

7-12-12  
**PRINCE RUPERT**

British Columbia

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**CANADA'S  
Pacific Port of  
PROGRESS**

1912

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Official Publication of the Prince Rupert  
Board of Trade

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PRINCE RUPERT



F. H. MOBLEY,  
President Prince Rupert Board of Trade,  
1912.

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## THE PORT OF PROGRESS

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Second Avenue, Prince Rupert, 1912.

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# PRINCE RUPERT TODAY

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**P**ROGRESS—that is the word which pictures best in cold type Prince Rupert today. Progress is Prince Rupert's watch-word. Every year, every month, every week, every day, every hour even at present marks rapid progress for Prince Rupert. Those who live in Prince Rupert can watch their seaport city grow even moment by moment, for streets alter, wharves extend and houses spring up with astonishing speed. In the pages of this pamphlet you can quickly gain photographic proof and a vivid impression of the marvellous progress Prince Rupert has made in an astonishingly short space of time. No city, even in the wonderful west of Canada, has ever shown such tremendous development in so brief a space of time as Prince

Rupert. And today, while you are reading these words, Prince Rupert is pressing forward with



still faster stride on that great march of Progress toward unrivalled prosperity.



Prince Rupert in 1908.

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## PRINCE RUPERT

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### *1908--The Townsite Cleared*

Reason for the wonderful progress of this seaport city with the most wonderful prospects in the world is easily found. Prince Rupert's unique situation ensures for the city the attention of the greatest commercial interests in Canada and the world. It is the impoured wealth of the wide-awake world of commerce which makes Prince Rupert progress so rapidly today toward the time when as city and seaport it will outpour through landward and seaward portals returns in wealth ten thousandfold for the demands of the commercial world.

### *1909--The Plankway Stage*



Third Avenue, 1909.

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*1910-11---Building Up Fast*

Prince Rupert is the commercially strategic centre of Northern British Columbia, the immense territory richest in natural resources—forest mineral and agricultural—of any new tract pioneered in all Canada.

*1912---Something Like a City*



Third Avenue, 1912.

PRINCE RUPERT



Third Avenue, Prince Rupert, 1911.

THE PORT OF PROGRESS



Rupert's Cold Storage Plant—Largest Single Unit Plant on Continent.

Prince Rupert is the terminus of the greatest transcontinental railroad in all Canada—the Grand Trunk Pacific. Prince Rupert is a superb deep water, never freezing seaport, nearer to the ports of the Orient by two whole days than any other port in Canada, and placed directly on the line of the shortest trade route around the world from Britain.

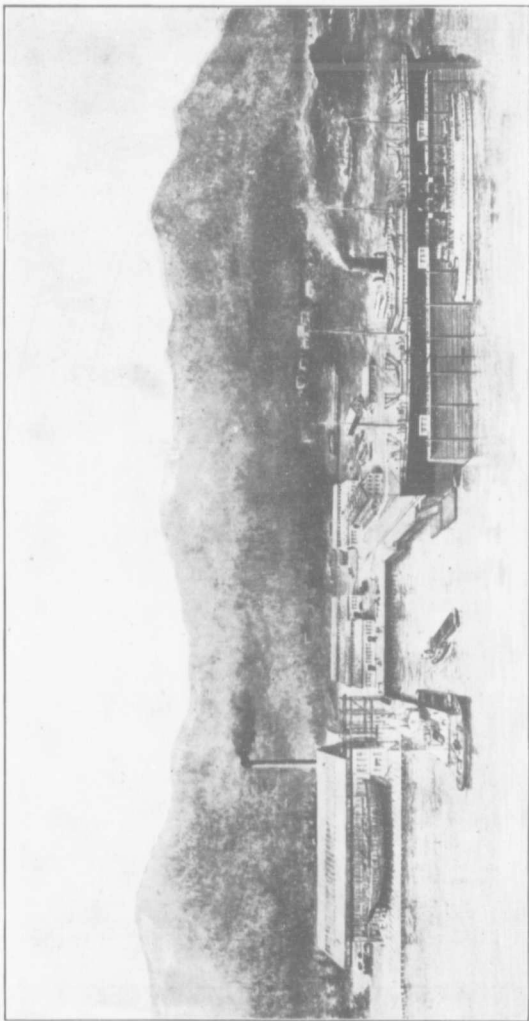
Prince Rupert has a magnificent harbor, one of the three harbors in the whole world which are not affected by tide, and is further the natural centre for the greatest fishing resources the waters of



Halibut Caught Near Prince Rupert.



PRINCE RUPERT



Prince Rupert's \$3,000,000 Drydock.

## THE PORT OF PROGRESS

the world command—those of the North Pacific which are only beginning to be developed, while the other fishing banks of the world are becoming depleted.

### FROM VIRGIN BUSH TO CITY.

Six years ago Prince Rupert was but a point on the map, scarcely even named. Five years ago Prince Rupert was just a canvas covered camp in the woods. Four years ago the area of the townsite was only newly cleared. Three years ago business was beginning to spring up by leaps and bounds in wooden shacks, on plankways, streets were being blasted out of the solid rock, and beautiful buildings were being erected. Another year saw sidewalks, smooth graded street, arc lights and up-to-the-minute improvements. This year sees Prince Rupert a modern city, good to live in, with a bright business section, beautiful residential districts, and still steadily on the path of greater and faster progress than ever.

### PRINCE RUPERT'S WEALTH PRODUCERS.

Prince Rupert's future as one of the wealthiest cities in all Canada is assured. It is the chosen terminus of the great National Transcontinental Railway, finest on the whole continent. It is the nearest port to Alaska and the nearest port to the Orient. It is the natural supply centre for the vast north country, and for the country to the east for hundreds of miles. The wealth of Prince Rupert's tributary resources by sea and by land is untold. Prince Rupert is marked out by man and by nature for magnificent prosperity.

