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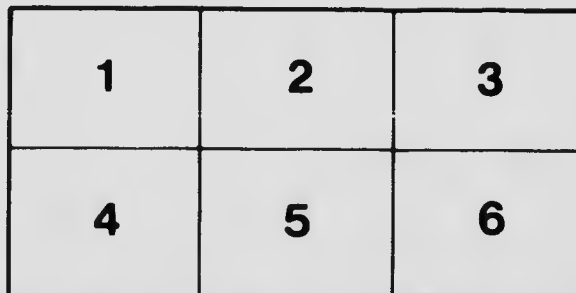
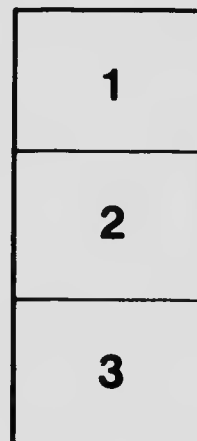
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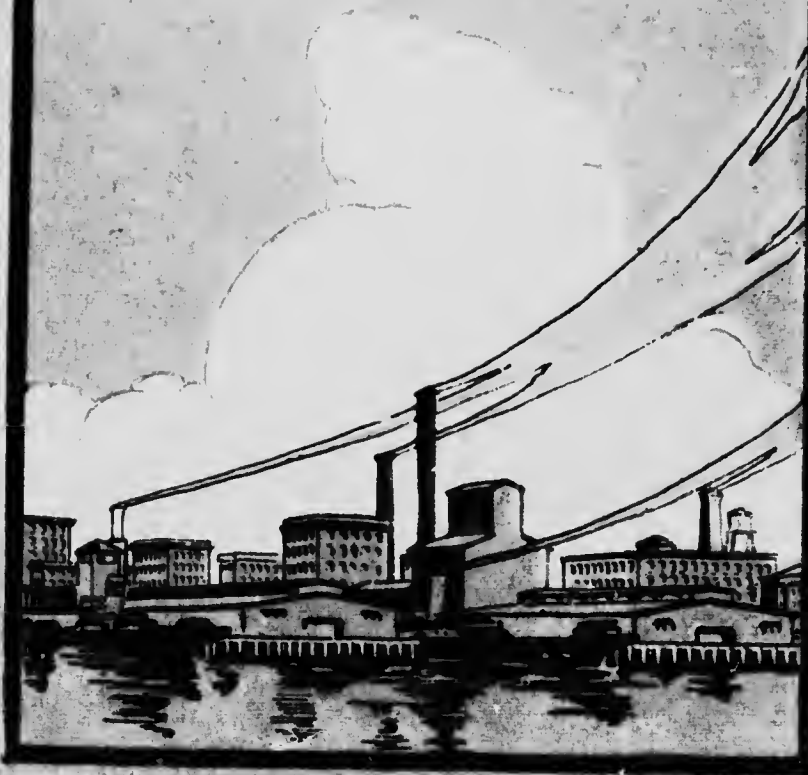
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Port Edward

James B. Stewart's
Illustrations



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Pan.

PORT EDWARD, B. C.
Prince Rupert's Industrial Annex

THE PORT EDWARD TOWNSITE CO., LTD.

The capital stock of the Port Edward Townsite Co., Ltd., is \$1,000,000, all paid up and subscribed.

The Company has provided for a Development Fund of \$172,500, of which sum \$32,000 has already been spent (February, 1913) on engineering; a little more than \$25,000 on clearing. There has also been a considerable outlay for the building of plank walks, of which $4\frac{1}{2}$ miles have been completed.

R. H. Thomson, A. M., Ph. D., Member of the American Society of Civil Engineers, for twenty years City Engineer of Seattle, and now Chief Engineer for Strathcona Park for the British Columbia Government, was engaged as Consulting Engineer and all preliminary plans of the harbor and townsite were submitted to him for alteration and approval. The detail work and field surveys were made under the supervision of Ritchie, Agnew & Co., Civil Engineers and Surveyors, of Prince Rupert, B. C., J. Fred. Ritchie, P. L. S. and D. L. S. of this firm, represented the Provincial Government during the whole of the survey of the Prince Rupert townsite, and A. W. Agnew, Associate Member of Can. Soc. C. E., had charge of field parties for the G. T. P. for the topographical and hydrographic and townsite surveys of Prince Rupert.

The Directors of the Port Edward Townsite Co., Ltd., are: Messrs. E. J. Mathews, manufacturer, Seattle, Wash.; William Agnew, retired, Montreal, P. Q.; L. W. Patmore, Barrister-at-law, Prince Rupert, B. C.; W. T. Kergin, Surgeon, Prince Rupert; A. W. Agnew, Civil Engineer, Prince Rupert, and Samuel Harrison, Financial Agent, Prince Rupert.

Shareholders in the Company, besides the Directors, are: Messrs. J. Fred. Ritchie, B. N. Durant, W. Clark Durant, and V. F. G. Gamble, Prince Rupert; T. J. Drummond, President of the Canada Iron Corporation, Ltd., Montreal; A. W. Stevenson, Financial Agent, Montreal; Fred. Cooper, Merchant, Montreal; W. T. Rodden, Manufacturer, Montreal; W. J. Dunn, Montreal; Henry Walker, late General Auditor of the G. T. P. R., Winnipeg; Capt. Thomas Harker, Victoria; P. Byng-Hall, Financial Agent, Victoria; Zera Strong, Vancouver; H. G. Woolley, Capitalist, Calgary, Alta., and Spencer Waters, Cotton Exchange, New York City.

INTRODUCTION

Two events that are tremendous in their significance are on the eve of materialization. Much has been said and written about both, but few of us, busy as we are with our own personal affairs, realize the evolution which they herald. Read of them, get them firmly fixed in your mind, and then apply their meaning to the immediate future of Western Canada, and, incidentally, find the connection with *your* bank account:

- (1) The contract for the construction of the last section remaining to be built of the *Grand Trunk Pacific Railway* has been sub-let. Before the 31st of December, 1913, according to an official bulletin, the entire line from Winnipeg to Prince Rupert will be in operation, running through trains. This will throw Canada's wonderful new northern seaport open to the world.
- (2) In October, 1913, navigation between the Atlantic and the Pacific Oceans, via the *Panama Canal*, will be inaugurated by a naval vessel of the United States, according to the plans of Colonel Goethals. The formal opening of the Canal will be on January 1, 1915. This will revolutionize the handling of the commerce of the world and transfer the sceptre of greatest commercial power from the Atlantic to the Pacific.

These two events foreshadow the rapid development of one of the greatest sea-port cities in Canada—Prince Rupert. The future of Prince Rupert is assured—has been assured ever since the Grand Trunk Pacific Railway Company chose it as the terminus of its transcontinental line. Investors have taken advantage of this assurance with the result that fortunes have been made by purchasers of property at Prince Rupert. When lots were first offered to the public in 1909 they were cheap, but prices advanced so rapidly and so steadily that at a recent sale \$1,160 per front foot was paid for a double corner

TWO IMPORTANT
WORLD EVENTS
ASSURING FUTURE
OF NORTH PACIFIC
COAST.



PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX

PRINCE RUPERT'S
PROBLEM IS
SUFFICIENT
WATERFRONTAGE

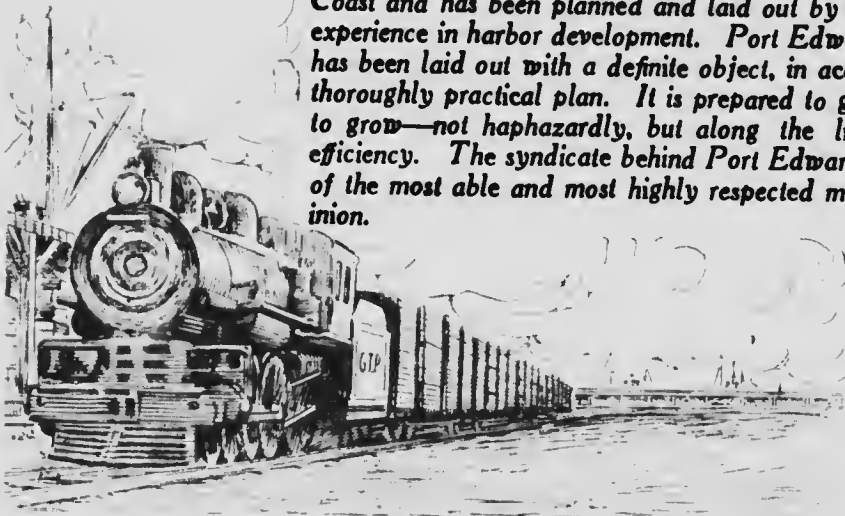
PORT EDWARD
PROVIDES THE
SOLUTION

in this new city of the Pacific Coast that found its beginning only three and a half years ago.

While Prince Rupert proper is qualified in many ways to handle the great volume of commerce that its selection as a terminal city assures, it lacks sufficient adequate waterfront sites for industrial purposes. The waterfront is owned by the Grand Trunk Pacific and the British Columbia Government. The Grand Trunk Pacific will not sell its waterfront holdings nor will it lease sites because it realizes that it will require every foot for its own needs.

The question now arises, how is Prince Rupert, with its limited harbor facilities and its limited waterfront building sites, going to care for the immense growth absolutely assured? It is an admitted fact that the Grand Trunk Pacific will not sell a foot of its waterfront holdings, and that now it will not even lease desirable holdings, because it realizes that it has no more than it will require for its own purposes. (Proof of this on request).

The answer is: "*Port Edward, Prince Rupert's Industrial Annex.*" Port Edward, located as it is, 8 miles south of Prince Rupert, forms an essential part of the Terminal City and contains slightly more than 1,000 acres in its townsite. *Port Edward will develop and advance hand in hand with Prince Rupert. Port Edward will supply to the world at large the harbor facilities and the waterfront sites which Prince Rupert cannot give. Port Edward will afford seven times the dockage capacity for steamships, per unit of waterfront, that Prince Rupert offers. Port Edward's harbor is two miles long with a turning basin 2,000 feet across. Port Edward's harbor is a deep-water harbor at the lowest tides. The harbor of Port Edward is considered the best natural harbor on the Coast and has been planned and laid out by experts of wide experience in harbor development. Port Edward, as a whole, has been laid out with a definite object, in accordance with a thoroughly practical plan. It is prepared to grow as it ought to grow—not haphazardly, but along the lines of highest efficiency. The syndicate behind Port Edward includes some of the most able and most highly respected men in the Dominion.*



The Reason for Port Edward

Allow for under estimates and over estimates as to the length of time required for construction work, and it is still apparent that the two great events that will cause Prince Rupert to take on at once the proportions of a foremost world-port, viz., the completion of the Western portion of the Grand Trunk Pacific Railway and the inauguration of Panama Canal traffic will be virtually simultaneous.

Thus, at practically the same time, the routes will be opened which will give an impetus to the development of that wonderful empire of the Northern Interior of British Columbia such as will set a new record for the remarkable Canadian West.

What this will mean in the building of Prince Rupert cannot easily be exaggerated. Prince Rupert is bound to become a great sea-port. The Grand Trunk Pacific brings to it the shortest and far-and-away the easiest freight route on the continent, and the ocean connections it will have will be equal or superior to those of any other Canadian port. The voyage from Prince Rupert to Yokohama, for instance, is 400 miles shorter than the Vancouver route and no less than 600 miles shorter than the San Francisco route. The Grand Trunk Pacific will, unquestionably, haul a vast share of the future wheat crop of the Canadian West for shipment via the Panama Canal. Wheat cargoes demand a certain proportion of mixed cargo to stow properly. This demand will be met by manufactures and products other than wheat. Prince Rupert will be the distributing point for all of the mighty Northern Interior—a territory more rich in natural resources than the southern territory already developed. Prince Rupert will be the distributing point for the Yukon and for all the Alaskan shore line, and those who speak with more or less authority declare that it will recover to Canada much of the trade taken by Seattle in Klondike days.

An analysis of the present waterfront conditions at Prince Rupert shows that most of that not already utilized or held for future use by the Grand Trunk Pacific and established industries is unsuitable for industrial purposes. The waterfront not

TWO GREAT
EVENTS
SIMULTANEOUS.

PRINCE RUPERT
BOUND TO BE
GREAT SEA-PORT.



PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX

accounted for thus consists of Provincial Government holdings or waterfront required for railway terminal purposes down to what is called Fairview, and from this point to North Porpoise Island to the south the land inside the railway line is so steep and rugged as not to be suitable for buildings of any kind, the mountains coming practically down to the shore line. The railway then runs through Provincial Government Reserve to the crossing of the Zanardi Rapids, where it leaves Kaien Island (on which Prince Rupert stands) and crosses to Watson Island and thence to the mainland of Porpoise Harbor.

NO ADEQUATE
SITES AVAILABLE
NOW AT RUPERT.

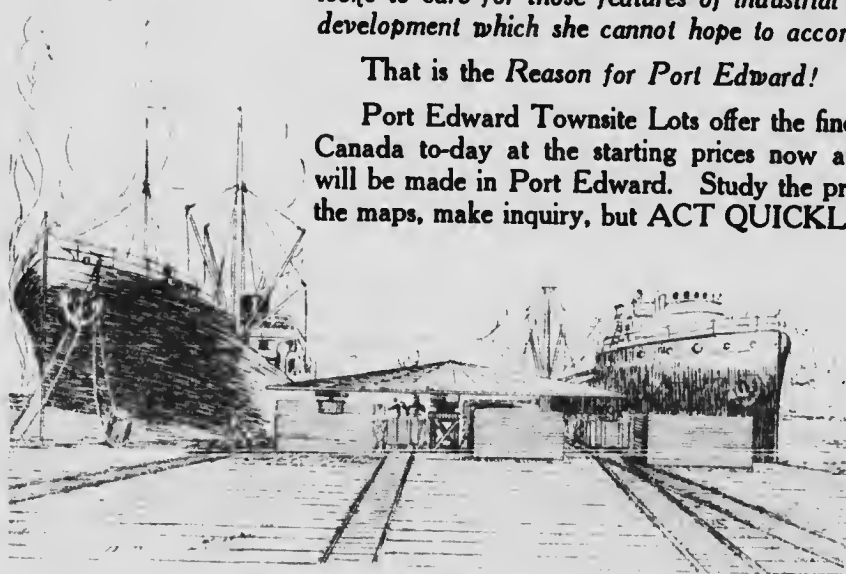
Look where he will the intending industrialist cannot find a single available site with harbor and railroad facilities, save the *splendid sites at Port Edward, on Porpoise Harbor.*

There you have, in a nutshell, the *Reason for Port Edward.* Prince Rupert, even as matters stand at present, with all the *tremendous development still to come,* is unable to offer locations to industries such as they will require and demand. Even as matters stand at present, with *Prince Rupert merely beginning,* the Grand Trunk Pacific have refused—because they have no more than they need for their own purposes—to even lease, much less sell, waterfront sites on Prince Rupert harbor.

It is to Port Edward, Prince Rupert's Industrial Annex, that those seeking first-class harbor and railway facilities with waterfront sites, fully adapted to the highest development of industries, will look. It is to Port Edward that Prince Rupert looks to care for those features of industrial and commercial development which she cannot hope to accommodate.

That is the Reason for Port Edward!

