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STEWART



THE GATEWAY CITY

THE FUTURE
CARDIFF
OF THE PACIFIC

THE GATEWAY TO THE

ANTHRACITE COAL FIELDS

OF

GROUND HOG MOUNTAIN

AND THE

NAAS RIVER VALLEY

ISSUED BY THE
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MAY 1ST STEWART AND VICTORIA 1912
B.C.



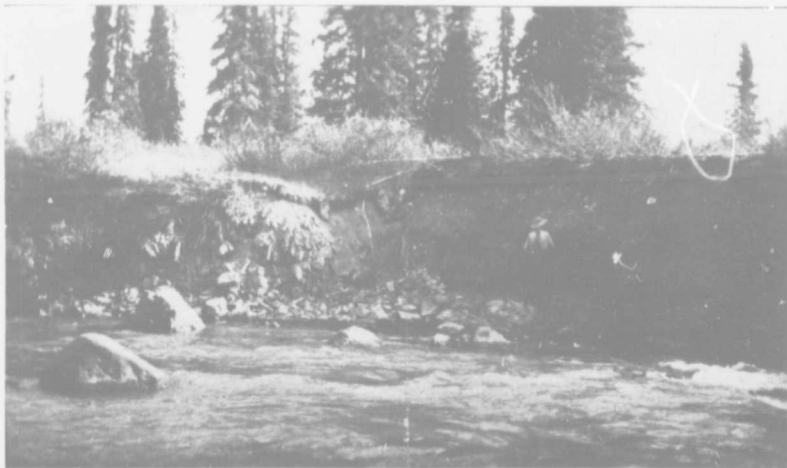
Stewart, B. C.

INTRODUCTION

It is the purpose of this pamphlet to draw your attention to the mineral and agricultural potentialities of a section of the British Columbia Northern Interior, a territory whose great future is looming large in the eyes of thinking men, and whose influence will ultimately be felt throughout the length and breadth of this western world, and beyond.

One

The discovery of the great anthracite coal fields of Groundhog Mountain marks an epoch in the history of the world, greater and more far reaching in its effects than the gold discovery of the Klondyke, for, when the last ounce of gold has been wrested from the frozen vaults of that treasure house of the North, millions of tons of coal will yet await the pick of the miner, and his childrens' children.



Merry Creek Coal Exposures

GROUNDHOG COAL FIELDS.

The history of these fields commences only a few years ago when coal locations were made on a branch of the Skeena River. Subsequent investigation showed that coal outcrops were met with over a large area, and continued prospecting determined the fact that the field was a great one, ranking with the anthracite deposits of Wales and Pennsylvania in extent and richness.

The known field at the present time comprises an area of 2,000 square miles, with hundreds of miles of territory in the vicinity of the fields still unexplored.

A large amount has been spent on the preliminary exploration and development of the fields, and their value and extent has been fully demonstrated.

In the following pages appear reports, articles and other information in regard to the fields themselves

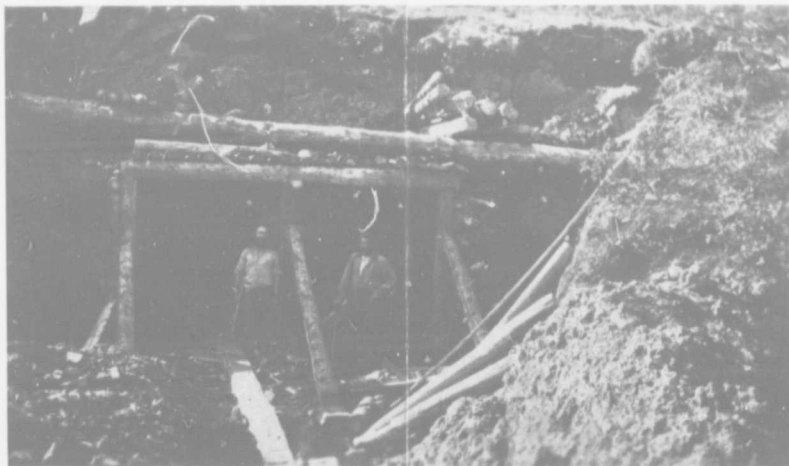
Two

and the territory surrounding them, collected from numerous sources and submitted for your consideration.

THE GROUNDHOG ANTHRACITE COAL FIELDS.

(From the Vancouver World, March 20, 1912.)

A red-letter day in the annals of progress for Canada was written large in her history on the 15th of March, when Sir Donald D. Mann, through his proxy, Mr. T. C. Holt, signed papers and documents in Vancouver to purchase one hundred and forty-five square miles of coal lands around the head waters of the Naas River, this immense area bringing a wind-fall to the province of nearly two million dollars in a lump sum, and a perpetual vast yearly rental. Comprising as it does over ninety-two thousand



"Scott" Seam, Ten Feet

acres, this property is the controlling neck of the whole far-extending field of the Groundhog basin.

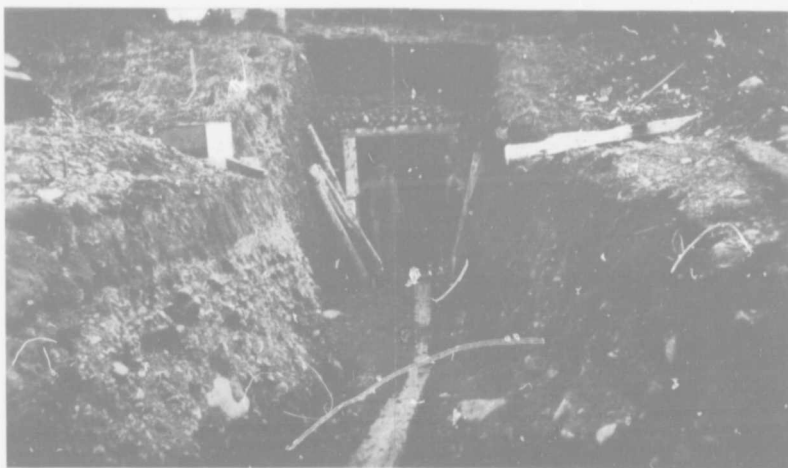
This but lately developed coal area contains eleven known commercial seams, aggregating, say, 68 feet thickness in all of coal, of the much-coveted grade of smokeless, hard, anthracite coal, only known to exist in quantity in two other commercial centres of industry in the world, namely, in Wales and Pennsylvania, the former district turning out annually less than five millions of tons, and the other ninety millions to satisfy domestic, manufacturing and steam-raising uses throughout the world's markets, a fact demonstrated by the terrific havoc perpetrated in all foreign ports beyond the home centre by the present disastrous coal strike in Wales and Great Britain.

