, not only to Canada, but it is of great importance in a national sense as well."

"The C. P. R. helped to make Canada, and the Pacific lines in the United States were of first importance in holding the Union together. The G. T. P. Railway, let me say, will strengthen and mature what already has been accomplished by the first Pacific line in Canada. A great future stretches out in front of you. On you lies the chief responsibility of the character of that future."

"May I express the hope that, conscious of that responsibility you, the people of Prince Rupert, may approach the consideration of the question respecting the growth of your city not from the standpoint of town lot speculators, but from the standpoint of men who look forward to the wants and requirements of your city twenty-five and fifty years hence, and who are determined that, so far as in your power lies, Prince Rupert shall, in everything that makes for the healthy, energetic, and strenuous citizenship, be an example to the most enterprising business cities upon the Pacific Coast from Los Angeles to Alaska."

Sir Charles Rivers-Wilson, speaking at the Board of Trade banquet tendered to him and Mr. C. M. Hays, said:—

"Prince Rupert is spoken of as an infant city. An infant city it is, but it must be evident to the meanest observer that it contains within itself the elements of a very rapid and very great growth. Although an infant city at the present time, it will reach vigorous manhood much earlier than perhaps some of you suppose. Let me remind you of some of the advantages possessed by Prince Rupert, and what is coming to those two corporations, the Grand Trunk Pacific Railway and the Grand Trunk Railway. I will say that any man makes a mistake when he presumes that Prince Rupert has not always been, and will continue to be, the favorite child of the Grand Trunk and the Grand Trunk Pacific Railways. Let me say that no other city on the Pacific Coast will be its rival in the affections of these two corporations.

"Certain statements credited to me while I was in Seattle have been given publication. These supposed remarks have been copied and commented upon

“locally. Let me assure you that those remarks credited to me are absolutely false.

“We cannot read the future. It is very possible that in course of time the Grand Trunk Pacific system will have extensions, but this will not be for some time to come. Our first and our primary object is to build straight through to Prince Rupert. In so far as Prince Rupert and this land is concerned I do not think it necessary to speak with the voice of a prophet. I venture to say this, because we **KNOW** that wonderful development and expansion must take place. I see many things in the near future. I foresee that Prince Rupert will be a busy hive, teeming with business. I see warehouses and docks crowded with product. I see great merchant fleets in this harbour—ships that will connect your city with other cities of the coast, and ships that will carry your trade to the Far East. Further than this, I see the control of this city under a sagacious, honest and clear-headed municipality. I see a large city, a city of pleasant homes, parks and playgrounds. I cannot expect to see the consummation of all these things. I have lived long and my life has not been altogether uninteresting. I can look back on many occurrences, and I should like to say that to recall having had some share in the conception of such a city as Prince Rupert is destined to be, will be very dear to me.”

After a few introductory remarks, Mr. Hays went on to say:—

“Prince Rupert is good enough for me. I will go further and say that Prince Rupert is good enough for Canada—yes, good enough for the North American Continent. We are going to reach Prince Rupert by a grade that will be unequalled by the grade of any other railway in America, and when we get here we will reach a harbor absolutely second to none. I am met with the question, ‘What are you going to do for the boys?’ or in other words, ‘What is the G. T. P. going to do for Prince Rupert?’ Sir Charles Rivers-Wilson has said that it is needless for you to be apprehensive over the report about terminals at Vancouver and Seattle. I wish to say that you need not worry

“or become apprehensive in the slightest. You can rest assured that the G. T. P. will not be in Vancouver as soon as it is in Prince Rupert. Your fears can be allayed on that score. I need only draw to your attention the many miles of mountains between the G. T. P. and Vancouver, and again emphasize the fact that it is toward Prince Rupert that the G. T. P. is building. To reach here is our primary object.”

