

STEWART THE PACIFIC'S TREASURE-CHEST



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THE STEWART PUBLICITY CLUB

F5012
1911
G581

Where Wheel Meets Keel

STEWART is the last northern ocean port on the British Columbia seaboard and the terminus of the Canadian North-eastern Railway.

It is the outfitting point for the mines of the Portland Canal District and the gateway to the fertile Naas River Valley, which will be opened up by the construction of the Railway.

We are the largest individual owners of lots and acreage in Stewart Townsite, and will be glad to furnish information regarding Stewart Investments to anyone interested.

Alvo von Alvensleben, Ltd.

HEAD OFFICE:

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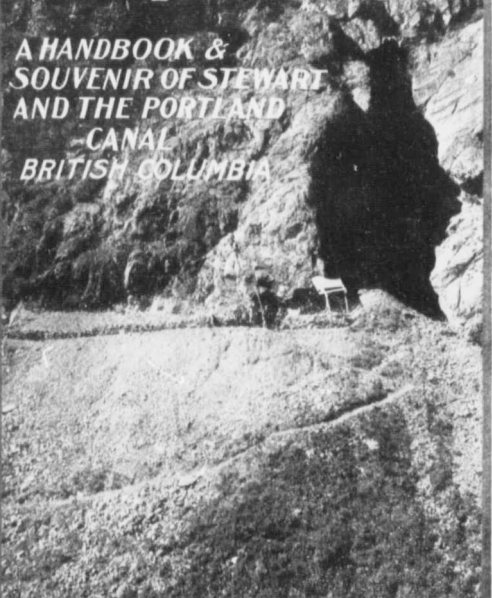
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**STEWART THE PACIFIC'S
TREASURE CHEST**

**A HANDBOOK &
SOUVENIR OF STEWART
AND THE PORTLAND
CANAL
BRITISH COLUMBIA**



COMPILED FOR
THE STEWART PUBLICITY CLUB
BY PERCY F. GODENRATH
MAY 1911.



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“The Pacific’s Treasure Chest”

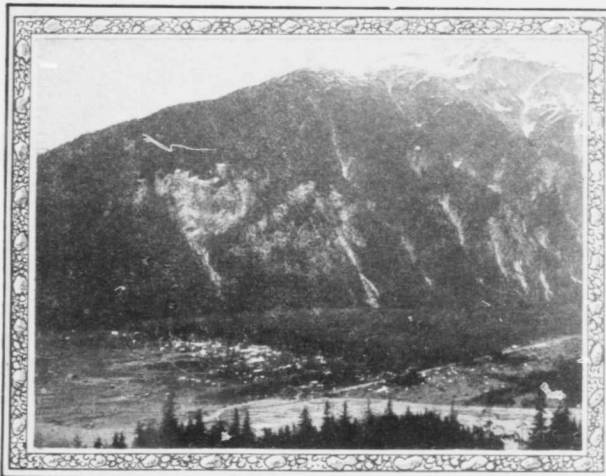
IF you inquire of a successful man in any walk of life the factor of his success, he will undoubtedly reply: “I looked ahead”; in other words, he foresaw certain results to be obtained from a set of conditions or circumstances, and took advantage of them.

This pamphlet will endeavor to show that in the natural course of events Stewart will become a great city, because of certain factors and conditions that exist there, and the reader, looking ahead, foreseeing those results and availing himself of present opportunities, can benefit accordingly.

All cities that have achieved wealth and greatness have done so mainly on account of their natural advantages, and few cities, if any, have been located amidst so many natural advantages as Stewart. Surrounded on every side by mineral wealth, commanding the Pacific gateway to the interior of Northern British Columbia, with its vast stretches of mineral, timber and agricultural lands, possessing also a land-locked harbor available at all stages of the tide, a natural railroad route of easy grade to the east, and a climate in which work can be prosecuted all the year round, Stewart has been undoubtedly favored of the gods.

SITUATION The location of Stewart is ideal. It occupies the level land lying at the head of Portland Canal, a waterway of nearly sixty miles of unrivalled scenic beauty. The Canal averages about one mile in width, with deep water throughout its entire course, the mountains towering from three thousand to six thousand feet in height on either side. Portland Canal forms the boundary line between Canada and Alaska, consequently Stewart is the most northerly seaport in British Columbia, and is the logical point of entry into the vast interior of the Great Northwest. The town has a mile frontage on tidewater, and covers, with land available for townsite purposes, including the tide flats, about two thousand acres. This limited area insures for the investor a rapid increase of values, and guarantees the concentration of commerce within this radius.