Mr. Ronald C. Campbell-Johnston, a mining and metallurgical engineer of long experience throughout

Three

Canada and elsewhere, was sent into this far north country, latitude 57 degrees north, and longitude 128 degrees west of Greenwich, in a professional capacity during last summer to open up coal seams beyond Groundhog Mountain on behalf of the British Columbia Anthracite Syndicate of Quebec.

He traversed a district seventy miles in length north and south by thirty-five miles in width east and west, one covering six times the area in size as that of hard coal in Pennsylvania, all studded here with outcrops of this splendid grade of coal, since the eleven seams by lateral pressure were compressed into waves succeeding waves, a syncline opposing anticlines in an easterly and westerly direction, but with no extensive faults or breaks as steps, save the one striking one, relieving the pressure as a line of weakness, stretching from Destingay Mountain across the main united Skeena River, over Anthracite Creek to the



"Bennet" Seam, Six Feet

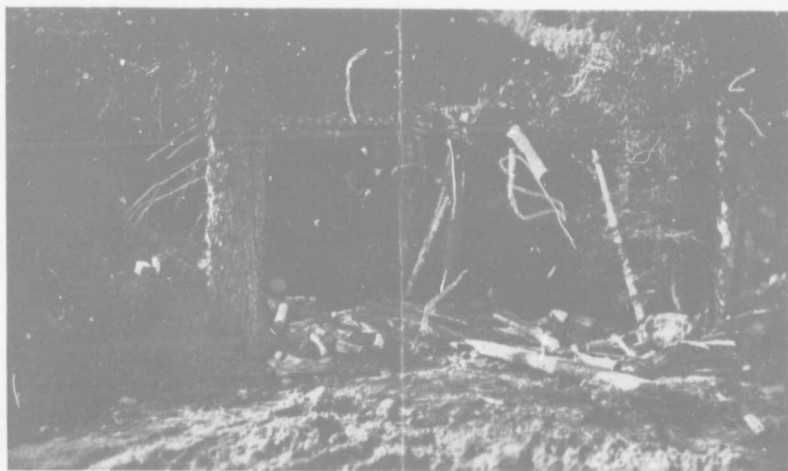
mountain of the Devil's Claws, across Beirnes Creek to Mount Alec, onward across the Naas River fork to near the Ninth Cabin of the Yukon telegraph line. End pressure from the birth of the later basalts of the lower Stikine River created one notable anticline forming the height of land or divide of the watersheds to the two forks of the Stikine River (the Glam Slean and the Yetrye) separated from those of the Skeena River (Clau-Kaas and Clua-TahnTahn forks) and the head of the Klappan River.

When these contracting pressures had ceased, then came the stupendous grinding, wearing down action of the glacial periods which followed the tropical climate under which the coal foliage grew, due to volcanic heating of rocks, this ice eroding away many thousand feet in depth of rock formation, and incidentally at the same time the tops of the anticlines of the stratified coal measures, thus accounting for the

Four

present outcropping of the coal seams at the rims of each individual syncline, extending regularly about five miles across, obviating any uncertainty as to the universal existence of coal seams throughout the length and breadth of this abnormally large coal basin. There are two series of seams, the upper and lower ones, probably both combined amounting to over three thousand feet in thickness in a vertical section, but the upper series is not as extensive as the lower owing to the glacial and meteorological erosion.

No volcanic rocks have thrust up their manifold heads since the deposition of the coal during the jurassic and cretaceous era of geological periods to destroy, fault or make uneven in grade these smoothly paralleling seams. The cause of transcending from bituminous to anthracite was brought about by supernatural steam probably during pre-glacial time under incalculable pressure this thermal matter being



"Garneau" Seam

forced widecast throughout the entire district to permeate all strata alike, coal, conglomerates, sandstones and shales, having its genesis in the stupendous intrusive tertiary basalts and other igneous rocks breaking through all obstructions of older formations on the lower Stikine and coastal ranges.

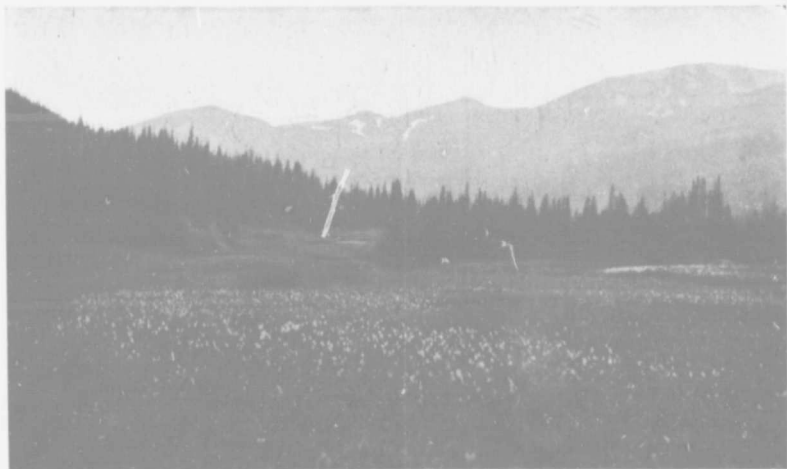
This thermal process accounts for the splendid homogeneous grade of high-fixed carbon, low-volatile matter, and so a hard, smokeless fuel throughout the whole eleven known commercial sized seams, twenty, ten, six, four, three feet in thickness, spreading over the entire area of this fine coal area, stretching fifteen hundred and seventy thousand acres in extent.

Mr. Campbell-Johnston traversed all the unaltered rocks of these productive coal-bearing measures in the interests of his clients with prospectors and others, and among other properties chose these one hundred and forty-five sections as commanding the approach

to all the others, being nearer to tide-water, having a down-water route without any adverse grade, and so its product, having a natural rebate amounting to at least 50 cents a ton mined at seaboard over all the balance of the field, in itself a handsome dividend.

The property was bonded on the spot from the owners and offered to his clients, the Quebec Syndicate, who, however, failed to grasp the importance of owning them in connection with their own, and refused to negotiate. Mr. Campbell-Johnston's elaborate and exhaustive reports were later laid before Sir Donald D. Mann, for whom he had served as consulting mining engineer in the past.

Sir Donald at once saw the importance of this fuel and its possibilities, with a grasp of the value of embryo resources, and so the result of securing this area for himself alone through his personal energy and enterprise.