“And now, what are we going to do for Prince Rupert? You have before you some example of what we already have done. The expenditures already made have been something very unusual. No railway company has ever before spent \$200,000 for the reception of its inhabitants, and this I feel has been recognised, not only by the prices brought at the Vancouver sale, but by the advances made at subsequent sales. What will the G. T. P. do for Prince Rupert? In the first place there are many outlying districts which, from a trade point of view, belong to you. We are going to reach those districts and put them in direct touch with you. There are large deposits of coal near you, which we propose to develop, and place here at prices which will give you cheaper coal. When I was in London, the Grimsby fisheries were described to me. In this connection I wish to say that we will do much for the local fisheries, which are among the richest in the world. There are deposits of copper, silver, and, I believe, gold, within easy distance of you, and that a smelter will be established here goes without saying. You will get the benefit of all these matters. There will be a necessity here for docks for war and other vessels. There will be a grading dock and this is but one of the harbor projects under consideration. As for feeders, you have but to look at the map to see that there is projected a line to the Yukon.”

The following extracts are taken from interviews published in the Prince Rupert “Empire,” in its issue of August 21st, 1909:—

Sir Rivers-Wilson said:—“I wish to endorse everything that His Excellency Earl Grey has said respecting the marvellous promise of this city. This is my first visit

here, and I am astonished at the development already made. Yes, this is to be "the" terminal city and you can put the word "the" in capital letters to emphasize that fact."

Mr. Charles M. Hays said:—"You can say that the Grand Trunk Pacific Railway will build straight through to Prince Rupert rather than seek any strange gods. Prince Rupert is the Grand Trunk Pacific's Pacific terminus."

Mr. Chamberlain said:—"I have not been here since April last, and I must say that the amount of building that has taken place since then is astonishing."

### ROOM FOR ALL.

Prince Rupert offers splendid inducements to everyone in every sphere of commercial life. It is impossible to enumerate the different openings that exist in the city as there is room for every class of wholesale or retail merchant, jobber, manufacturer, agent, artisan and laborer. Professional men of every class will also find a wide field for their services.

There is no business that is overdone in Prince Rupert at the present time, as the city is growing so rapidly that its requirements for business houses of every description are increasing daily.

Especially are there openings for first-class wholesale and manufacturing plants. There are many kinds of industries that as yet have not started, though some of them may be projected. Fuel is cheap and water for power plentiful.

But the one principal point we wish to impress upon our readers is the fact that no matter what their profession, business or calling in life may be, Prince Rupert bids them welcome and assures them that the opportunities are here awaiting development, and all that is necessary to ensure the greatest success is the application of brains and energy.

### TEN OF THE MOST IMPORTANT POINTS TO REMEMBER.

- (1) That **PRINCE RUPERT** has the finest harbor on the Pacific Coast.
- (2) That **PRINCE RUPERT** will become the gateway for all export shipments of grain from the interior Provinces.

- (3) That **PRINCE RUPERT**, by its adoption of sanitary precautions, has safeguarded its people, and therefore ranks as one of the healthiest cities in the North-west.
- (4) That **PRINCE RUPERT** is the nearest city to Alaska and the Orient, and as a result of its geographical location, will receive the bulk of the business of those countries.
- (5) That **PRINCE RUPERT** will have no other adjacent cities with whom to divide its benefits and achievements.
- (6) That **PRINCE RUPERT** will be the terminus of the Grand Trunk Pacific Railway, which road will have the lowest grades of any transcontinental railway and will save 48 hours to travellers and shippers from the East.
- (7) That **PRINCE RUPERT** has one resource alone, the fishing industry, which will support a population of 100,000 people.
- (8) That **PRINCE RUPERT** at its birth starts off with many advantages that it took other Coast cities years to acquire.
- (9) That **PRINCE RUPERT** is the greatest city of opportunities and possesses more boundless and varied resources than any other city on the whole Pacific Coast.
- (10) That **PRINCE RUPERT**, through all the advantages enumerated in this pamphlet, will grow in five years to a size (in people and commerce) equal to what other Coast cities have taken fifteen years to develop.

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O **O** **R**INCE **R**UPERT, Terminus of  
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GO GRAND TO TRUNK PRINCE PACIFIC RUPERT RAILWAY

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