## Prince Rupert's Three Million Dollar Dry Dock

Active operations are today in progress at Prince Rupert for the construction of a magnificent modern floating dry dock, with ship yards, wharves and engineering works ashore. Night and day blasting is carried on clearing the immense acreage to be occupied, and hundreds of creosoted piles are being placed preliminary to the construction of the floating dock. When completed the dry dock will be the largest on the Pacific Coast, the only one at all approaching it in size being that now commenced at San Francisco.

### DETAILS OF THE GREAT DRY DOCK.

The dry dock will have a lifting power of 20,000 tons, sufficient to ensure the accommodation of the largest steamship afloat on the Pacific, or likely to pass through the Panama Canal.

The dock will have an over-all length of 604 feet 4 inches, a clear width of 100 feet and a width over all of 130 feet.

In its construction there will be used 2,200 tons of steel and over four million feet, board measure, of the finest selected grade of Oregon pine.

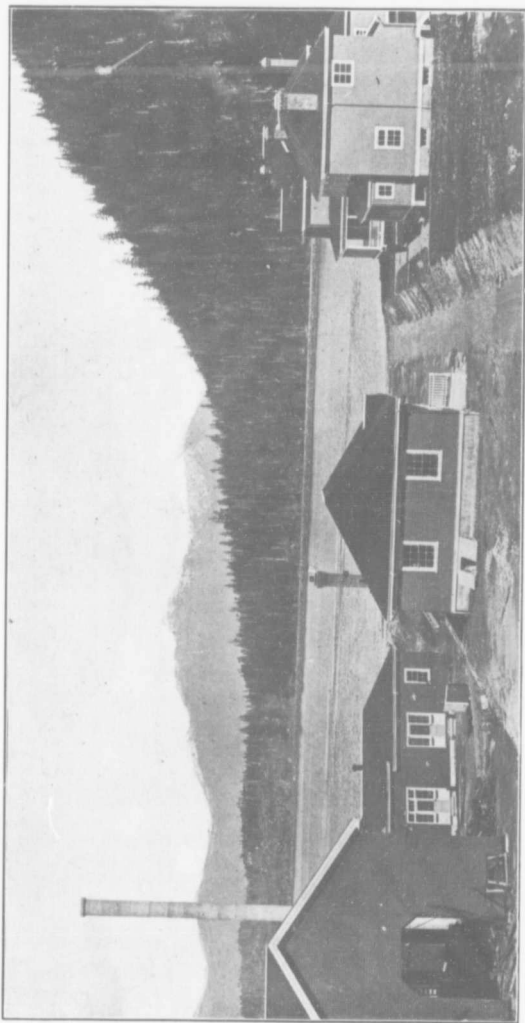
### IN THREE GREAT SECTIONS.

Built in three great distinct units, capable of being used either separately, in pairs, or all three as one, the dry dock is self-docking for repair when necessary. Any single section can be docked in the other two. The three together can dock the largest liner.

For the lifting of the dry dock when in use afloat, twelve pontoons of timber will be used, each 130 feet long, corresponding to the width of the dock, 44 feet wide and 15 feet deep. These are divided in manner to render the dock available under ordinary conditions as three separate docks.

For pumping out the dock when it is required to raise it with

PRINCE RUPERT



Prince Rupert's Modern Marine Station at Entrance to the Harbor.

## THE PORT OF PROGRESS

a vessel for repair, an array of centrifugal pumps will be used, operated by electric motors. So powerful is this part of the equipment that the entire lifting power of the dock will be available at any time in less than two hours.

### CONSTRUCTION AND PROTECTION.

Immensely strong construction is designed for the pontoons, and the whole dock is being built in tremendously lasting manner, no possibility of strain or stress in the structure being left unprovided with structural strength to meet it.

Teredo worms may be found even in the cold waters of the harbor of Prince Rupert. Creosoted piles are used exclusively throughout the wharfage in conjunction with the dry dock. For the protection of the dry dock itself from the teredoos, the structure will be first thoroughly grayed with tar poisoned with arsenic, then sheathed with layers of hair felt saturated with the same mixture, again sheathed with creosoted and arsenicized lumber fastened with galvanized nails. This treatment is an absolute protection against destructive marine insects.

### EMPLOYMENT FOR THOUSANDS.

In planning the construction of the whole dry dock enterprise, which involves an expenditure of, according to the first estimates, two million, and later estimates nearly three million dollars, the engineers in charge of the work have arranged that the shore work shall be finished first. Then in the yards provided for ship building the pontoons will be built and launched, three at a time. Afterward the gigantic superstructure of the dock itself with its derricks and pumping plant will be built. The whole enterprise will employ a regular army of men. Hundreds of skilled mechanics will find work and to spare during the two years required for the dock's construction.

By the time the dock is completed Prince Rupert harbor will be thronged with shipping from the seven seas, for the railway will be complete and steamships will be plying between Prince Rupert and the Orient. Freighters, liners and emigrant steamers will be passing through the Panama Canal. There will be almost continual demand for the accommodation provided by this great engineering appliance, largest and most modern on the Pacific Coast.

## Prince Rupert's Modern Marine Station

Prince Rupert is the Port of Progress on the Pacific Coast. Progress with the preparations for making Prince Rupert one of the greatest shipping centres on the whole coast continues rapidly day by day. Completed now is the magnificent modern marine station on Digby Island, which, with the quarantine station complete also and the quarantine wharf to be built very shortly, and the recently greatly augmented wireless station, places Prince Rupert far in the forefront of up-to-date seaports.