A Flowery Meadow on the Upper Skeena

Another of Sir Donald's schemes had been an all-Canadian route to Dawson, with also a trail of steel through the Peace River country to Edmonton and perhaps on to Hudson's Bay.

This idea materialized in a railway already completed for some miles from Stewart at the head of the Portland Canal, with terminal facilities constructed. By continuing this same line through a tunnel under the divide of the Bear River glaciers into the Naas Valley past Neziaden Lake, this property is, as the crow flies, less than ninety miles distant. Here was an opportunity of tonnage for the road from the commencement in unlimited amount to make any line pay handsome returns. So the combination of the two enterprises has been consummated with inestimable advantage in the near future to the steamer trade, to the town of Stewart, the Naas Valley, and all northern British Columbia.

Sir

Before long miners by the thousand will find work on this new coalfield, towns will spring up to supply their wants, families will increase in numbers, lumber mills will be busy, farmers will find a ready market and there will be a humming, thriving centre of industry, growing by leaps and bounds when the railways take the coal away to be shot into fleets of steam colliers for all ports, from Alaska and Panama to Patagonia and across the Pacific to Siberia, China, Japan and Hongkong. The quantity of the coal in this territory is apparent in its abundance, ample to keep a large army of coal-hookers active for several hundreds of years. The quality, by passing below the outcrops past the clay-covered exposures, down to where the stereotype rock, roof and floor are in place, where the seams find themselves, has been proven as run of the mine of normal, even grade, where development has passed through the spheres of



Pack Train, Groundhog Mountain

quartz lenses and niggerheads always present in all anthracite countries at the surface. Here the true quality, free from high ash and top dirt, has been demonstrated to carry 84 to 87 per cent fixed carbon and from 5 to 6 per cent ash, this without any tests at all at screening out soft partings or washing clay rugs from broken sized coals, as egg, stove, lump, pea, nut and the various marketed graded sizes, to afford comparisons at its best with Welsh, Pennsylvania and Pocahontas, all of which coals receive careful mechanical treatment on picking belts, screens and washeries to reduce quantity of ash before being thrown on the market. Costs of mining, hauling to seaboard and favorable position for cargo freight rates on a northern, and shortest, circuit to Asia, all of these advantages enable this coal, with its quantity, proven quality, and high calorific powers of British

Seven

thermal units 134.18, to command all the seaborne coal trade of the Pacific ocean in Asia, America and Australia against all comers, so receiving large contracts from the fighting navies of the world, who must have smokeless coal to give no warning as to their whereabouts, to supply the mercantile marine, ocean or coastbound, scudding in endless numbers and itineraries over this great ocean, soon to multiply rapidly by the opening of the Panama Canal.

This coal can capture the prairie trade of Canada and the United States as far east as Port Arthur in competition against Pennsylvania hard coal. Sufficient suggestions have been thrown out to demonstrate the vast importance of this new coalfield to Canada and the British Empire to keep the command of the world's trade and its sinews of war under the Union Jack.



"Croquette" Seam

WESTERN BRANCH CANADIAN MINING
INSTITUTE'S MEETING AT VANCOUVER.

(From B. C. Mining and Engineering News,
February, 1912.)

THE GROUNDHOG COAL BASIN.

A paper entitled "Notes on the Groundhog Coal Basin," prepared by Mr. G. S. Malloch of the Geological Surveyor Canada, and with the kind permission of the Director, sent from Ottawa for reading at this meeting, was read by the secretary. The following is a short abstract of this paper:

"So far as known the coal measures extend northwest in a long strip for at least 70 miles. The width of this strip at its southern end is about 30 miles, but it may not be so wide farther north.

"The coal measures have a thickness of upwards of 3000 feet, but contain coal in commercial quan-

Eight

ties near the top and bottom only, though there are a few thin seams in the intermediate beds. The lower horizon contains at least three seams of from four to six feet in thickness, and the thickness of the upper seams, seven in number, varies from two to six feet. So far as is known, the upper horizon is limited to an area of not much more than 20 square miles, but the lower extends over most of the above-mentioned strip.

"The coal is anthracite in character, but some of the available analyses show very high percentages of ash. Some of the seams have been so crushed that the coal shows numerous cleavage faces and powders badly when handled. In all the seams seen veinlets are usually between a quarter and eighth of an inch in thickness, and the foreign material almost invariably sticks to one or the other of the pieces when the coal is broken. The number of points at which



Clua-Zahn Valley, Upper Skeena

the coal has been opened are too few to permit an estimate being made of the amount of the foreign material present, and it is quite possible some localities may be found where the coal is entirely free from it."

As regards transportation, Mr. Malloch showed that in order to obtain a market for coal from this field a railway will have to be constructed. He outlined three feasible routes. The shortest would be from Stewart, at the head of the Portland Canal, from which place a railway has already been built fifteen miles in the direction of this field. An extension of this short line would reach the broad valley of Naas River at 22 miles from the present terminus. The total distance from Stewart to the coal field

would be about 90 miles. Another route from tide-water would be up the Naas River, but this would be 80 miles longer, though there would be much less rock work, and an easier grade would be secured. A third route is from the Grand Trunk Pacific Railway at Hazelton, situate about 150 miles southward by a railway route. Then there is a distance of more than 150 miles to Prince Rupert, the Grand Trunk Pacific terminus, or a distance in excess of 300 miles from the coal field to that shipping port.

Mr. Malloch's paper was of particular interest, for the reason that the Groundhog coal field is receiving much attention in the coast cities of British Columbia and elsewhere.



View near Groundhog Mountain

A FORECAST

The Groundhog Mountain coal fields have already attracted worldwide attention. Hundreds of prospectors will cross the divide from Stewart this coming summer. The country in the coal formation will be investigated and new discoveries will undoubtedly be made. Other prospectors will head northwest toward the Iskoot, where gold placers and other minerals are reported to occur. This is virgin territory, and has hitherto been regarded as practically inaccessible. It is interesting to note that the mineral belt of the Coast Range, where intersected by the Bear and Salmon Rivers, and their tributaries, is giving to the world a promise of vast wealth; but the territory to the north through which the same belt continues still remains a terra incognita. A few prospect-

ors report it a region teeming with possibilities, and it will soon be invaded by a hardy horde of pioneer miners.

Turning eastward from the valley of the Naas; beyond the mountains that open their rugged passes to our view, we catch a glimpse of the fair "Garden of the Peace," the last great west, with its promise of golden grain, soon to spring from the mellow sod, where the ages have accumulated an inexhaustible fertility.