Port Edward Townsite Lots offer the finest investment in Canada to-day at the starting prices now asked. Fortunes will be made in Port Edward. Study the price list, examine the maps, make inquiry, but **ACT QUICKLY—NOW!**



LUMBER SHIPMENTS

The Harbor of Port Edward

It would be hard to find a better natural harbor than Porpoise Harbor, on which Port Edward lies. An expert study of the development of harbors on both the Atlantic and Pacific Coasts attests the fact that almost every harbor city of importance has been compelled to expend millions of dollars in improvements of one kind or another before it was in a position to accommodate ships of large tonnage and draught. Thus, the ideal harbor may be described as one which in its natural state, admits ships of the greatest tonnage and draught to navigate its channel at any state of tide and dock at its wharves without delay or inconvenience. Further than this the ideal harbor must offer facilities for easy and prompt trans-shipment from vessel to railway and from vessel to warehouse and *vice versa*. History shows that steamships seek the harbors — other things being equal — which afford facilities such as these because they save time and time is the most important factor in modern shipping.

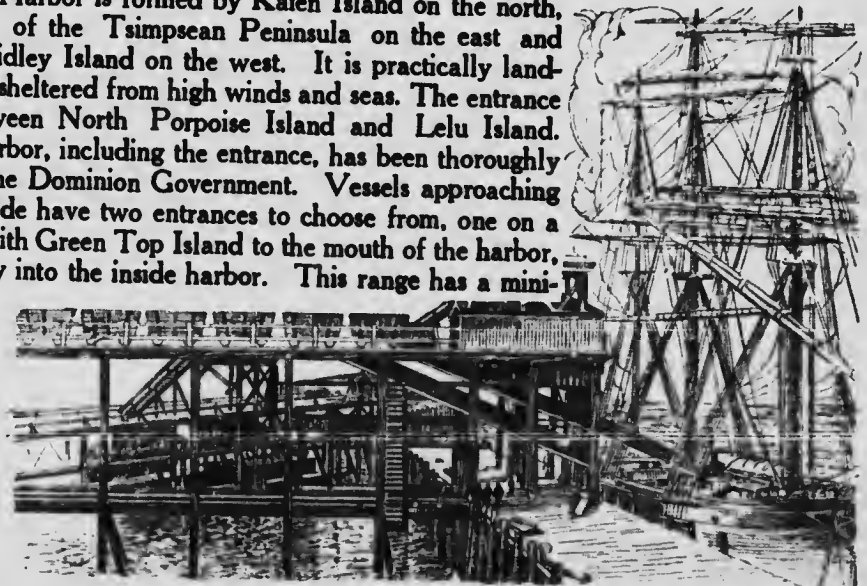
THE IDEAL
HARBOR.

In its relation to the country at its back the ideal port must fulfil certain requirements. It must be in a position to furnish the surrounding territory which provides it with exports and consumes its imports, with prompt and efficient railroad facilities from the port inland, as well as with short trade routes to the important markets of the world.

Having these considerations in mind, examine now the facts as to Porpoise Harbor, on which Port Edward is situated.

PORPOISE HARBOR
THE SETTING FOR
PORT EDWARD.

Porpoise Harbor is formed by Kaien Island on the north, the mainland of the Tsimpsean Peninsula on the east and south, and Ridley Island on the west. It is practically landlocked and is sheltered from high winds and seas. The entrance is found between North Porpoise Island and Lelu Island. The entire harbor, including the entrance, has been thoroughly sounded by the Dominion Government. Vessels approaching from the outside have two entrances to choose from, one on a straight line with Green Top Island to the mouth of the harbor, thence directly into the inside harbor. This range has a mini-



**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

imum depth of 22 feet at low water—five feet more than is found in the inner harbor at Victoria, B. C., to-day. The second entrance has two turns and a minimum depth of 42 feet, *sufficient to accommodate the draught of any type of vessel afloat.*

The minimum width of the harbor entrance between the six-fathom line at low water is 550 feet.

At the north end or head of the harbor is found a turning basin 1800 to 2000 feet wide, *affording ample room to turn the largest vessel in the world.*

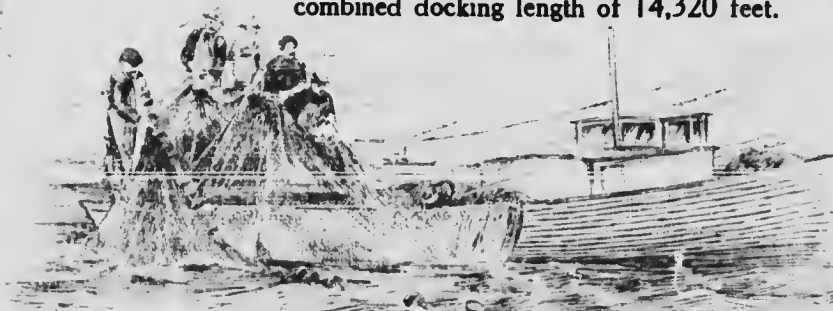
HARBOR HAS
VERY LITTLE
TIDAL CURRENT.

Vancouver harbor has a tidal current of 7 miles an hour at The Narrows. San Francisco Harbor has a tidal current of 7 miles an hour at the Golden Gate. San Diego harbor has a tidal current of 4 miles per hour at the entrance and 2 miles per hour at the wharves. Portland, Ore., harbor has a tidal current varying from $3\frac{1}{2}$ to 7 miles per hour. *Port Edward's harbor, as it is to-day, has a maximum tidal current of only two miles per hour, and when the proposed lock is put in at Zanardi Rapids there will be practically no currents whatsoever.*

PIER WHARVES
CAN BE BUILT AT
PORT EDWARD.

Port Edward's harbor has another extraordinary advantage. The great depth of water close to the high-water mark in Prince Rupert harbor makes it impossible, (except in a few instances) to build pier wharves, unless the piers are constructed by a combination of cut and fill, entailing a very heavy expense. This is not the case at Port Edward. The shore line of the East side of Porpoise Harbor, where Port Edward is located, is such that pier wharves at an angle of 45 degrees to the general direction of the shore line may be constructed out to a length of 600 feet, and these piers will have an average depth at the outer end of 36 feet at low water. Moreover, they will require little or no dredging at the inner end to give an average depth of 26 feet at low water. With small difficulty they may be further deepened to an average depth of 30 feet at the shore.

Eleven such piers are available at Port Edward with a combined docking length of 14,320 feet.



FISHING

**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

**LARGE QUAY
WHARF.**

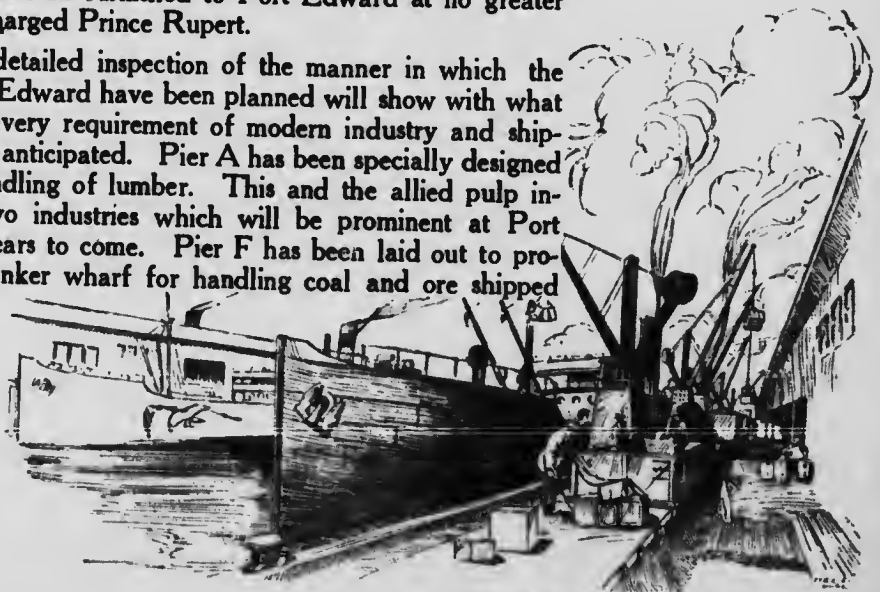
Besides the pier wharfage accommodation at Port Edward there is available a site for a quay wharf 2640 feet in length, giving a total docking length of 16,960 feet.