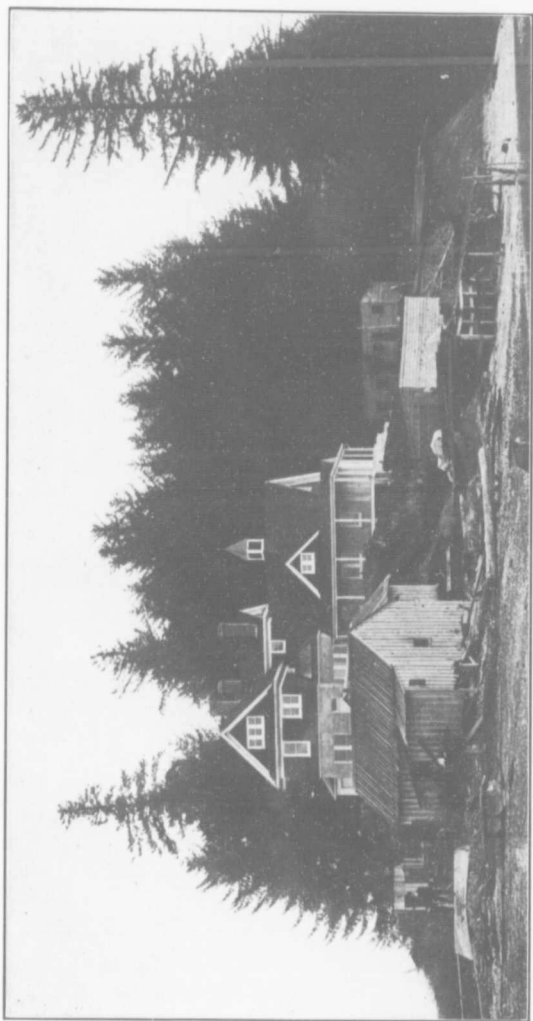
### FIVE ACRES OF FINE PLANT.

Five acres altogether are covered by the plant and yards, etc. A considerable area of ground was reclaimed from the sea by the construction of a strong seawall 800 feet in length.

There is a superb reinforced concrete wharf built of piles constructed by a special modern and patent process. More than a mile of reinforced concrete four feet around is contained in the piling. It is the strongest piling known on the Pacific Coast, and the wharf is splendidly designed.

On the yard proper there stand the workshops, the great buoy shed, 80 feet by 40 feet and 40 feet high, capable of accommodating

PRINCE RUPERT



The Quarantine Hospital at Prince Rupert.

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for repair or building the biggest buoys used on the Pacific Coast. The shed is fitted with a twenty ton electric power travelling crane, and all the latest electrical machinery. There are steam trip hammers, lathes, mechanical rivetters, and every appliance required for the work of maintaining the aids to navigation of all kinds in the whole wide district served.

### SUPERINTENDENT'S RESIDENCE.

One of the finest residential buildings in all the Prince Rupert district, the city itself not excepted, is the residence of the marine superintendent, Captain G. Saunders. The house is a beautiful building, standing by itself in fine surrounding lawns and park land. It is furnished and equipped throughout in modern manner of the most attractive, and commands from nearly all its windows views of Prince Rupert harbor and city which are unrivalled.

For the staff, too, there are magnificent quarters, office buildings and dwellings. Complete and up-to-date sewerage, water supply, electric lighting, telephones and every possible convenience of modern city life have been provided on Digby Island here for the marine station, which is undoubtedly one of the finest constructed by the Dominion Government and built with an evident appreciation of the certain size and greatness within a very few years of the Port of Prince Rupert.

## Prince Rupert's Fine Quarantine Station

On similarly large and substantial scale, with equally perfect equipment, is the quarantine station, situated some little distance from the marine station. Here are modern hospital buildings, one of which is illustrated, and residential accommodation for doctors and nurses. Everything has been done to make the station equal to the finest on the East coast, in evident expectation of an inflow of immigrants equal to that of the East before very long, probably via the Panama Canal. A large ferro-concrete quarantine wharf, capable of accommodating the largest liners, is planned and construction is about to commence at the time of writing this. There is a power boat tender provided for quarantine purposes, and it is one of the finest power boats on the coast. Dr. H. E. Tremayne, Dominion Government quarantine officer for the Port of Prince Rupert, has just completed a special tour of the Eastern quarantine stations taken during the height of the immigration season to prepare himself for this work in Prince Rupert.

### THE DOMINION WIRELESS STATION.

Recently greatly augmented in range and power, the Dominion Government wireless station occupies a commanding position on Digby Island heights, midway between the marine station and the quarantine station. Here are situated the nerves of Prince Rupert as a seaport, the ears and senses through which Rupert learns of the movements of her already large fleet of steamships calling and of her fishing fleets at sea. Immense service had already been rendered time and again by the Prince Rupert wireless station, and that it will be still further enlarged as the seaport of Prince Rupert continues to progress is certain.

# Report of the Board of Trade

OF PRINCE RUPERT, B.C., FOR 1912.

Prince Rupert during the past year has shown wonderful progress. To chronicle in detail all the developments of the city and surrounding district would take a good sized volume, but in this official report of the Board of Trade the main features of development are noted and their importance is a fair indication of the many subsidiary developments that have accompanied them.

## Railways.

The progress made during the past twelve months throughout Northern British Columbia is very perceptible and the city of Prince Rupert has shared in the general prosperity.