The railroad that will carry this wheat to the seaboard will do so by the shortest route, and Stewart makes the reasonable bid to be the terminal of the shortest road from the Peace River Valley to the sea. The opening up of the great northern interior will



Mouth of Bernies Creek

change the economic conditions of British Columbia to an extent undreamed of by the man on the street. The tide of its prosperity will flow through Stewart. A student of the conditions and resources of the north expressed himself in these words: "I firmly believe that in five years the northern portion of this province will contain more inhabitants than the southern portion does today." This is a striking idea, fully justified by present developments and none can say it nay.

(From the "Colonist," April 5th, 1912.)

Mr. F. S. Wright, who went into the recently discovered anthracite coalfields in the Groundhog Mountain district from Stewart, for the purpose of compiling a map for the Stewart Land Company showing the topography of the mining field and route from Stewart, has returned to Victoria, making the trip out from the Groundhog via Stewart to Victoria

Eleven

in the fast time of 15 days. Mr. Wright says that doubtless further finds of anthracite would be made near the headwaters of the Naas. He picked up conglomerate and noted that the formations on the Naas were similar to those where coalfields have been located on the Skeena River side.

Mr. Wright says that undoubtedly the best route to the Groundhog coalfields is by way of Stewart, and when the pack trail which is to be constructed by the government is completed the route will be a comparatively easy one, the distance being about 100 miles, or a little over, to Stewart.

In company with Mr. Bernard O'Neill he left Stewart on February 9, going over the Bear River pass, by which the Canadian North-Eastern Railroad, which has been constructed and is now in operation for fourteen miles from Stewart by Sir D. D. Mann, who recently bought a large area in the Groundhog



Clau-Yaz Lake

fields for \$2,000,000, is to traverse the Groundhog district and eastward via the Peace River to form another transcontinental railroad in the north. They travelled on snowshoes, carrying an outfit weighing 250 pounds, and proceeded via Meziaden Lake up Hanna River and across the main branch of the Naas and up this river to the east fork, by which they travelled until they struck the Dawson telegraph line from Hazelton, and from thence to Groundhog they went by the toboggan trail used now for freighting supplies from Hazelton. They broke trail for a great part of the way and had to relay their outfit for a considerable distance. When the pack trail is completed, however, the route will be a comparatively easy one.

On the way in they made a number of caches, enabling them to travel light on the backward trip, which occupied but nine and a half days from the

Twelve

Groundhog fields at Biernes creek to Stewart, where Mr. Wright got passage on a tugboat to Prince Rupert and came south on the steamer Prince George.

Snow covered the ground for the most part when he was in the Groundhog district, but the formation is well known and reports have been made to engineers showing the great promise of these vast anthracite fields. Mr. Wright said the coal formation of the Groundhog undoubtedly extends to the Naas.

Mr. Wright considers that railroad construction will offer no difficulties in this district. After passing the Bear River pass there is a splendid grade and no main divides are to be crossed until that of the Naas and Skeena is reached. There is a pass with an altitude of 250 feet at the Blackwater divide between the Naas and Skeena, and another pass that could be used at Anthony River, but this has a trifle higher elevation.



Upper Skeena Valley

A number of splendid valleys run from the Naas and its forks and tributaries, similar to the valleys in the Skeena district, and there is much good land around Meziaden lake. At the mouth of the Blackwater there is one of the finest stretches of land in the north. There is no wind in the upper Naas country, and the weather is calm with considerable clear sunshine. There is easy rolling land from the Groundhog across to the Stikine, and the Grand Prairie Valley can be easily reached, in fact a railroad from Stewart through this district would open up a vast area of rich country, Mr Wright states.

STEWART TO EDMONTON

The inducements which the situation in the northwest offers to the first railroad to traverse its virgin territory are so large that the railroad to Edmonton must soon be built. It will, on account of the absence

of high mountain ranges, extremely heavy grades and unproductive country, cost at least from one-third to one-half less per mile to construct than any of the roads running through the southern half of the province, and will give the Canadian Northern an outlet for its prairie roads, which at present are forced to ship to tidewater over the lines of rival companies. Moreover, it will prove immediately profitable, on account of the great productiveness of the route.

In the latter connection it is interesting to follow on the map the probable line which the surveyors will take. Immediately after leaving Stewart the road will pass through one of the largest and finest mining districts in the province, and will then enter the Naas Valley in which 250 square miles of fertile land have already been taken up for settlement. It will then tap the Omineca mining district, which is expected, when its development is made possible by



Destiny Mountain

railroad connections with the coast, to prove one of the richest mining districts in the North American continent. From the Omineca district the road will pass through the prairie-like valleys of the Peace River, and the north end of the Bulkley. From Pine Pass to Onaway, in Alberta, it will traverse a great wheat-growing land similar in character to the rolling prairie of Manitoba and Saskatchewan.

With the construction of the line to Edmonton the city of Stewart will become a terminal having connections with the Atlantic seaboard over the Canadian Northern, Canadian Pacific and Grand Trunk Railroads, and will in all probability, be the nearest

Pacific port to the Hudson's Bay when the rails are laid through the prairies to that great sheet of water. Every line serving the northern territories not already traversed by the transcontinental roads in this province will find an outlet at Stewart, and it seems certain that the Portland Canal will before long bear on its surface mighty leviathans of the deep carrying the products of the new northwest to all parts of the world. Already Stewart is the terminal point to coastwise traffic in British Columbia, but although the most northerly port of the province, it serves the whole of the great area of land cut off from tidewater by the Alaska boundary decision.