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BIRDSEYE
VIEW *of*
STEWART



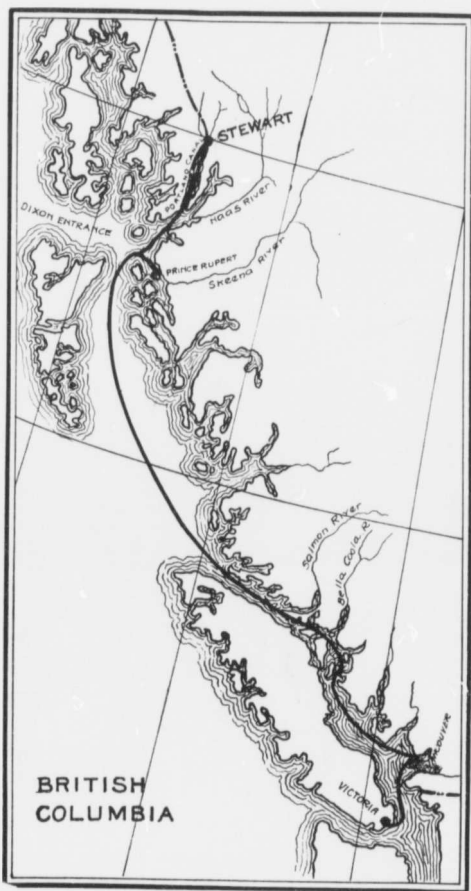
Besides being the most northerly seaport in British Columbia, Stewart stands at the entrance of the most direct route to the interior, with easy grades to the east, to the valleys of the Peace and the Yukon, and it is not looking too far ahead to say that in the near future the whole of the trade of this vast territory will some day pass through this favored spot.

In looking ahead one must consider the factors that are now, or will be in evidence within the next few years. Chief among these is the outstanding fact that the West—the unexploited West—is now narrowed to Northern British Columbia. The influx of population is greater today than at any time in the past, and this great tide of humanity must perforce direct itself to the undeveloped territory of which Stewart is the natural gateway. With the extension of the wheat fields of the Prairies still further northward and westward into the Peace River Valley, and the opening of the Panama Canal, it is reasonable to expect that their harvests will find their way to tide-water by the cheapest and shortest route—via Stewart.

It is little more than a year since the real growth of Stewart began. For ten years prospecting had been carried on in the neighborhood, and year by year the potentialities of the district became better known, until at this writing all doubt as to the future of the town and district has been set at rest.

CLIMATE A good deal of misconception exists in regard to the climate of this part of British Columbia, but from observations made during the past ten years, it may be said that this section will compare favorably with other parts of the province. In the winter the snowfall is usually heavy, with many clear, sunny days, the temperature seldom dropping more than ten degrees below zero. Spring begins about April 1, and winter sets in about November 1. The summer is usually warm with occasional rains, but Stewart lying so close to the interior has a climate more approximating that portion of the province than of the rainy coast.

**SAIL UP
THE SOUND** Each corner of the world has its marvels of stupendous scenery, rushing torrents or quiet landscape, and even the handiwork of men, or the result of the labor or servile hordes of the dark ages by which the sight-seeing visitors are delighted or interested, but it has been perhaps justly claimed by those who have seen all these that the real



wonderland embracing the greatest variety of those things which delight the tourist's mind is to be found in the trip north from Vancouver or Seattle to Stewart.

The entire route to Stewart is landlocked, or at least sheltered, with the exception of a short distance. The Strait of Georgia, which is traversed for the first 120 miles from Vancouver, is fairly open, but many islands, some of considerable size, relieve any possible monotony of the view. To the west is Vancouver Island, and that section of it where coal mines are extensively worked. From Vancouver to the head of the Strait of Georgia the features of the route are different from anything north of that, inasmuch as there is usually a large stretch of water with a few large islands always in sight, whereas in the channels north the route is for the most part through a narrow, winding, canal-like course. The mountains of Vancouver Island are in view after leaving Vancouver, and until the head of the island is reached. These mountains rise up in fairly regular form, their entire elevation being about 5,000 feet. As a general rule, snow is visible on all. There are no glaciers, consequently the timber line appears to be about at the summit of the mountains. The Coast Range, as well, across the Strait of Georgia, also rises up 5,000 to 6,000 feet, and is somewhat less regular than the mountains on Vancouver Island.