The harbor and waterfront of Port Edward have been, in common with the townsite, laid out and projected by Messrs. Ritchie & Agnew, engineers of the highest standing, under the direct supervision of Mr. R. H. Thomson, the engineer in charge of the development at Strathcona Park, Vancouver Island, who is considered one of the leading harbor-townsite engineers on the continent. The utmost pains were taken with every step of the work and the result is a scheme which meets every requirement of modern industrialism. The wharves at Port Edward have been projected according to modern harbor practice, to serve the needs of an industrial townsite. The standard piers are 105 feet in width, giving ample space for the handling of large vessels.

One pier has been secured by the Prince Rupert Hydro-Electric Company, a \$5,000,000 corporation which has already established considerable development work. This corporation owns the most valuable water power rights in the vicinity of Prince Rupert, totalling 80,000 horse-power. It is expected that they will have their first unit in operation at Port Edward by the summer of 1913. Blocks 12 and 29 have been purchased by this corporation who are now establishing a 1500 horse-power Diesel oil engine plant, from which they will supply power until such time as their water power is in operation. The power company has entered into an agreement with the Port Edward Townsite Company stipulating that power shall be furnished to Port Edward at no greater rate than is charged Prince Rupert.

**POWER COMPANY
ALREADY
ESTABLISHED.**

A more detailed inspection of the manner in which the piers at Port Edward have been planned will show with what minute care every requirement of modern industry and shipping has been anticipated. Pier A has been specially designed for the re-handling of lumber. This and the allied pulp industry are two industries which will be prominent at Port Edward in years to come. Pier F has been laid out to provide for a bunker wharf for handling coal and ore shipped



**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

GREAT CARE
EXERCISED IN
PLANNING.

G. T. P. MAIN LINE
RUNS THROUGH
TOWNSITE.

from the interior for trans-shipment to vessels at Port Edward. Piers K and L are particularly suited to the general coasting trade and will have provision with overhead crossing of the railway line to Railroad Avenue, to facilitate handling passenger traffic without crossing the track on Water Street or the G. T. P. line.

The sites behind each pier have been planned with the same far-sighted regard for their greatest possibilities that characterizes the planning of the townsite as a whole. Provision has been made for the very latest and most up-to-date appliances, and the same is true of the design for the wharf warehouses. All piers are provided with trackage on one side and, in every instance, if required, trackage may be provided on both sides.

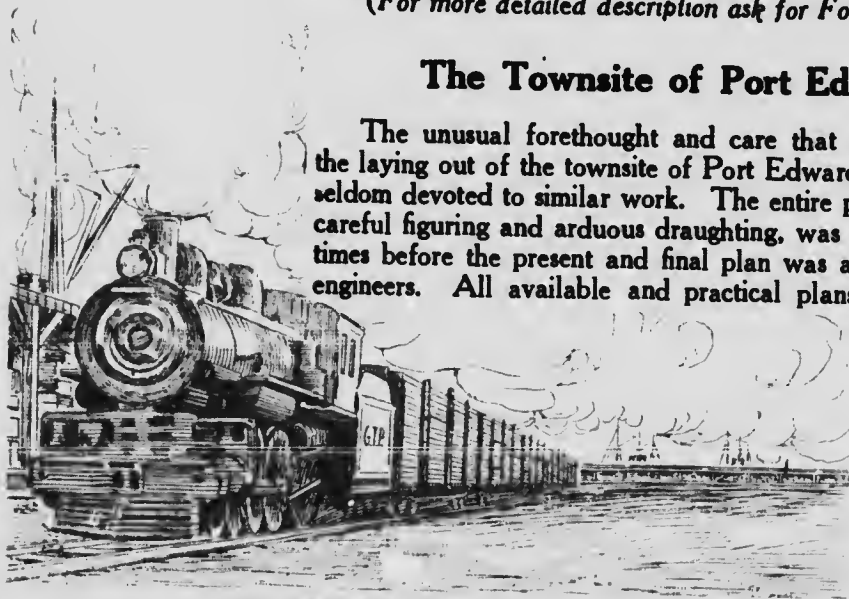
The G. T. P. main line traverses the waterfront of Port Edward but in such a position as to afford the greatest efficiency with the least difficulty. The lessees of the wharves will be able to hold cars on their respective standing tracks while the running track will be kept open for handling cars from the track on Railroad Avenue or the G. T. P. Two tracks are projected on Railroad Avenue, a running track and a standing track, to serve each industrial site with turn-outs from the running track. Tracks have also been projected on Eighth Avenue, Niven, Macfarlane, Union, Macintosh and Mathews Streets.

In every particular the waterfront of Port Edward will be found as nearly ideal for the needs of a modern industrial port as experience, careful study and ingenuity can make it.

(For more detailed description ask for Folder A).

The Townsite of Port Edward

The unusual forethought and care that was devoted to the laying out of the townsite of Port Edward was such as is seldom devoted to similar work. The entire plan, with all its careful figuring and arduous draughting, was discarded many times before the present and final plan was approved by the engineers. All available and practical plans or systems of



LAND TRANSPORTATION

PORT EDWARD PRINCE RUPERT'S INDUSTRIAL ANNEX

town plotting were considered and studied in their relation to the topography of the Port Edward Townsite and its future before a special plan was even decided upon.

Port Edward, located as it is, in the midst of a hilly country, is favored by especially easy grades, which make its avenues, even in their unimproved state, exceptionally level. The plan followed assures a maximum grade of 6 per cent. with the minimum amount of cut and fill.

Because of its importance in the future of Port Edward, mention must be made here of the relations between the embryo town and the Grand Trunk Pacific. The main line of this great transcontinental railway runs across the waterfront of the townsite. Thus, westward bound trains reach Port Edward before they reach Prince Rupert and east bound trains have eight miles less to haul, that being the distance between the two ports. A hard and fast agreement between the Grand Trunk Pacific Railway Company and the Port Edward Townsite Company stipulates that the former shall "erect a station, provide adequate sidings, permit grade crossings and furnish all accommodation required as Port Edward grows." But, even without such an agreement, the G. T. P.'s attitude towards Port Edward would be the same, as no other railroad on the continent has shown such readiness to assist in the proper development of desirable communities along its right-of-way. Moreover, the harmony that exists between the people of Prince Rupert and those of Port Edward is indicative of the spirit in which the new industrial annex will be carried along in the tide of prosperity, Prince Rupert realizing the place it can and will fill in the industrial progress of the terminal city. The Prince Rupert Board of Trade, in its 1912 report, admonished: "A wagon road should be built to Porpoise Harbor at the earliest possible moment. The necessity for this is apparent, seeing that this point will undoubtedly be an industrial site."

In the subdivision plan followed at Port Edward the weight was thrown into the avenue the aim being to project them to follow as closely as possible the natural ground surface, and at the same time obtain the best possible grade. The

EASY GRADES.

STATION AND
SIDING PROVIDED
FOR.

PRINCE RUPERT
BOARD OF TRADE'S
COMMENT.



PORT EDWARD PRINCE RUPERT'S INDUSTRIAL ANNEX

cross streets were projected to give, where possible, a standard block size of 480 feet by 220 feet, although no hard and fast rules were adhered to where topography interfered.

In the business section the standard size of lots is 30 x 100 feet, and in the residential section 30 x 110. In the latter section, where the blocks were long, lanes were run through to allow pedestrian traffic easy access from avenue to avenue. Twenty-foot lanes at the rear of all lots were provided in the business section as far back as Eighth Avenue. Knolls were given special attention in the nature of circular streets. These high places afford magnificent views, and there are in Port Edward many such view-sites commanding an unobstructed prospect of the surroundings with the sea in the distance.