A Future Farm near Groundhog Mountain

GREAT ASSETS AT STEWART CITY

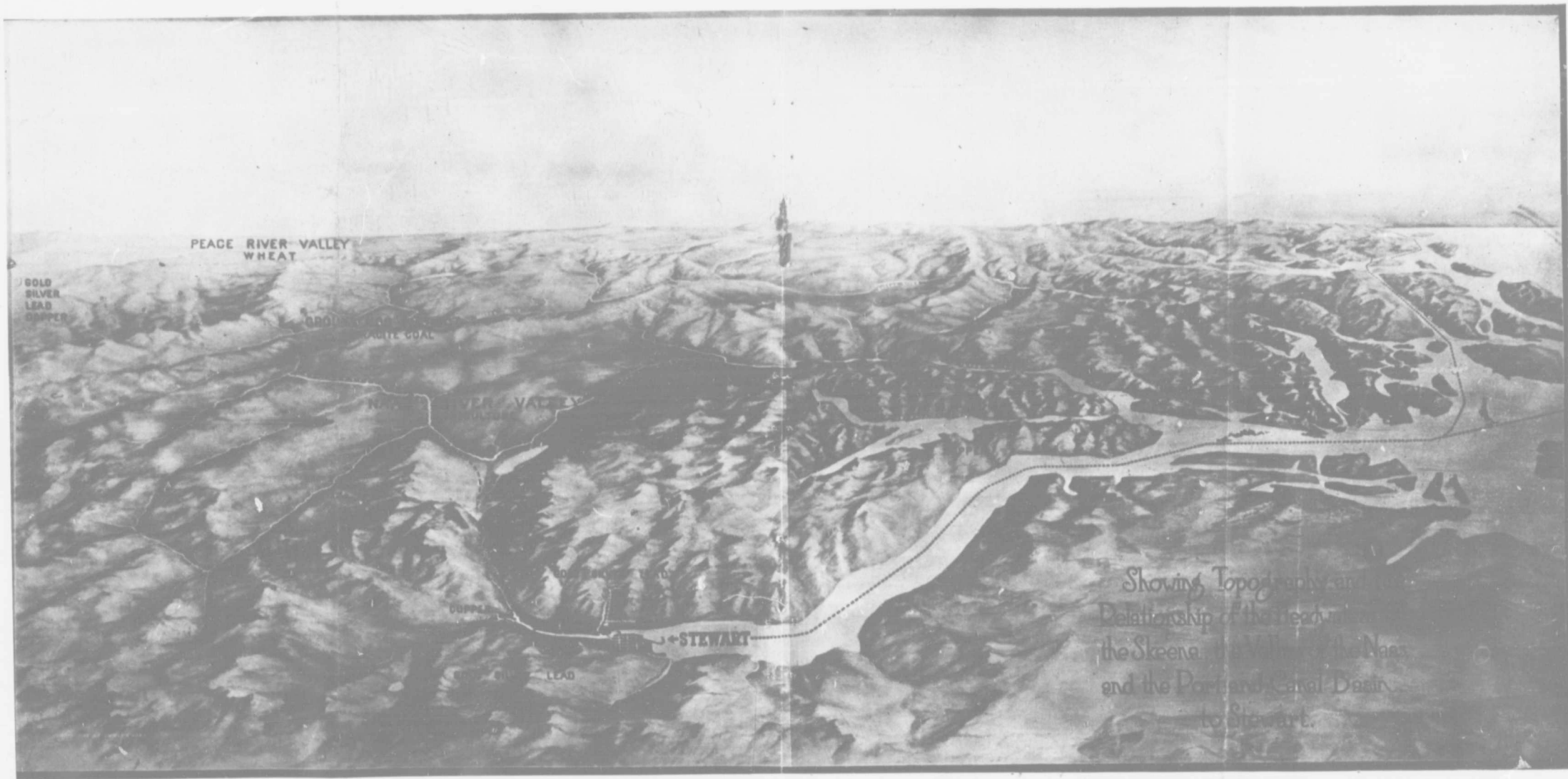
BRITISH COLUMBIA'S NORTHERN PORT WILL BE SCENE OF UNUSUAL DEVELOPMENT.

(From "Opportunities," March, 1912.)

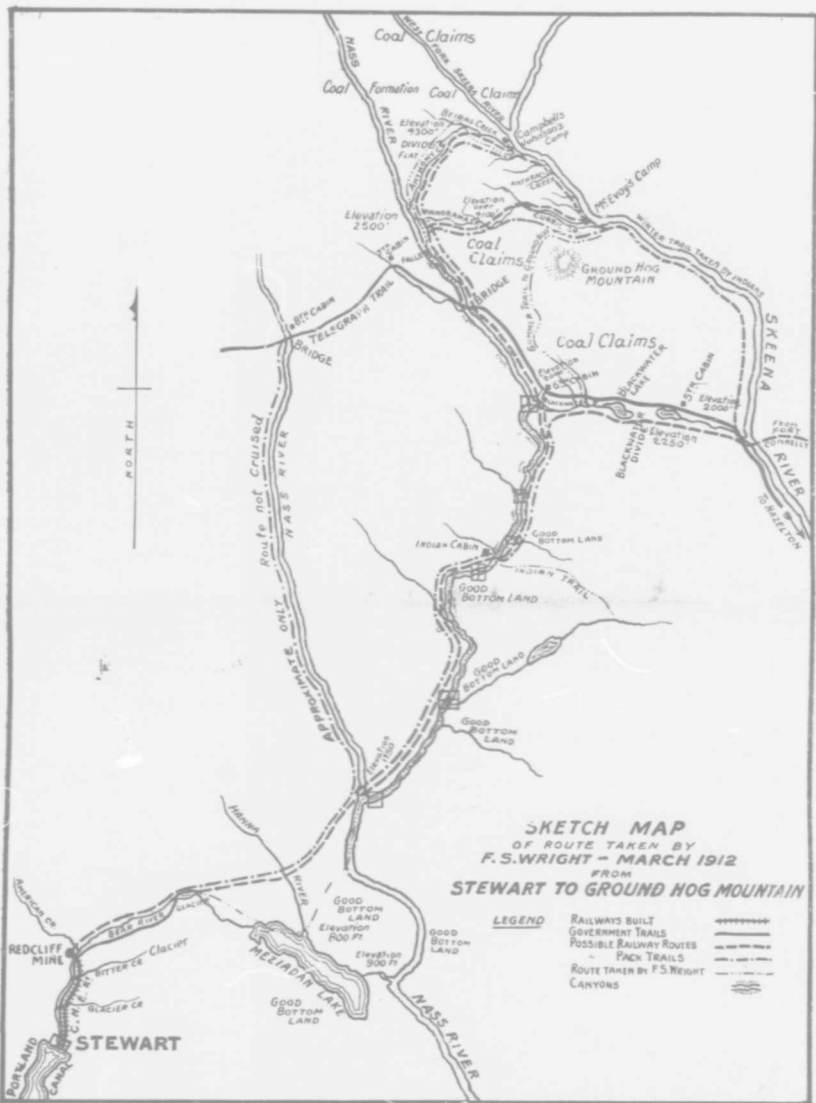
The coal fields of Groundhog Mountain ninety miles northeast from Stewart are now attracting much attention. It is recognized that their bearing on the future industrial life of British Columbia will be of great importance. During the coming summer the Government will lay out a road from the Portland Canal city to the fields. This is preparatory to the work of opening up the country and getting the way ready for the extension of the Canadian North-Eastern Railway eastward from its present ending at the Red Cliff Mine, a point 14 miles north of Stewart.