At the mouth of the Campbell River the Strait of Georgia ends, and the swift water passage, while one of the many to be found between Vancouver Island and the mainland, is possibly the most noted of these narrows or straits. The rocky, tree-clad walls which hem the water in, seem within a stone's throw of the steamer on either side as the narrows are traversed. Great mountains, with the perpetual snow on the peaks, loom up in stately grandeur. This channel is about two miles long and slightly more than a quarter of a mile wide, through which the tides rush and meet at certain stages, consequently it is difficult to navigate against the current, but when travelling with it the speed is very swift and the water has all the appearance of a considerable rapid. Through Discovery Passage and Johnstone Strait the character of the scenery varies at each turn, owing to the numerous islands and the inlets, the latter all along the coast deeply indenting the land, in some cases for hundreds of miles, and further north direct the warm Chinook winds from the Japan Current, through the Coast Range of mountains to

STEWART'S PUBLIC INSTITUTIONS



PROVINCIAL GOVERNMENT
COURT HOUSE AND MINING RECORDERS



STEWART PUBLIC SCHOOL



STEWART
GENERAL HOSPITAL



FIRE HALL

sweep over and temper the climate of an enormous area of arable land in the northern interior plateau of British Columbia.

Looking east from the steamer, the summits of the Coast Range of mountains are constantly in view, and while not as high as those on Vancouver Island, are more numerous and show the manifest difficulties in penetrating to the level land beyond.

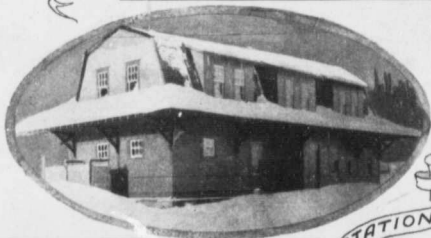
After traversing Johnstone Strait, Alert Bay, an Indian village at the head of a deep bay, is passed, being a port of call. Alert Bay is noted for the finest and greatest variety of totem poles on the Pacific Coast. The one street of the village is bordered with these quaint and remarkable totems, thirty and forty feet high, some of them representing a record of tribal history, its wars and victories. The one-eyed eagle, the whale, the frog, the crouching bear, and many mythical animals contribute their shapes in these storied fabrics of fantastic carving to make a study of peculiar interest to the curious.

The route continues through winding channels, between myriads of islands, until Queen Charlotte Sound is reached, and steaming across the opening with nothing to the west but the Pacific Ocean, brings the steamer into sheltered ways again, behind Calvert Island, when a great natural canal to Bella Bella village is followed in almost a straight course.

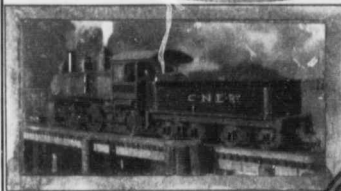
The islands at the southwest end of Queen Charlotte Sound, with the shadowy shores of Vancouver Island behind, make an interesting vista; the mainland shore is very irregular, and in some places the surf, with the background of hills, is a very delightful view. This Sound is traversed in about three hours, and, with the exception of about four or five miles across Milbank Sound, there is no possibility of any rough water being encountered elsewhere on the route between Vancouver and Stewart.

From Bella Bella the steamer traverses its devious, picturesque way for several hours, when Finlayson Channel, between Princess Royal Island and the islands and mainland, and Grenville Channel, between Pitt Island and the mainland, give an almost unbroken canal-like passage to within a short distance of Prince Rupert. This is the most wonderful panorama of scenic beauty in the world. Swanson's Bay, on Finlayson Channel, besides the cannery, possesses large sawmills and a sulphate pulp industry. The power is derived from a magnificent water-

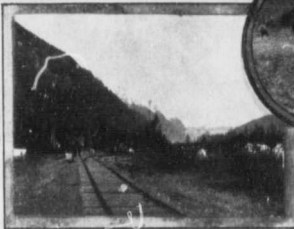
CONSTRUCTION
CAMP



STATION
AT
STEWART



FIRST
RAILS
LAID



TEAMS ON
THE
RIGHT OF WAY

A few scenes on the line of the
Canadian North-Eastern Railway
(Portland Canal Short-Line Railway)

fall which forms a splendid background to the view, for the settlement is built on a narrow ledge between the mountains. Canneries are in evidence at every port where the vessel calls, and at Lowe Inlet there is a freezing plant in addition, at which the halibut are salted and sent out in tierces or barrels, no salmon pack being made. Finlayson Channel offers probably the most attractive scenery on the whole route, the channel being very narrow and the hills abrupt.