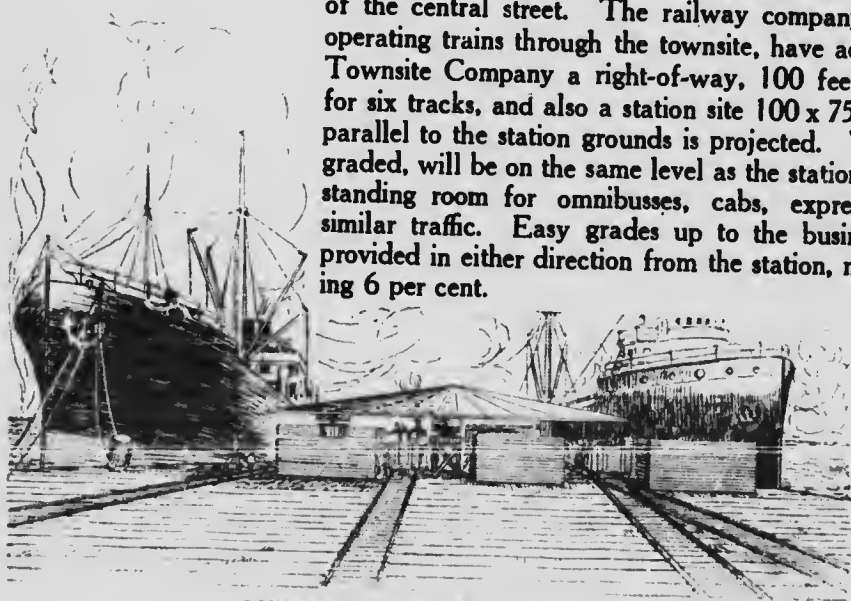
GENERAL IDEA OF PLAN.

The general idea of the scheme is a central street running back at right angles to the waterfront until it reaches Wolf Creek. Here a bridge will be thrown across the creek at a point admitting of a splendid view of Wolf Creek Falls, 80 feet in height, with an attractive setting of deep spruce and cedar forest.

The land on either side of Wolf Creek from its mouth to the east boundary of the townsite, has been reserved as a park to be known as Alexandra Park. The timber in this area will be left in its natural state and paths and roadways will be run through it.

CIVIC CENTRE LAID OUT.

On the central street already referred to a civic centre has been laid out with provision for sites for municipal buildings. The railway station grounds are situated on the south of the central street. The railway company, which is now operating trains through the townsite, have accepted from the Townsite Company a right-of-way, 100 feet wide, sufficient for six tracks, and also a station site 100 x 750 feet. A road parallel to the station grounds is projected. This road, when graded, will be on the same level as the station and will afford standing room for omnibusses, cabs, express wagons and similar traffic. Easy grades up to the business sections are provided in either direction from the station, no grade exceeding 6 per cent.



LUMBER SHIPMENTS

**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

Second Avenue will, it is anticipated, be the main business thoroughfare, and therefore this avenue has been allowed a width of 94 feet. Other avenues will be 72 feet in width, and all cross streets are 66 feet, excepting Mathews Street, on which tracks are projected, and Harrison Street. Mathews Street is 94 feet wide and Harrison Street, the central thoroughfare, is 72 feet wide.

MAIN BUSINESS
STREET.

In order that standard widths will not be adhered to too strongly the actual road width will be varied according to the section.

Port Edward is particularly fortunate in the fact that easy, natural grades have been obtained throughout, but, of a necessity, there must be some grading done in the course of the town's development. The class of grading necessary here, as in Prince Rupert, is such that the total work must be kept to an absolute minimum if rentals are to be maintained at a rate that will make the erection and rental of buildings an attractive proposition. With this end in view the curved streets in the business section have been so laid out as to obtain easy grades eliminating heavy cuts and fills that would increase the taxation and decrease the value of the property.

EASY GRADES A
BOON TO
TOWNSITE.

The section of the townsite from the waterfront to Fourth Avenue has been entirely cleared. Only sound logs, suitable for building construction, telephone poles or firewood, have been left on the ground. In the section east of Fourth Avenue only the streets and avenues have been cleared, as it was believed that the residential lots would be more attractive to purchasers if trees were left standing.

SEWERAGE AND
WATER WELL.
PROVIDED FOR.

The sewerage scheme of the townsite will not be a difficult one. Sewerage may be discharged into Porpoise Harbor without any treatment, and owing to the nature of the ground there will be several good outlets.

The water supply is very easily obtained from three lakes at a distance of slightly more than one mile from the east boundary of the townsite. From these sources an ample supply of pure water may be obtained by gravity for municipal



**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

and industrial purposes. The water rights on the streams flowing from these lakes have been secured and the water has been analyzed and passed by the Provincial Analyst.

It will be seen that the aim throughout the whole work of planning and laying out the townsite of Port Edward has been to supply a want which has been keenly felt at Prince Rupert, and, in fact, along the entire north coast of British Columbia, that is industrial sites with the most economical means of serving them with water and rail transportation, and a townsite to care for the needs of those employed in the industries.

With this in view the industrial townsites at Port Edward have been laid out to utilize all the available waterfront, and the streets and lots have been planned to provide for inexpensive and attractive homesites by taking advantage of the exceptionally easy lay of the ground and by minimizing the cost of such grading as may become necessary.

The belief of those who have studied the matter is that the fifteen minute run between Port Edward and Prince Rupert will not deter workmen and business men whose days are spent in Prince Rupert, from having their homes in Port Edward, when they learn that they can obtain homesites with every advantage more cheaply in Port Edward than in Prince Rupert.

A good pay-roll makes for a thriving town. A pay-roll will do much to "make" Port Edward.

(For further details of townsite, etc., ask for Folder A).

The Panama Canal and Its Probable Effect on Pacific Coast Ports

Volumes have been written on the topic represented in the heading used above, and, in seeking to give a little information on the subject, we do so realizing that we cannot add anything to the opinions already expressed by those much more able than we are. Our object is, rather, to reflect a few of the points made by capable commentators and reviewers.



FISHING

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Despite the multiplicity of opinion on the matter there is a general consensus on one all-important point, namely, the general tonic effect of the operation of the great Canal on Canadian Pacific ports. There seems to be no room for doubt that the Canal traffic will produce one of the most remarkable evolutions in commerce in the history of world trade, and that the shifting of trade routes will so favor Pacific Coast ports as to bring about an entirely new era in their development, assuring them of tremendous progress along almost every line that goes to make up community development and wealth.

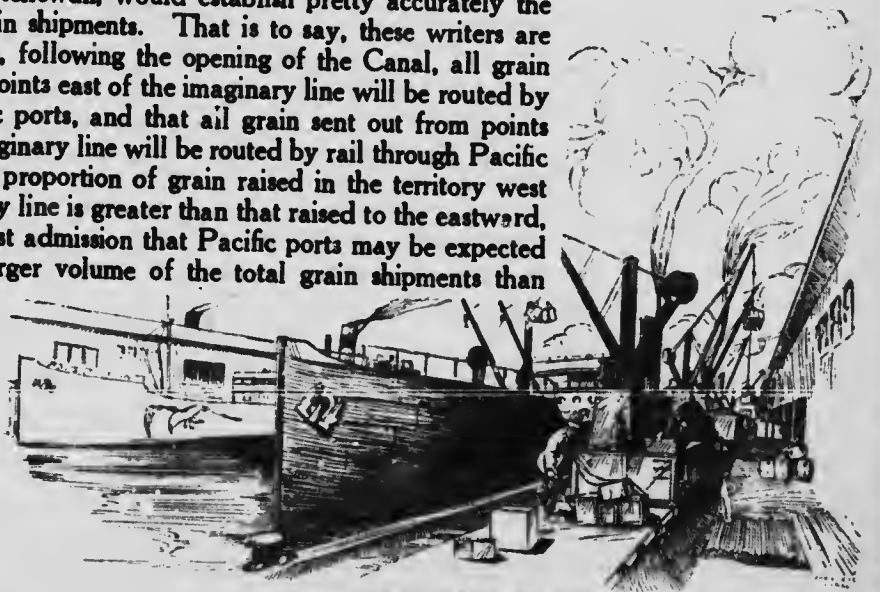
TONIC EFFECT OF
GREAT CANAL.