Fifteen

In the railway policy recently submitted to the local House the Canadian North-Eastern Railway was not included, because the Government did not have on hand sufficient data regarding the country through which this road is to pass. The Dominion Government is expected to co-operate in the building of this railway, and to further this desired end Premier McBride has given assurances that surveyors will take the field at an early date, and make a thorough investigation of the country. Enough is known of the section to insure a satisfactory report, and when government aid is granted the belief is warranted that the extension of the road to the Peace



STEWART, B.C.—The future terminus of the Shortest Transcontinental Railroad. The natural outlet for the anthracite coal of Groundhog Mountain. The distributing centre for the commerce of the North.





Fifth Street, Stewart, B. C.

River Valley will be a question of a very short time. The statement of Premier McBride, "That it will form another transcontinental railway," is based upon ascertained fact, and will be accomplished before long.

Although Stewart is the most northerly seaport on the Pacific Coast of Canada, it lies fully 250 miles south of the northern boundary of the Province, and two-thirds of the Province lies to the north and east of the town. Owing to the geographical position of this port it is the natural gateway of this territory—a territory whose mineral and agricultural possibilities are second to none in this western world today.

The known area of the Groundhog coal basin extends north from latitude 56.51 degrees for a distance of 70 miles, with an ascertained width of over 30 miles. It is a very prevalent idea that further pros-

pecting will prove the field even more extensive than this great area. Mr. G. S. Malloch, a member of the Dominion Geological Department, in a paper read before the Mining Congress recently held in Vancouver, and dealing with the transportation of this coal to tide-water, said: "In order to obtain a market for the coal from this field many miles of railway will have to be built. The most direct route to the sea would reach it at the town of Stewart situated at the head of the Portland Canal. A line of railway has been partly built, but some difficult rock work and a tunnel two miles in length would be required before the railway could reach the broad valley of the Naas about 22 miles from the present terminus."

Mr. Campbell-Johnston, manager of the British Columbia Syndicate of Quebec, which has extensive

holdings in the Groundhog basin, spent five months last summer in investigating and opening up the properties of his company. He stated that the quality of the coal is second to none on the American Continent, and is equal to the Welsh product.

When one considers the part that the anthracite coal fields of Pennsylvania and Wales have played in the upbuilding of the world's commerce, one can realize the importance of the anthracite coal field of Groundhog Basin. Stewart, by far the closest satis-

developed section. Many veins with mineral in paying quantities have already been discovered, and others will undoubtedly be unearthed by future work. Extension of the coal fields will be sought and the rich silver-lead and copper ore bodies which teem in the region will be systematically developed. On the upper Naas placer gold is known to exist, and on the eastern flank of the Coast Range near the headwaters of the Unuk River, many specimens of promising free gold ore have been found. In the vicinity of



Ninth Street, Stewart, B. C.

factory shipping point for this region, occupies a position on a fresh water harbor. It is deep and perfectly sheltered. With its strategic location it needs no stretch of the imagination to foresee a great future before the town. When the fields are in full operation it is estimated that the daily output will be in the neighborhood of 30,000 tons. This will necessitate the building of many mining camps and the employment of thousands of men. The development will center around Stewart the natural gateway to one of the greatest anthracite coal fields of the world.

During the coming summer season the country will attract prospectors and land locators to its rich un-

those rivers hematite ore is reported to occur in large quantities. From a prospector's viewpoint the region surrounding Stewart is one of the most alluring on the map.

The opening of the territory by the projected Government trails will make accessible to the settler great tracts of agricultural and pastoral land, and the story of an hundred "treks" will be repeated. The hardy pioneer taking up land in advance of the railway will find himself a wealthy man on the advent of the iron horse. History will repeat itself in the valleys of the Naas and Peace as it has done elsewhere throughout the American continent.

STEWART

Stewart is the geographical gateway to the whole of Northern British Columbia, and will eventually become its commercial gateway also. Fully one-third of the Province is shut out from free access to the sea by the Alaskan boundary, and as trade, like travel, follows the line of least resistance, it will naturally flow through Stewart, the most northerly seaport, because here is offered the shortest and most direct route to the interior, both north and east.

The section of British Columbia to which Stewart is the gateway is a land of promise, whose natural assets in mineral and agricultural lands will one day place it in the front rank of wealth-producing countries. The varied resources within its borders are greater than any other spot on this world's surface, and with the economic changes now taking place throughout the older world, these resources must shortly be utilized because present conditions are now compelling their exploitation.

The development of the anthracite coal field of Groundhog Mountain is destined to play an important part in this world's history, and who knows but what the dusky diamonds now lying hidden in their ages old resting place may one day turn the tide of battle.

Coal is King, and the discovery of these fields is most opportune, in view of the gradual depletion of the producing fields throughout the world, and the operation of the fields of Groundhog Mountain will confer the balance of trade to the Western seaboard, not simply on account of the development of the coal alone but through conditions inaugurated in its train.

WHAT PROMINENT MEN SAY:

"Now I have read a great deal, and geologists have reported to us about the great coal areas and the possibilities of mineral development in Northern British

Twenty-one

Columbia, and from what I can gather they appear to be enormous. It is a great region and should all be tributary to Stewart. There will be no city on the Pacific Coast north of Stewart. All of British Columbia to the north will have to come to tidewater by way of Stewart. There are great areas of agricultural land in the Naas River Valley, and further east, and, if you extend this railway east to Edmonton you cannot put any limit upon the possibilities of the future. All the vast areas of Alberta and Saskatchewan should ultimately come through Stewart, Prince Rupert and Vancouver. Even should they put through the Hudson Bay Railroad, it will come westward, and when the Panama Canal is finished, and it will probably be finished as soon as the railroad, the wheat of Alberta and West Saskatchewan will come here on its way to European markets.

"I have good reason to state that Stewart will attain to great importance. There are not many places on the Pacific Coast suitable for a railway terminus. I do not see where else the Canadian Northern can come out at. I have heard all kinds of places suggested as a terminus for this road. The Canadian Northern is unquestionably going through Northern British Columbia, and they want a harbor, and you have it, and now that you have Sir Donald Mann interested here, your chances of having a rail connection with Edmonton are a great deal better than they were a few years ago, before Sir Donald Mann took hold."—Hon. William Templeman.

"This townsite of Stewart, at the head of the Portland Canal, is in my opinion, one of the finest situated for a city that I have ever seen. The fact that Portland Canal is at the head of navigation means, if history repeats itself, that this will be one of the greatest commercial ports in the world. Take large cities like London and Liverpool, for instance, on the

other side, and Montreal, in eastern Canada, all are at the head of navigation, and this being the most northerly port in British Columbia should be the distributing point for the whole northern frontier.—Sir D. D. Mann.