In June, 1911, the Grand Trunk Pacific inaugurated their train service from Prince Rupert to Van Arsdol, opening up the first one hundred miles of the western section for the use of the public. This section alone is one that has in itself increased the trade of the city, opening up the various valleys such as Kitsumkalum and Lakelse, and bringing us in closer communication with an excellent country farther to the east.

It is reported that the Grand Trunk Pacific will open for traffic a farther mileage during the coming summer that will entirely do away with the steamboat service on the river, thus giving to those interested in this section quicker and cheaper transportation. This will be the year when settlers wishing to take up their residence can do so at a minimum cost.

It is gratifying to know that the western section contracts have been awarded as far as Mile 340, or thereabouts, and on conditions that grading must be completed by the end of this year. On the eastern section the same applies to Fort George. This leaves only a gap of less than one hundred miles for 1913, and the prediction of the officials of the G. T. P. Railway that the line will be ready to connect up from west to east in the year 1913 seems well within the possibility of being fulfilled.

## Shipping.

The arrival during the year of the G. T. P. steamer Prince John for service to the Queen Charlotte Islands and points to the north from this city marks a new era in the north coast business.

The G. T. P. Steamship Co. now has three passenger and two freight steamers serving Prince Rupert, and this board should advocate the establishment of a service from Prince Rupert to Bella Coola and all points south. If this matter was properly brought to the attention of the company there is no doubt that they will see the advantage that will be gained by having a working service and trade from this port before the opening of the railway next year.

The mail service from Vancouver has been improved, but there is still room for improvement in our southbound mails.

## Marks of Progress.

The new wharves and warehouses built by the Provincial Government are to be ready for use in two months.

The Grand Trunk Pacific has added two hundred feet to its already extensive dock and contemplates a still further addition this year.

The Canadian Fish & Cold Storage Co. has completed its plant, which is a credit not only to our city, but to our province. This is the largest cold storage plant on the continent.

The Prince Rupert Hydro-Electric Co., Ltd., has had a force of

## THE PORT OF PROGRESS

forty men on survey work since August 1st, and as soon as these reports are ready intend to push construction of the plants.

This company is developing from two sources, the Khatada and Hoosall Rivers, and expects to be able to supply from these 30,000 horsepower at a cost of approximately two and a half millions.

The Grand Trunk Pacific intends commencing work on its palatial million dollar hotel at once, so as to have it ready for service by the time the railway is completed next year.

The same applies to completion of the company's terminals and the drydock.

At Porpoise Harbor, six miles distant, the B. C. Fisheries, Ltd., intends to erect a very large cold storage and fish curing and packing plant.

Our municipality is continuing the work of street grading, placing of sewers and general work.

During the present year the city will build the hydro-electric plant and complete the permanent water system from Woodworth Lake to the city at a cost of 8550,000.

You will therefore see that 1912 should be the banner year in our history.

### Land Clearing.

I would advocate that some policy of land clearing to aid settlers in this northern section be taken up by this Board and brought before the Hon. the Minister of Lands and Works.

### Customs Receipts.

I append statement showing the customs receipts for the year to be \$101,553.88, an increase of \$4,170.34 over 1910, being a very creditable showing for this port.

	1910.	1911.
January .....	82,812.22	87,820.79
February .....	2,246.33	4,364.21
March .....	5,606.52	5,848.41
April .....	3,726.30	8,786.77
May .....	19,605.31	13,112.64
June .....	4,799.88	11,224.04
July .....	7,240.78	8,551.55
August .....	21,436.66	7,600.46
September .....	9,061.67	7,938.58
October .....	9,723.23	9,237.45
November .....	5,660.25	8,260.63
December .....	5,464.33	8,811.32
<b>Total .....</b>	<b>97,383.51</b>	<b>810,553.85</b>

Following are the latest figures available regarding customs business for the Port of Prince Rupert. They show a tremendous range of advance on former figures:

### CUSTOMS, CANADA,

Port of Prince Rupert, B. C.

Fiscal Year Ending March 31st, 1912.

Duty collected .....		\$111,986.34
Entries passed .....		4,232
	No.	Tons.
Vessels inward from sea .....	279	273,044
Vessels outward to sea .....	283	269,930
Vessels inward, coastwise .....	1,201	568,619
Vessels outward, coastwise .....	1,161	501,060
Postal packages received .....		4,930
Express packages received .....		716

I learned there were approximately 61,000 tons of freight handled into Prince Rupert during the year, which is an increase of over 62 per cent. over the tonnage of last year.



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## PRINCE RUPERT

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### Salmon Fisheries.

During the year the salmon packed in British Columbia was about 900,000 cases, of which the Naas and Skeena Rivers, adjacent to this city, produced 320,000 cases.

### Whaling.

Queen Charlotte Islands have two whaling stations operating ten months in the year and giving employment to a number of hands. It is reported that over 400 whales were caught and disposed of at Naden Harbor.

### Hazelton Board of Trade.

It is with pleasure that I report that Hazelton has formed its



Panoramic View of Prince Rupert City

board of trade, which will no doubt result in increasing the power of this Board.

An affiliation with Hazelton and other boards that may be formed will be proposed, to act on all important matters affecting Northern British Columbia.

### Mining.

The Granby Consolidated Mining Co. has purchased and is operating the well known and valuable properties of the Hidden Creek Copper Co. at Goose Bay. It is the intention of this company to install a smelter, and some steps should be immediately taken

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to induce, if possible, the establishment of this smelter at or near this city on the line of the G. T. P.

Concessions from the Provincial Government, the Grand Trunk Pacific and the city could be arranged by the influence of this Board that would be beneficial to all concerned.

### Roads.

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.