While the saving in the cost of freight shipments to Europe by way of the Canal, as against transcontinental rail shipment, may not be very material, it is pointed out that the saving in time will be a very considerable item and that the accuracy of steamer schedules will be so improved that merchants will be enabled to operate their businesses with less capital; also that the removal of the risks attending the old-time voyage around the Horn will so affect the insurance as to probably reduce the premiums on cargoes.

BIG SAVING IN
TIME.

The Pacific Coast ports of Canada look forward with confidence to the trans-shipment of a great volume of Western Canadian grain routed to Europe by way of the Canal instead of, as formerly, eastward and through the Atlantic ports. Competent observers—including Eastern Canadians, who might be expected to be more conservative—have come to the conclusion (basing their opinions on the present freight rate on grain from western points eastward by rail, direct to Liverpool), that a line drawn north and south, bisecting the Province of Saskatchewan, would establish pretty accurately the division of grain shipments. That is to say, these writers are of opinion that, following the opening of the Canal, all grain sent out from points east of the imaginary line will be routed by rail to Atlantic ports, and that all grain sent out from points west of the imaginary line will be routed by rail through Pacific ports. As the proportion of grain raised in the territory west of the imaginary line is greater than that raised to the eastward, this is a manifest admission that Pacific ports may be expected to handle a larger volume of the total grain shipments than

WESTERN GRAIN
SHIPMENTS.



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Atlantic ports; and this, too, on the basis of present development, and not taking into account the wheat-raising possibilities of those sections of Western Saskatchewan, Alberta and British Columbia not yet put to the plough.

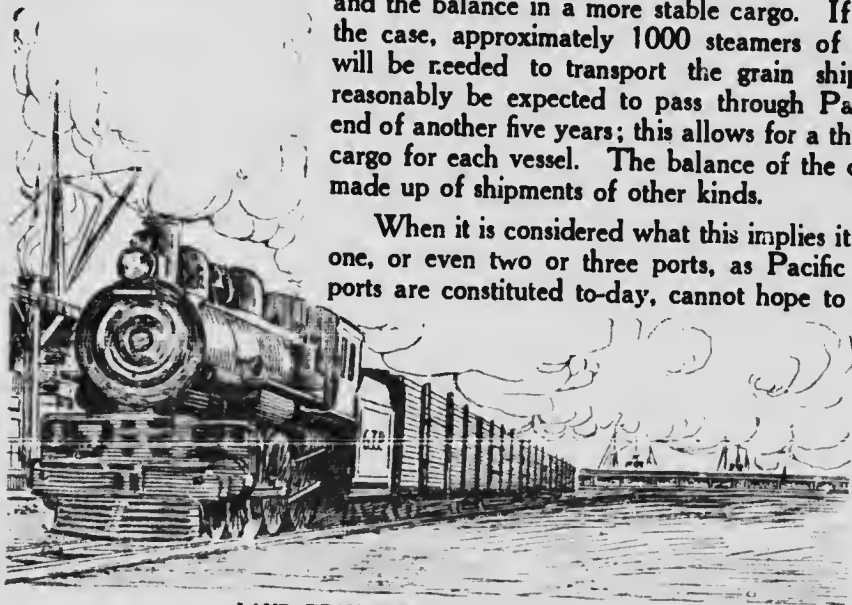
But, as western writers have pointed out, the advantage of the western route to grain growers is greater than the facts above stated would imply. The western route is open all winter and this is the time when growers are most anxious to have their grain shipped. This factor will undoubtedly serve to increase the total amount of western grain shipments, thus moving the imaginary line, fixed by eastern writers, farther to the east. At least this may be taken as a reasonable assumption when considering shipments made during winter months. Western writers also argue that, as the average rate from the western half of the prairies to Liverpool by way of the Pacific Coast will be 25 cents a bushel, while that by way of Atlantic ports will be 26 cents a bushel, there is a difference of one cent a bushel in favor of the Pacific ports. While this looks small, yet in a very few years it would amount to a million dollars on the total.

A SAVING OF A
MILLION DOLLARS.

1,000 STEAMERS
TO TRANSPORT
GRAIN SHIPMENTS

The question of the feasibility of shipping bulk cargoes of grain via the Canal has been much debated pro and con, but in the last analysis there does not seem to be any serious obstacle. There is this, however, that most ship masters will object to taking a whole cargo of bulk grain because of its semi-fluid character and the expense attaching to the provision of intricate shifting boards. The ideal cargo, so far as grain is concerned, is said to consist of about three-quarters grain and the balance in a more stable cargo. If this proves to be the case, approximately 1000 steamers of average capacity will be needed to transport the grain shipments that may reasonably be expected to pass through Pacific ports at the end of another five years; this allows for a three-quarters grain cargo for each vessel. The balance of the cargoes would be made up of shipments of other kinds.

When it is considered what this implies it will be seen that one, or even two or three ports, as Pacific Coast Canadian ports are constituted to-day, cannot hope to take care of the



LAND TRANSPORTATION

PORT EDWARD PRINCE RUPERT'S INDUSTRIAL ANNEX

business that will be developed within five years of the opening of the Canal. It is also patent that the production of the Coast country must be increased very materially in a general way to help supply the 2,300,000 tons of general cargo annually which will, on the argument advanced heretofore, form the quarter of the total cargoes of 1000 steamers.

The activity of all the great shipping companies of the world in anticipation of the opening of the Canal and the changing of the routes of ocean commerce; the repeated visits of their representatives to Canadian Pacific ports; the large expenditures being laid out in harbor improvements all along the Pacific Coast; the tremendous activity in the ship-building yards of the entire world; the fact that orders already placed will very materially increase the present coastwise fleet operating along the Pacific Coast of Canada and to Puget Sound ports—these are further indications of the great tonic effect that competent men expect the opening of the Panama Canal to exert on Pacific Coast ports.

There is no question but that Prince Rupert will feel, as much as any port on the Coast, the effect of this wonderful new route of trade. The land behind Rupert and the waters adjacent to it are rich in resources of timber, minerals, vegetables and fish; the raw materials that demand industrial enterprises are present in immense quantities. Prince Rupert will do a lion's share in finding the cargoes for the commercial fleets of the world. *And Port Edward will provide the means of trans-shipment, the industrial sites and the other facilities to back Prince Rupert up.*

Industrial Opportunities at Port Edward

The first industry established at Port Edward will be the plant of the Prince Rupert Hydro-Electric Company, a \$5,000,000 corporation backed by the same group of Montreal capitalists who are so successfully operating the Western Canada Power Company in Vancouver. The fact that these experienced, far-sighted power vendors, who readily could

EXPENDITURE
FOR HARBOR
IMPROVEMENTS.



**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

POWER
CORPORATION
SELECTS
PORT EDWARD.

OUTLAY FOR
POWER PLANT

CHEAP POWER.