Premier McBride informed a delegation from Stewart, B.C., which waited upon him, that the Government would send engineers into the district between the terminus of the Canadian North-Eastern Railroad from Stewart toward the Bear River pass and the Goundhog Mountain district to secure data and information to be presented to the Dominion Government in the effort to secure its co-operation with the British Columbia Government to provide assistance for the extension of the Canada North-Eastern Railroad from Stewart to the Groundhog Mountain coal district, where extensive finds of anthracite coal have been made. This railroad would tap the great coal fields, which cover an immense area. The Premier told the deputation the British Columbia Government would use every endeavor to secure the co-operation of the Dominion Government to grant assistance to this railroad, which he said, would eventually form a link in another transcontinental railroad system.—Premier McBride.

“We are heavily interested in the Groundhog Mountain district, the anthracite coal location, which has been stated by such authorities as Sir Donald Mann, Dr. Brookes, of the Geological Survey of Canada, and the other Dr. Brookes, of the Geological Survey of the United States, to be one of the richest deposits in the world.”—Mr. A. Laidlaw, of Spokane.

STEWART.

Many celebrated ocean ports have attained and held positions of importance solely by reason of their strategic positions on the routes of the trades of the world. Only those, however, develop into cities of

Twenty-two

the first magnitude, which in addition to holding such commanding positions have in themselves or in their immediate environment extensive and valuable assets in natural wealth, in manufactures or in a settled and prosperous agricultural district. Stewart has been shown to hold a position of absolute command over what must very soon become a trade route of the greatest importance. It is the natural, almost the only possible port for the whole northern interior of British Columbia, a country with a fertile soil, a mild and equable climate, and an area greater than that of the British Islands. That position alone guarantees the future of Stewart as a great seaport. What other resources has Stewart that can maintain and furnish employment for a large industrial population? The city of Johannesburg, in South Africa, and Denver and Butte in the United States, have grown wealthy and populous in virtue of a single industry—mining. Were Stewart an inland town far from any possible trade route, and in an otherwise barren country, the mineral wealth of the Portland Canal district would make it one of the greatest mining camps on earth. The apparent want of progress in development of the mines has deceived some impatient souls who expected to see immediate returns in the form of profits and dividends from the first season's work. No mining camp or district in the world has ever accomplished that. Prospecting on Portland Canal began about a dozen years ago, actual mining little more than five years ago, and operations on an adequate scale with modern equipment is not yet three years old. But the ore bodies are there and the values are there, and in respect of shipping facilities the district is unique among all the mineral fields of the world. As noted years ago by W. Fleet Robertson, provincial mineralogist, it is the only place in British Columbia where tidewater

enters a mineralized zone. The diversity of the ore, with values in gold, silver, copper and lead, is a considerable advantage, but greater still is the immense extent of the ore bodies. The Red Cliff, for instance, is conceded to be one of the biggest and best gold-copper property under operation in British Columbia. Other mines that have been developed at all also show very extensive deposits. Among these must be named the Portland Canal, the Stewart, the Ben Bolt, the Portland Wonder, the Big Casino and many more. On only a few, however, the Red Cliff, Portland Canal and Stewart, has development work proceeded far enough to even indicate the full value of the property. A great lode mine is not developed in a day nor in a year. Work is going forward on many properties, and everywhere with results more than equal to the most hopeful expectations of their owners. There is no ground for doubt that the district contains more than a score of very extensive and very valuable mines. Rossland in the zenith of its prosperity had never more than three big producing properties. Stewart has that many already, and its day has hardly begun.—From the Portland Canal Miner.

THE NAAS RIVER VALLEY.

The Naas River Valley comprises a stretch of country about seventy miles in length and from two to twenty miles in width, lightly timbered, with long stretches of grass lands and low rolling foothills. The climate is healthy, with no great extremes of heat or cold; the winter is cold but clear, with many bright sunny days and the summer is all that could be desired. The snowfall averages about 3 feet, which lies until about the end of April, the winter setting in about the middle of November.

The rainfall is sufficient for all purposes, and agriculture should succeed here, as it has done in

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other sections of the north even less favorably situated than the Naas River Valley.

A large amount of good land is still available for settlement both on the main river and on the east and west forks, the major portion of the main valley being reserved for pre-emption.

With the completion of the Government trail into the Valley this summer, settlers will be in close touch with the outside world, and with the continuation of the Canadian North-Eastern Railway, across the divide from Stewart, a market will be opened up for their produce.

The pioneer settlers of the Bulkeley Valley are well to do today, through the market provided, and the enhanced values consequent on the advent of the Grand Trunk Pacific Railway into that section of the country, and so, too, will the settlers of the Naas River Valley be equally fortunate when the Canadian North-Eastern enters into their midst.

THE FUTURE OF STEWART.

The future of the town of Stewart is inseparably linked to the development of the resources of its hinterland, and at no time in its history has its future looked so bright, for as time goes on the development of these resources will be increased a hundredfold, and the growth of the town will be in proportion to the enlargement of these assets.

The metalliferous mines of the Portland Canal District have proved to the world a foretaste of their wealth and worth, and their more extensive development will ensure for Stewart an enlargement of values consequent on their exploitation.

The future of the town will not depend on the production of the precious metals alone, for nature in a lavish mood has prodigally bestowed her bounties upon the environments of the Gateway City. Coal, iron, timber, water power and agricultural lands, all

these will play an important part in her future rise to greatness.

The development of the coal fields alone will make a great city at the head of Portland Canal, the natural concentrating point for the commerce of the North, and here will come the fleets of the world for their cargoes of coal, grain and the products of the field and mine. Here, too, will concentrate the manufacturing industries, called into being by the demands of new conditions, and here, too, will congregate the commerce consequent on the establishment of the terminus of a Transcontinental Railway.

All this and more is the future that lies before Stewart. This is no dream, but is the outcome of logical reasoning, to be arrived at following the settlement of the Peace River Valley the opening up of the Northern interior, the development of the mines of Portland Canal and Groundhog Mountain, the building of the Canadian North-Eastern Railway, and the association of Sir D. D. Mann with all these various enterprises.

A GRAIN PORT.

In view of the fact that the eastern outlets for the shipment of grain from the Prairie Provinces are already taxed to their utmost capacity, it becomes a question of very serious consideration to the wheat growers of the West to find other outlets for their produce, and avoid the congestion of traffic that becomes yearly more pronounced.