Leaving Grenville Channel, Porcher Island is passed to the west of the steamer, and on the mainland opposite is Port Essington, marking the mouth of the Skeena River, along which, for two hundred miles, the Grand Trunk Pacific is being constructed. The salmon run takes place in July and August, and myriads of fishing boats almost block the path of the steamer northward, for the "Sockeye" will not wait, and while the water is alive with them the harvest must go on. The channel to Prince Rupert leads around the south end of Digby Island from the north, and forms a straight passage from the south.

From Prince Rupert, northerly the steamship route skirts the south shore of Digby Island, enters Chatham Sound, and for a distance of five miles Dixon Entrance is traversed, then sheltered waters continue through to the head of Portland Arm, where Stewart is situated. Past the Indian village of Metlakahtla, to the east, the route is to Port Simpson, twenty-eight miles from Prince Rupert, which is the first port of call. Port Simpson was established as a Hudson's Bay Company post more than one hundred years ago, and as the Indian tribes, including the bellicose Haidas of the Queen Charlotte Islands, had come by this time to regard all intruders as enemies, a strong fort and entrenchments had to be built to protect this fur-trading post, and while making this the center for trading to preserve the lives of the Hudson's Bay Company officers and men, as it was many years before these warlike tribes treated newcomers with proper respect. Even at the present time the original structures are seen at this unique village, including the "guest house" of the chiefs. Many interesting legends are still preserved in the records at this post, in fact sufficient legendary lore, both native and white, clusters around this village to delight the antiquary or the collector of folk-lore. Port Simpson is situated at the entrance of the Portland Canal, which is the most northerly inlet on the coast of British Columbia, forming the international boundary between Canada and Alaska.



ON 5TH STREET



BELMONT AND HANCOCK BLDGS



FINCH-HICKEY BLOCK



BOYD-YOUNG BLOCK



BALDWIN BLOCK

**STEWART BOASTS MANY SUBSTANTIAL
BUSINESS BLOCKS**

This canal, or fjord, is about fifty-five miles long, the shores being most picturesque, rising like mammoth battlements to the height of 6,000 feet at times, guarding as it were the rich deposits of mineral which Mother Nature holds fast in her granite grip, the recent discovery of which has attracted worldwide notice, and the development of which is now assuming gigantic proportions.

The first call on the Portland Canal is Naas Bay, Kincolith Wharf. The Naas River empties into Naas Bay, and it is along this river that some of the greatest mining development is looked for.

Observatory Inlet opens up at Kincolith and runs due north for about thirty miles. The steamer route up the canal to Stewart passes Maple Bay, at which point a change in the rock formation takes place, and instead of granite, which is the country rock hitherto on both sides of the canal, a schist occurs, of a dark gray color, and this formation extends to a point several miles up Bear River from Stewart.

The scenery in the immediate neighborhood of Stewart is of an imposing nature, great mountains rearing their snow-clad pinnacles 6,000 feet sheer from the water's edge, immense glaciers filling the upper valleys and gorges, objects of awe and beauty, their blue caverns echoing to the murmurings of the icy torrents issuing forth. Several of these glaciers may be reached in a few hours' journey from Stewart, and will prove objects of interest to the many tourists who visit this section in summer.

Although not widely known, the Bitter Creek Glacier is the grandest in British Columbia, and while not yet fully explored, is known to extend for over fifteen miles. It is surrounded by mountains of an Alpine character, which test the mettle of the most expert mountaineer.

A comparatively short drive from Stewart over an excellent road brings the tourist to the foot of this magnificent glacier, where he can witness the unusual spectacle of the stream bursting forth in its full strength from its icy bounds.

An additional attraction to the tourist is the probability that he may observe on the cliffs on either side, specimens of that fast-disappearing animal, the mountain goat.