The members of this Board will no doubt be interested to learn that there were 14,094 passengers carried over the hundred miles of the Grand Trunk Pacific Railway between Prince Rupert and



City and Mountains Surrounding.

Van Arsdol in operation from the middle of June to December 31st, an average of 2,562 passengers per month.

The Board may be congratulated on its increased membership and the interest taken by members in the various subjects which have been under consideration.

Your committees and especially the committee to report on the hydro-electric power proposals to the city have given much time to the business of the Board and valuable reports have been sent in.

I would recommend that the incoming Board take up the matter of publicity of our city and would suggest that this be handled by a committee of three members of the Board.

All of which is respectfully submitted.

A. J. MORRIS, President.

**PRINCE RUPERT**

# Official Weather Record

Days of Sunshine, Cloud and Rain in Prince Rupert During the Past  
Twelve Months—By the Dominion Government  
Recorder

Month—	Part					Total Days
	Clear	Cloudy	Cloudy	Rain	Snow	
April .....	8	5	9	7	1	30
May .....	9	6	13	3	..	31
June .....	5	6	13	6	..	30
July .....	15	..	8	8	..	31
August .....	18	4	6	3	..	31
September .....	9	4	9	8	..	30
October .....	10	..	13	8	..	31
November .....	7	4	10	10	2	30
December .....	..	4	2	25	..	31
<b>1912—</b>						
January .....	7	2	14	7	1	31
February .....	8	2	8	11	..	29
March .....	15	6	6	4	..	31
Totals .....	111	40	111	100	4	366

**Recapitulation.**

Clear days, 111; sky clear and unclouded.  
 Part cloudy days, 40; 3-10 to 7-10 of sky obscured.  
 Cloudy days, 111; 7-10 of whole sky clouded.  
 Rainy days, 100; days on which precipitation occurred but not necessarily during the whole 24 hours.  
 Snowy days, 4; days on which snow fell.

**Precipitation at Prince Rupert B. C.**

<b>1911</b>		<b>1912</b>	
April .....	8.39 inches	November .....	8.40 inches
May .....	4.53 "	December .....	13.19 "
June .....	5.29 "	January .....	4.40 "
July .....	6.04 "	February .....	9.12 "
August .....	3.67 "	March .....	2.75 "
September .....	4.23 "		
October .....	7.46 "	Total .....	77.47 inches

Part cloudy days, 40; 3-10 to 7-10 of sky obscured.  
 Snowy days, 4; days on which snow fell.  
 The summer of 1912, at the close of which this pamphlet is published, has been superb, entirely upholding the record above quoted. In April there fell 8.66 inches of rain, in May only 2.94 inches, in June 4.09 inches and in July 3.44 inches. The excellent record of the summer of 1911 is thus surpassed.

## You Can Easily Reach Prince Rupert

You can set out from your home town, anywhere in Canada or on the American continent, and be in Prince Rupert in a few days. Prince Rupert is best reached today from Vancouver or Seattle by steamship—there are several splendid lines of passenger steamers plying regularly to Rupert and steamers call from the south or leave southbound every day. When the G. T. P. Railway is completed Prince Rupert will be reached quickest by rail.

### WHEN THE RAILWAY IS COMPLETED.

The G. T. P. Railway will be completed, according to the most authoritative estimates, at the end of 1913 or very early in 1914. It is advisable for those who wish to get in on the ground floor in business in Prince Rupert to be established before the railway is through. Many enterprising firms in many different lines of business are already established, but with the closer approach of the through train service over the transcontinental there will be room for three times as many more.

### PUBLIC BUILDINGS IN PRINCE RUPERT.

Prince Rupert has today a handsome new post office, a fine new city hall, a splendid modern fire hall, with one of the most up-to-date auto hose wagons in the world; a thoroughly modern general hospital, and a beautiful new and commodious public school building. Prince Rupert has two theatres and two picture theatres, the opera house being one of the daintiest theatre buildings on the coast.

### MANY FINE HOTELS IN PRINCE RUPERT.

Prince Rupert has many fine hotels, seven of them are licensed for the sale of liquor. Prince Rupert's hotels are in every way as commodious and modern as the hotels of the older cities in the south. One of the finest hotels in the world—to cost one million dollars—is planned for Prince Rupert by the G. T. P. in anticipation of tremendous tourist traffic when the shortest route around the world is available via the G. T. P. Railway and steamship lines, trans-Atlantic and trans-Pacific, as well as the other great steamship lines which are already arranging to avail themselves of Prince Rupert's superb harbor.

### PRINCE RUPERT'S RESIDENCES AND HOMES.

From the tiny two-roomed bachelor "shack," often very cosily equipped, to the palatial modern residence of the wealthy citizen, Prince Rupert has homes attractive enough for all incomes. You can rent a four-room, five-room or seven-room house at reasonable rates. Many more houses are building and will be available for the next couple of years. Desirable homes can be purchased with the lots on which they stand or for removal to other sites at quite reasonable prices. You can build your own home on your own lot in Prince Rupert today for remarkably small outlay, though building materials and labor are considered high priced meantime. Immense natural supplies of building material are at hand awaiting development. All modern equipment may be had in Prince Rupert, and a beautiful and comfortable home is within the reach of every average purse. Later, home sites purchased today will be worth three and four times, perhaps ten times, their value in the market just now.