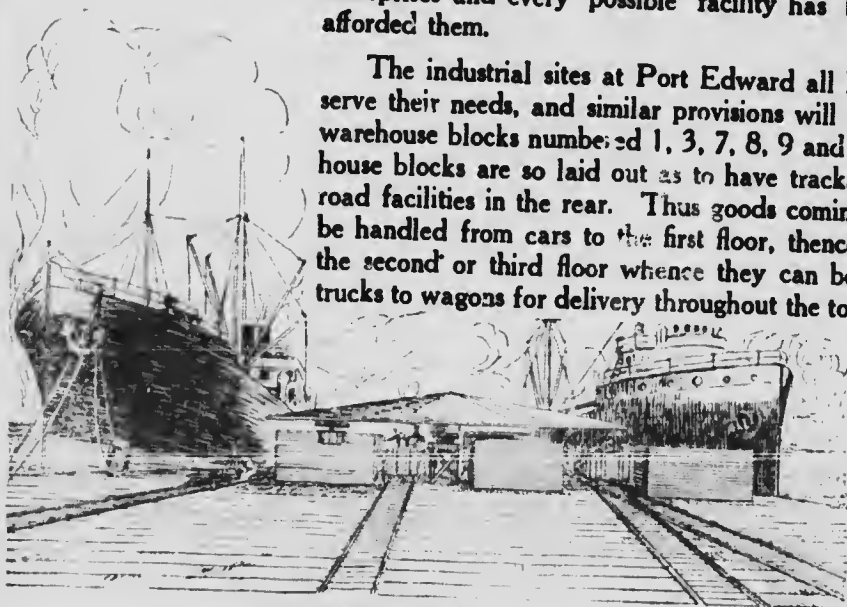
have obtained an adequate site in Prince Rupert, have selected Port Edward as the site of their extensive plant, is significant proof of their confidence in the future of Prince Rupert's Industrial Annex. The Hydro-Electric Company has already begun the development of its Falls River power—37 miles from Port Edward—and expects to have the first unit in operation next fall (1913). This company has purchased industrial blocks No. 12 and No. 29 at Port Edward, and are, as this is being written, completing the installation of a Diesel oil engine plant of 1500 horse power. Power from this plant will be sold until the great water-power is available and then the oil engine plant will be utilized as an auxiliary.

The Hydro-Electric Company's appropriation for the Port Edward plant amounts to \$183,000 at present, and the estimates for the Falls River plant, including the transmission line to Port Edward, aggregate \$377,000, making a total outlay of \$560,000.

Cheap power will be obtainable at Port Edward, the power company having entered into an agreement to furnish power to Port Edward at a rate at least no greater than that charged Prince Rupert. Thus, one of the primary considerations—ample power at a cheap rate—is assured.

Even at this early period in the development of the town-site Port Edward is assured of sufficient important industries to form the nucleus of its industrial greatness. Naturally, all reasonable inducements will be held out to desirable industrial enterprises and every possible facility has been or will be afforded them.

The industrial sites at Port Edward all have trackage to serve their needs, and similar provisions will be made for the warehouse blocks numbered 1, 3, 7, 8, 9 and 10. The warehouse blocks are so laid out as to have trackage in front and road facilities in the rear. Thus goods coming in by rail can be handled from cars to the first floor, thence by elevator to the second or third floor whence they can be transferred by trucks to wagons for delivery throughout the townsite.



LUMBER SHIPMENTS

PORT EDWARD PRINCE RUPERT'S INDUSTRIAL ANNEX

Industrial sites, in addition to those on Porpoise Harbor proper, have been laid out along the tide flats between Watson Island and the mainland. These will require but little fill to raise them above the tide level. If preferred the buildings may be erected on piles or piers. Further industrial sites have been laid out along the Lake Wainwright waterfront. These will become exceptionally valuable when the locks on the Zanardi Rapids have been constructed and the Zanardi bridge opened up.

ADDITIONAL
INDUSTRIAL SITES.

There are in all 55 industrial sites, aggregating a total acreage of 151 acres.

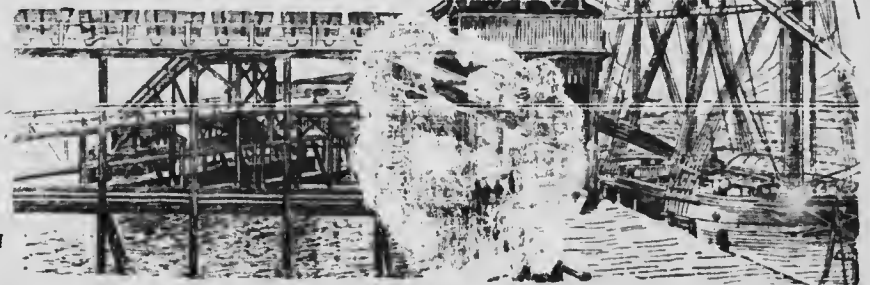
The industrial sites at Port Edward are suitable for all types of factories or manufacturing plants, and those adjacent to the waterfront are particularly adapted to fish-packing and cold storage plants and grain elevators.

The requirements of a successful manufacturing industrial centre may be summed up as: proximity to the sources of supply of raw materials, abundance of water power and water, efficient means of transportation, mildness of climate, proximity of markets and labor supply. Port Edward offers industries all of these requirements.

Wood and iron play a large part in modern manufacturing. The sources of supply of these raw materials adjacent to Port Edward are not surpassed in Canada. All industries in which wood and iron are used will flourish at Port Edward. A few of the industries that will find immediate advantages in Port Edward are—sawmills, shingle mills, wood-working plants, brick and tile plants, foundries and machine shops, shipbuilding yards, fish curing and fish packing and cold storage plants, smelters, biscuit and confectionery factories, boot and shoe factories, paper box factories, breweries, coffee and spice mills, flouring mills, grain elevators, lime kilns, cement works, paint works, powder works, pulp mills, cigar factories, soap works, paper mills, furniture factories, etc.

INDUSTRIES THAT
WILL FIND
PORT EDWARD
ADVANTAGEOUS.

For all such industries raw materials can be had right at hand or can be transported from the sources of supply as



PORT EDWARD PRINCE RUPERT'S INDUSTRIAL ANNEX

LABOR SUPPLY.

quickly, cheaply and efficiently as they can be brought to any other part on the Coast, and, in a majority of instances, the advantage would lie with Port Edward.

There is every reason to believe that as Prince Rupert and Port Edward develop the supply of labor will take care of itself. Authorities agree that with the opening of the Grand Trunk Pacific Railway there will be a tremendous rush of people to the northern ports. Moreover, the success of manufacturers in the Coast districts will depend, to some extent, on the provision of cheap and attractive homesites for their employees within a reasonable district of the factories. This has been carefully provided for at Port Edward and, when taken into consideration along with the advantages of a most equable climate, without extremes of heat or cold, it will prove a very material factor in the attraction of desirable labor. Furthermore, the equability of the climate which will admit of the carrying on of almost any manufacturing business under similar conditions the entire year around, will compensate to a great degree for any increase in the wage scale over and above the scale paid in the middle west and the east.

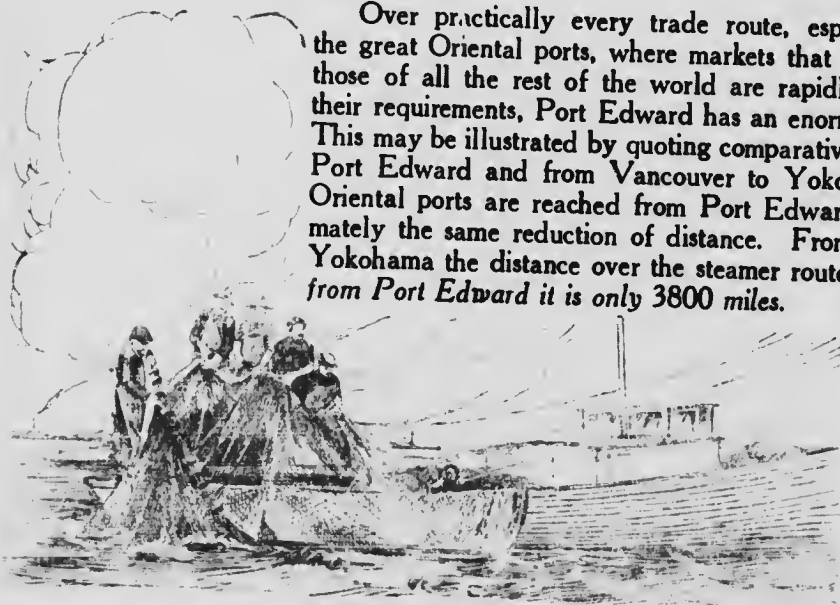
A CITY BUILT ON FISH.