The enormous amount of railway building now going on will in due course relieve the situation to some extent for a time, but with only one-eighth of the available land under cultivation as at present, the railroads will be again handicapped when further acreage is brought under cultivation.

The settlement of the West is proceeding by leaps and bounds. Over half a million farmers from the

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United States crossed the line into Canada during the last seven years, and an even larger number during the same period from the British Isles, the continent of Europe also contributing a proportionate number and the tide of immigration is not yet nearly at its flood.

Other outlets for the wheat must be found, and Stewart, with the shortest haul from the prairies to the sea, bids fair to capture the exportation of a major portion of the product of the Peace River Valley, for which it is eminently fitted. Stewart will make an ideal grain shipping port, with its sheltered fresh water harbor, open all the year round, with freedom from storms and the entire absence of the teredo, so destructive in salt water harbors.

THE FUTURE CARDIFF OF THE PACIFIC.

Cardiff ships fifteen million tons of coal yearly, and the demand is greater than the supply. The world is waiting for the development of new fields, and the product of the fields of Groundhog Mountain will find a ready market, and Stewart with the shortest route from tide water to the mines, should ultimately become the "Cardiff of the Pacific."

Stewart has all the advantages that go to make it the natural outlet for the fields, and these advantages are recognized and will be utilized in the very near future.

The harbor is sheltered, with ample accommodation for the largest vessels, and miles of wharves can be constructed to handle the traffic without encroaching on the fairway, and the cost of renewing the piling of these wharves will be reduced to a minimum, as the absence of the teredo in these waters practically eliminates the cost of renewing, as must frequently be done in the salt water harbors of the Coast. The water of the harbor being fresh, will be of a manifest benefit to the shipping visiting the

port for cargo, as the marine growth clinging to their hulls and retarding their speed will be quickly removed by the action of the fresh water.

The coal of Groundhog Mountain being anthracite, will not compete with the coals of Vancouver Island to any great extent, and new channels of trade will be opened up and new industries established through this fuel, which lends itself adaptable for a variety of purposes not available for the bituminous variety.

All the towns of the Pacific slope will be markets for this coal, and Stewart will present a busy scene when the railroad is in operation to the mines.

This day is not far distant. It is the logical outcome of the discovery of the anthracite coal fields of Groundhog Mountain, for just as surely as the coal is there, just as surely will it be shipped, and Stewart is the natural outlet, and must become the "Cardiff of the Pacific."

FOR THE TOURIST AND SPORTSMAN

The coast-line of the mainland of British Columbia ends at Stewart, the entire distance of 700 miles from Vancouver being practically land locked by the Islands of Vancouver, Queen Charlotte and other small islands, and on the more northerly portion by the peninsula of South-Eastern Alaska.

The tourist making the trip from Victoria or Vancouver will sail through a system of enclosed waterways having no parallel elsewhere in the world, with all the comforts of a trans-atlantic liner, without the discomforts of the mal-de-mer. The Grand Trunk Pacific and Union Steamship Companies' steamers are noted for their comfort and safety, and make the round trip in six days.

At Stewart there are three first-class hotels. A week could profitably be spent in viewing the various attractions in the neighborhood, visiting the mines, glaciers and many other points of interest, the grandeur of the mountain scenery being unsurpassed.

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Good roads extend throughout the Bear River Valley, with trails to the more outlying sections, and transportation facilities are everywhere available.

The glaciers are well worthy of a visit, and are easily reached, the most accessible being that of Bitter Creek, which may be made on horseback over a good road, which will be improved this summer, as well as others throughout the district.

Good trout fishing may be obtained during the summer, and in the early fall. Salmon fishing and hunting are to be had, grouse, ducks, mountain goat and bear being plentiful, and moose and mountain sheep are reported numerous in the interior.

With the extension of the road into the Naas River Valley, and beyond, during the summer, a new hunting country will be opened up to the sportsman.

CONCLUSION

In concluding this review of the large extent and high quality of the Groundhog Mountain coal areas, there remains one important feature, which is certain at a very early date to have a most important bearing upon the development of this section. This feature is its enormous value as an Imperial asset by reason of the character of its coal and its geographical position. It is not too much to say that the Groundhog Mountain coal areas, from what is known today, form the only reliable reserve source of high-grade steam coal on the Pacific Coast.

It is admitted by international experts that the Pacific Ocean will during the course of the next few years, form the theatre of a colossal struggle for maritime supremacy. At present the bulk of the steam coal needed for naval operations has to be imported at heavy expense and with a delay that, in the event of certain emergencies, might well mean the difference between victory and defeat. The possession, within easy reach of tide-water, and sheltered anchorage, of so immense a supply of high-grade steam coal as the Ground-hog Mountain field is capable of furnishing on the seaboard of this Western outpost of our great Empire, will prove a factor of incalculable value in maintaining British supremacy on the waters of the Pacific.

Canadian North-Eastern Railway

TIME TABLE

	Miles	Stations—	
Leave 9:00 A. M.	2.....	Stewart	12:00 noon arrive
9:15 A. M.	8.....	Glacier Creek	11:45
9:30 A. M.	12.....	Bitter Creek	11:30
Arrive 10:00 A. M.	15.....	Red Cliff Mine	11:00 Leave

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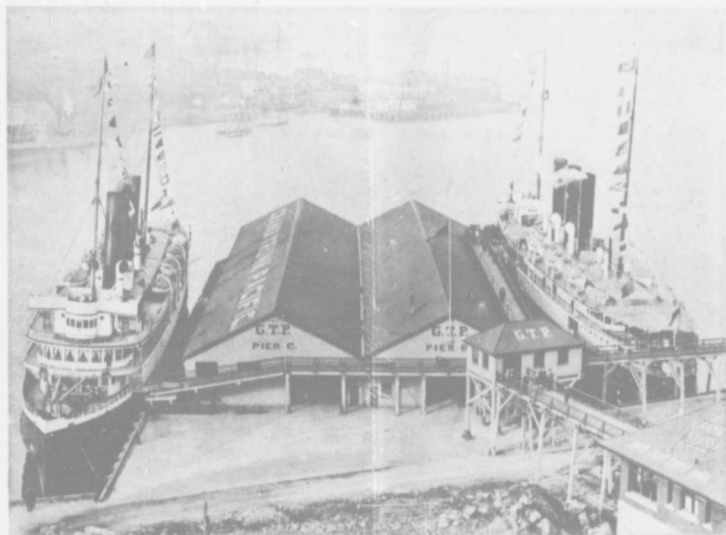
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