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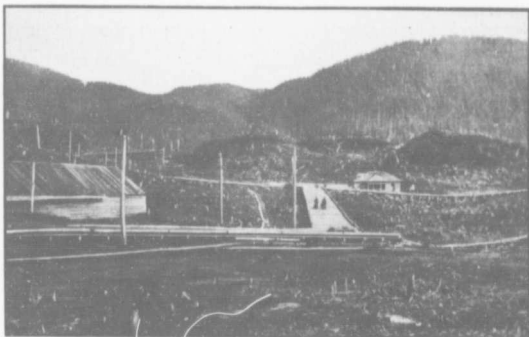
LOOK ON THIS PICTURE—



Third Avenue and Sixth Street, Looking Toward Harbor, 1909.

The pictures on these two pages show in striking manner the swift strides of progress Prince Rupert made in the single year between the summer of 1909 and the summer of 1910. The pictures on the left hand page were taken in 1909 and show the plain plank

SEE WHAT PRINCE RUPERT



Second Avenue and Sixth Street, Looking Toward the Mountains, 1909.

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AND THEN STUDY THIS



Third Avenue and Sixth Street, Looking Toward Harbor, 1910.

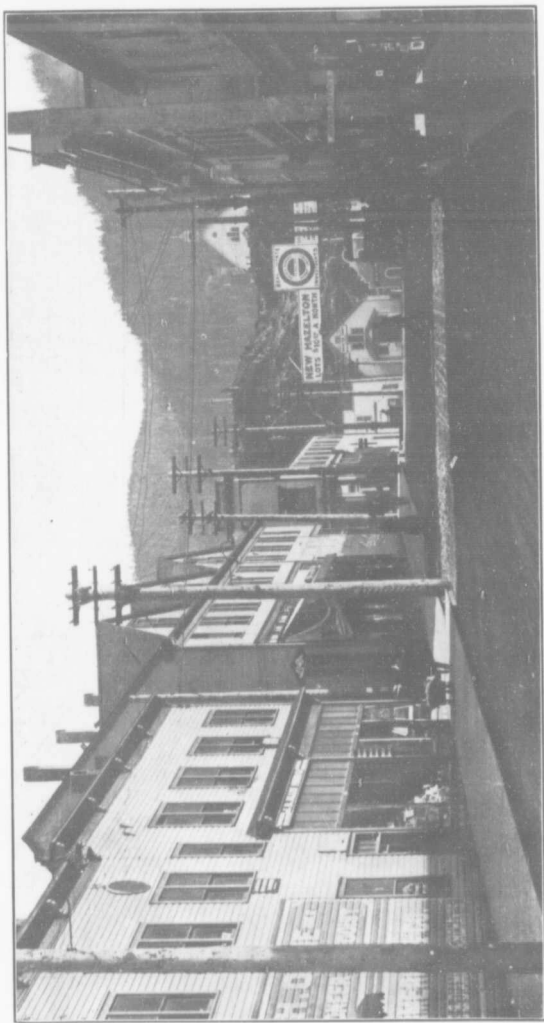
streets, newly constructed, and with but a few small buildings about them. The pictures on the right hand page show the difference made in twelve short months. Today the whole of this district is solid graded with fine business premises,

CAN DO IN A SINGLE YEAR



Second Avenue and Sixth Street, Looking Toward the Mountains, 1910.

PRINCE RUPERT



Sixth Street, Prince Rupert, 1912.

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### PRICES OF REAL ESTATE IN RUPERT.

Real estate in Prince Rupert is beyond doubt a gilt edged investment today. Prices run from \$300 to \$30,000 per 25-foot lot. Prices of real estate in the business section today are just bordering on the \$1,000 per foot frontage scale. Originally, prices of lots ran from \$75 to \$5,000 per 25-foot lot. These present-day prices of realty in Rupert are not inflated. There has never been any real estate boom yet in Prince Rupert, but Prince Rupert realty is in very eager demand continuously, and with the completion of the railway there will be a very decided boom. Some lots remain unsold, never having been put on the market. These are contained in Sections 3, 4 and 9, which are entirely unsold, and belong to the G. T. P. Town and Development Company with the Provincial Government. The Provincial Government also owns a number of very valuable lots in the business section which may be put on the market shortly. As a field for investment of capital in mortgages or loans, Prince Rupert is promising. Large sums of money are needed for the further development of the city. Big interest is paid because those who know how to use the money can make it earn very large returns, and the security offered is as solid as the Bank of England.

### POPULATION AND ADMINISTRATION.

Prince Rupert has a population today of upward of six thousand people, and their number continually increases. There is a steady inflow of new citizens to Prince Rupert and district.

Prince Rupert is administered by a Mayor and Council elected annually by the citizens. The system of taxation adopted is the single tax system, no improvements being taxed. Buildings and improvements to the value of \$3,000,000 and over have been already erected. By the time the G. T. P. Railway is complete the population of Prince Rupert will be at least 20,000 and the value of the city improvements correspondingly immensely increased. Prince Rupert has an efficient police force under a popular chief, and the headquarters of the Provincial police for the district are in Prince Rupert.

### CITY OWNS ITS PRINCIPAL UTILITIES.

Prince Rupert has a magnificent fresh water supply being brought in from Woodworth Lake, in the mountains, five miles distant. With the water supply is included a hydro-electric enterprise, municipally owned, which will develop 2,500 horsepower. Immensely greater supplies of electric power are available for the city from the powers owned by an outside company. The city holds all its own franchises at present, and is disposed to keep hold of them. The telephone system of Prince Rupert, municipally owned, is second to none on the American continent. It is reliable, swift and smooth working.

### COST OF LIVING AND WAGES.

Cost of living is not markedly greater in Prince Rupert than at other places more southerly on the Pacific Coast. There is a slight increase in cost of living as compared with Seattle, Vancouver and Victoria, but abundance of some kinds of foodstuffs in the vicinity compensates for increased cost of other foodstuffs imported. Transportation is by water. When the railway is through rich agricultural territories will be opened which will have the effect of reducing the cost of living considerably.