In the matter of fish alone, according to no less an authority than Sir George Doughty, of Grimsby, Eng., there is enough fish in the waters adjacent to Port Edward and Prince Rupert, if the grounds are properly cultivated and controlled, to give employment to a population of 100,000 people.

GREAT ADVANTAGE IN ORIENTAL TRADE.

The advantages Port Edward will offer in the matter of transportation to good markets is so marked as to need but simple description.

Over practically every trade route, especially those to the great Oriental ports, where markets that will overshadow those of all the rest of the world are rapidly awakening to their requirements, Port Edward has an enormous advantage. This may be illustrated by quoting comparative distances from Port Edward and from Vancouver to Yokohama. Other Oriental ports are reached from Port Edward with approximately the same reduction of distance. From Vancouver to Yokohama the distance over the steamer route is 4283 miles; from Port Edward it is only 3800 miles.



FISHING

**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

Besides the great trade that will develop between Port Edward and Prince Rupert and Oriental and European ports, there is the immense trade of the North to be taken care of and the natural, manufactured and agricultural products to be shipped inland. Port Edward again stands head and shoulders above other ports in these matters. From the direct route between northern and southern coast ports steamers have to deviate only four miles to call at Port Edward and get back to their route again. This, when added to the splendid facilities and safety of Port Edward's harbor, cannot fail to be an overwhelmingly weighty consideration with shipping companies. In the matter of inland trade Port Edward's splendid harbor facilities again come to the fore with the magnificent roadbed and minimum gradients of the Grand Trunk Pacific, before referred to, to make the inducement stronger.

**NORTHERN
TRADE A BIG
FACTOR.**

Port Edward will be in a position to afford the boon of low taxation, which will be another strong factor in its favor as an industrial centre.

Thus, with cheap power, obtainable right on the townsite, with low taxation, cheap water rates, a thoroughly modern harbor and townsite carefully planned to meet the needs of industrialism, first-class steamship and railway transportation, an equable climate, abundance of raw materials and short routes to enormous markets, Port Edward is in a position to make a very attractive proposition to manufacturers, wholesale men, merchants and those allied with them.

(For more detailed information ask for Folder B).

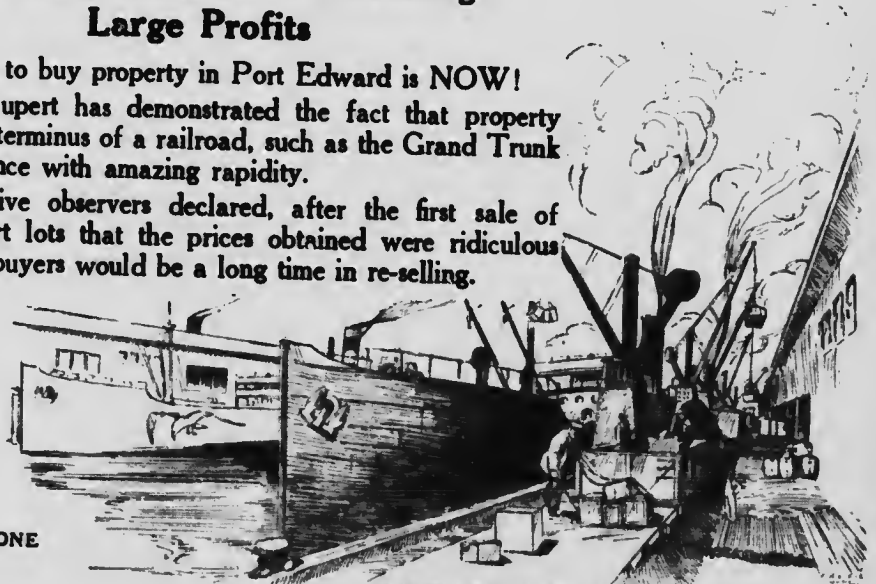
**TIME TO BUY LOTS
IS NOW!**

**A Sterling Investment Promising
Large Profits**

The time to buy property in Port Edward is NOW!

Prince Rupert has demonstrated the fact that property values in the terminus of a railroad, such as the Grand Trunk Pacific, enhance with amazing rapidity.

Conservative observers declared, after the first sale of Prince Rupert lots that the prices obtained were ridiculous and that the buyers would be a long time in re-selling.



OCEAN TRANSPORTATION

**PORT EDWARD
PRINCE RUPERT'S
INDUSTRIAL ANNEX**

The second sale was attended by a perfect whirlwind of buying and prices soared again. Thereupon it was said that the people of Prince Rupert were discounting the future far too much and that values were inordinately high.

In August, 1912, another sale of lots was conducted at Prince Rupert itself. The result was another rush for lots with citizens of Prince Rupert, men who were in the very best position to know values, in the forefront. *When that sale closed a new scale of values had been firmly established and these were just twice what values had been at the beginning of 1912.*

ENORMOUS
PROFITS.

There are not a few instances where as high as 600 per cent. increase on the amounts invested has been made by purchasers of Prince Rupert property, and it may be conservatively estimated that the average increase on the actual investment has been at least 200 per cent.

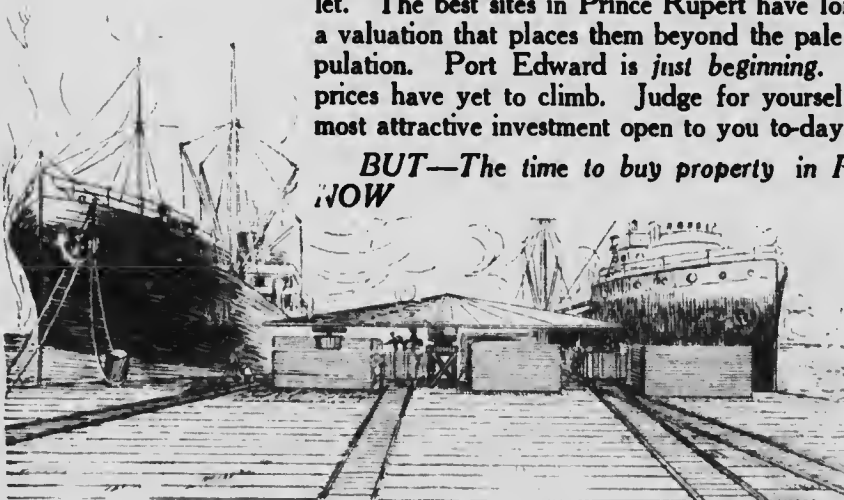
Values are just as firm in Prince Rupert to-day as ever and there is no doubt in the minds of those acquainted with the city that the prices of property will continue to advance steadily.

DEVELOPMENT
ONLY BEGINNING.

There is another point to be considered: the values obtaining in Prince Rupert now are those produced by competition for possession of choice property before the Grand Trunk Pacific was in operation. The people who have visited and invested in Prince Rupert up to the present are but a small proportion of the army that will hurry there upon the completion of the Grand Trunk Pacific, or, in other words, about the spring of 1914 and the succeeding summer.

Consider these facts in connection with Port Edward and what you have learned of it and its possibilities from this booklet. The best sites in Prince Rupert have long since reached a valuation that places them beyond the pale of casual manipulation. Port Edward is *just beginning*. Port Edward prices have yet to climb. Judge for yourself if it is not the most attractive investment open to you to-day.

BUT—The time to buy property in Port Edward is NOW



LUMBER SHIPMENTS

*Get all the Information
you require about Port
Edward and then act
at once. For further
details or for reserva-
tions, apply to*

Harrison, Gamble & Co.
Prince Rupert, B.C.

Hall & Floyer
Victoria, B.C.

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