Wages paid in Prince Rupert average high. Common laborers earn from 30 cents to 45 cents per hour. Mechanics from \$4.50 per day upward. Clerks, stenographers, etc., make from \$18 to \$30 per week. Hours are occasionally long, but opportunities for relaxation are absolutely unparalleled. Employees and citizens generally in Prince Rupert have the best times off duty in the world. The district is one huge paradise for recreation.



## BUSINESS OPENINGS IN PRINCE RUPERT

Following industrial concerns will be all urgently needed for the development of Prince Rupert and district:

BRICK PLANT  
SHINGLE MILL  
SAWMILL  
FOUNDRY AND MACHINE SHOPS  
SHIPBUILDING YARDS  
FISH CURING AND PACKING PLANTS  
SMELTER  
BISCUIT AND CONFECTIONERY FACTORY  
BOOT AND SHOE FACTORY  
BOOTS AND SHOES (Wholesale Stores)  
PAPER BOX FACTORY  
BREWERY  
COFFEE AND SPICE MILL  
GRAIN ELEVATORS  
FLOUR MILL  
WHOLESALE HARDWARE AND SHIP CHANDLERY  
LIME KILN  
CEMENT WORKS  
PAINT WORKS  
POWDER WORKS  
PULP MILLS  
CIGAR FACTORY  
SOAP WORKS  
VETERINARY SURGEON

NOTE.—It must be understood the above industries are merely suggestions and will be necessary by the time the railroad is completed.

## THE PORT OF PROGRESS

### LUMBER INDUSTRY IN PRINCE RUPERT.

Of great and growing proportions in Prince Rupert appears today the lumber industry. There are several large sash and door factories, and several busy lumber concerns supplying the city and district. Immense quantities of dressed and rough sawn lumber are used daily in the development of the city. From Georgetown sawmills near at hand, by water, come continual consignments of lumber. A huge lumber concern at Ocean Falls, well known on the coast, is shipping immense supplies into Rupert today and is opening up extensive yards, wharves and lumber finishing plant. This firm contemplates running a car ferry service between Ocean Falls mills and Prince Rupert when the railway is through for the swift shipping of lumber to the interior and to the prairies. A third large lumber company has been with Prince Rupert from the start and is doing a vast building supplying and contracting trade.

### FARMING AROUND PRINCE RUPERT.

Prince Rupert is situated on Kaien Island, the soil of which is not specially suitable for farming or horticulture, yet with a little care and attention very rich results can be obtained from gardens within the city limits. Local grown vegetables and fruits find a ready sale at very good prices, as Prince Rupert depends at present for her main supplies of garden produce upon the south. This, however, is only a temporary condition.

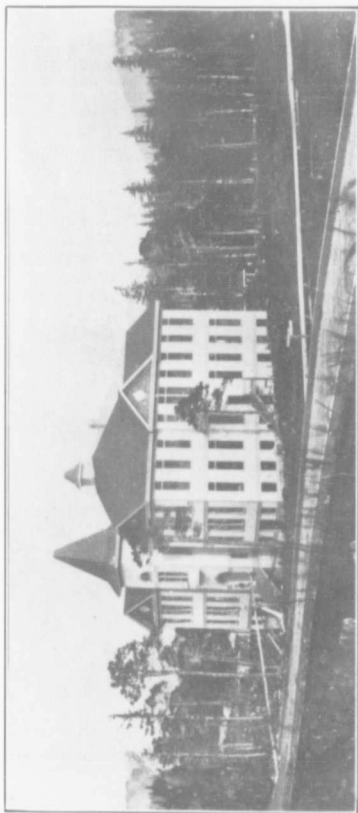
### LAND ON THE ISLANDS NEAR RUPERT.

Quite near to Prince Rupert, only a few miles by sea, are situated islands on which there are extensive tracts of good agricultural land, much of which may be purchased at comparatively low prices, and which may be made very profitable as Prince Rupert progresses. On Porcher Island, only fourteen miles from Prince Rupert, beautiful strawberries and soft fruits, as well as vegetables and farm produce of all kinds, are being grown today, and land here can be purchased in ten acre tracts at reasonable rates. Farther away, but likely to have a great share in the prosperity of Prince Rupert, are the agricultural lands of the Queen Charlotte Islands. Many settlers are now pouring into the islands, which are some forty miles from Prince Rupert. There is a regular steamer service, and agricultural prospects are of the best on the Queen Charlotte Islands.



Prince Rupert Five Years Ago.

PRINCE RUPERT



Prince Rupert's Up-to-Date Public School.

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## THE PORT OF PROGRESS

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### SKEENA RIVER VALLEYS PROFITABLE.

Profit making possibilities of the valleys of the Skeena River are immensely promising. Prince Rupert will inevitably draw huge store of farm, market garden and orchard produce from the Lakelse and Kitsumkalum Valleys. The Lakelse Valley has been officially pronounced by the visiting experts from Victoria the best valley for apple growing in the whole district, and the possibilities of other parts of the district have been given no small share of praise either. The Lakelse and Kitsumkalum Valleys are suitable for all classes of farming. They are situated only eighty miles by completed railway (with train service running) from Prince Rupert. Beyond these richly fertile valleys again are the Kispiox and Bulkely Valleys stretching away into the interior. The agricultural possibilities of these splendid stretches of well watered, well sunned land are immense in view of the rapid rise of Prince Rupert.

### SUPERB FARMING AND FRUIT LANDS.

All around Prince Rupert within easy reach by rail or sea are some of the finest farming, orchard and market gardening districts in British Columbia, the Okanagan not excepted. The valleys of the Skeena River, the Lakelse Valley, the Kitsumkalum Valley, the Kispiox and Bulkely Valleys are already producing under cultivation magnificent results in farm, garden and orchard produce. Recently the Minister of Agriculture for the Province, accompanied by Mr. Carpenter, the fruit orchard expert, made extensive tours of the Skeena and Naas River Valleys in order to satisfy themselves of the conditions there. The result of those tours was an official appreciation of the farming, fruit growing and market gardening possibilities of the soil and climate of the districts, which is second to none yet given out of any district in British Columbia. In the Naas Valley beautiful farms can be obtained on which every class of stuff from fine fruits to flowers can be raised with rich returns. The Naas Valley is a regular garden tract, according to official accounts, and the experience of settlers there of years standing. It is within easy reach by boat of Rupert and will before long be accessible also by rail.

### PRINCE RUPERT'S FISHING INDUSTRIES.

From the fisheries alone of the North Pacific Prince Rupert would derive industrial revenue enough to make the port one of the richest on the Pacific Coast. The seas around Prince Rupert are teeming with marketable fish, the rivers and inlets are massed each season with salmon. In their season, too, the herring simply shoulder themselves ashore in places, the shoals are so large. As yet the fishing industry of Prince Rupert and district is in its infancy, though there are already some of the largest canneries on the coast taking care of the salmon, with more great canneries building, and though the largest cold storage plant in Canada is located at Prince Rupert. A picture of this massive concrete building, which is equipped with miles of piping and machinery worth a million dollars, is given. The greatest halibut banks in the world are at Prince Rupert's very doors.

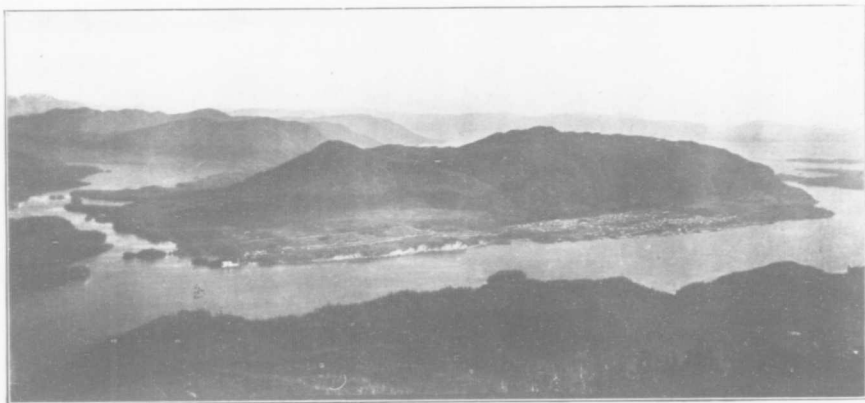
### PORT OF A THOUSAND FLEETS.

Fleets of Prince Rupert boats are already gleaming part of their harvest and rapidly increasing shipments of halibut and valuable white fish are being sent south. The opening of the railway will turn the shipments of frozen fish eastward to the prairie and great city markets of Canada and the United States. Associated with the fishing industry is the whaling industry, which is increasingly important. Large whaling stations on the Queen Charlotte Islands are today doing immensely profitable business. Prince Rupert's prospects of wealth from the sea at the city's very portals are simply incalculable when the tremendous demand for fish and fish products is considered.

PRINCE RUPERT



Entrance to Prince Rupert Harbor.



Birdseye View of Prince Rupert Townsite and Harbor.

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## PRINCE RUPERT

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### FIVE LEADING BANKS IN RUPERT.

There are five banks in Prince Rupert, the Bank of Montreal Building being of reinforced concrete, permanent and equal to the finest in cities of much larger population than present-day Prince Rupert. The Canadian Bank of Commerce is building a handsome new premises; there are also the Royal, the Union and the Bank of British North America, and the Continental Trust Company does banking business. All the banks are exceedingly busy.

### RAILWAY PROGRESS AT PRINCE RUPERT.

For a distance of one hundred and eighty miles out from Prince Rupert there is running a regular fast passenger service of trains over the finished G. T. P. track, the finest track and grade in Canada. The trains stop wherever there is a settlement, and pretty stations have been erected at intervals all the way to Skeena River Crossing, which is close to Hazelton. Trains should be running to and from Hazelton in the fall of 1912. The splendid Skeena Crossing steel bridge was completed in June, 1912. It is one of the most notable engineering feats on the coast stretch of the great transcontinental. The present service of passenger and freight trains serves the fertile valleys mentioned. Within Prince Rupert extensive work is in hand and being pressed forward rapidly toward the construction of railway yards and the erection of the terminal depot. Immense railway yardage is being provided at the terminal city for the tremendous traffic inevitable when the transcontinental is complete, and the Alaskan and Oriental trade begins to pour eastward, while the wheat and prairie traffic comes pouring west. Already giant elevators are projected, and a wealthy company, subsidiary to the G. T. P., is arranging to erect a chain of huge warehouses across the Dominion along the G. T. P. line from Moncton to Prince Rupert in order by judicious storage of grain and merchandise to obviate the evil of car shortage. Progress is being made rapidly in every direction for the prosperity of the Port of Prince Rupert. The first word in this brief pamphlet is Progress. The last word, too, for the pamphlet, as for Prince Rupert today, is Progress.

## PRINCE RUPERT

CANADA'S



PORT OF

PROGRESS

Prince Rupert Board of Trade  
Officers for 1912

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**PRINCE RUPERT**

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