GOVERNMENT BRIDGE ACROSS BEAR RIVER
AT THE NORTH END OF THE TOWNSITE



WHERE A YEAR
AGO STOOD A FEW
LOG CABINS TO-DAY
STEWART BOASTS
OF MANY HAND-
SOME RESIDENCES



FUR, FISH AND FEATHER With increased means of transportation to the interior, a prolific field awaits the sportsman, but even now, with limited travelling facilities, good hunting is to be obtained within a comparatively short distance of Stewart. The principal big game in the Bear River Valley is black bear and goat, but across the divide about thirty miles from Stewart, the sportsman can obtain grizzly hunting unrivalled in any part of the province. A little further east and north are to be found moose, cariboo and mountain sheep. This is one of the few stretches of virgin ground left to the big game hunter on the continent of North America.

All streams and lakes supply excellent fishing at different seasons of the year, salmon and trout of different varieties abounding. It is no exaggeration to say that at Meridan Lake the angler will find a perfect paradise. In the spring and fall, ducks and geese are plentiful, and in the uplands grouse and ptarmigan are numerous.

AGRICULTURE The vast stretches of agricultural land across the divide from Stewart will, within the near future, support a great population. The climate and soil are suitable for mixed farming, as has been proven by the Indians and the few whites who are located on the Naas in the neighborhood of Ainsch, one of the largest areas in British Columbia. For a number of years prospectors and others living at Stewart have planted gardens, raising all the usual varieties of root crops successfully, potatoes ripening in eighty-two days from planting, and other vegetables in proportion.

All conditions indicate that during the summer there will be a large influx of prospectors, land locators and others into the territory that lies on the Naas River side of the mountains. This territory is known to be rich in agricultural possibilities, with coal and other minerals, and with the extension of the Canadian Northern Railroad it is certain to be rapidly settled.

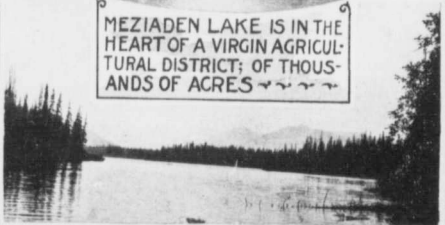
A government trail, following the natural railroad route into this section, will be completed this summer, giving easy access. In addition to the above features, the railroad now under construction, opening up, as it does, the valleys of the Naas, the Iskut and the Stickeen Rivers, will undoubtedly bring about the immediate development of the vast agricultural resources of these regions. Furthermore, it is reasonable to expect that the mineral

Haas Valley Farm Lands

ARE NOW THE MECCA
OF THE HOMESEAKER



MEZIADEN LAKE IS IN THE
HEART OF A VIRGIN AGRICUL-
TURAL DISTRICT; OF THOUS-
ANDS OF ACRES



discoveries which have been made in the Bear River Valley will be repeated in the ranges beyond.

One noteworthy feature of the Portland Canal district is that it is the only point in British Columbia where tidewater enters the mineralized zone of the Coast Range. The importance of this will be realized when consideration is given to the cost of transportation charges. Touching on this point, W. Fleet Robertson, the government mineralogist, says as follows: "Seldom in British Columbia has the truth been so clearly demonstrated as at Stewart that the value of an ore body is dependent upon the facility of getting its contents to market."

STEWART TODAY Less than a year ago the settlement at Stewart consisted of a little hotel, a small general store and a few cabins, and these lay across a mile of tide-flat from any possible landing. Today it is a modern town, approached by two magnificent wharves, one nearly a mile in length, for the general public; the other more than a mile long, connecting with the railway. The city is provided with waterworks, electric light and telephone service; a modern public school building is under construction by the Provincial Government; there are three churches; there is ample and luxurious hotel accommodation, and every line of business known to modern cities is creditably represented, and the volume of its business is already such that two chartered banks have established branches to handle it. The town also boasts of an excellent fire department, with its apparatus housed in a modern fire hall, and a Public Hospital built and furnished at a cost of \$10,000.

THE MINES Prospecting on the rivers and creeks that flow into Portland Canal began in 1898, actual mining operations followed in 1905, though at first on a rather small scale. During the last year development work has been carried on at twenty-four properties, and a mining recorder's office was established in Stewart in August, 1910.

As described by Herbert Carmichael, provincial assayer, the characteristic rock of the country is argillite, traversed by felsitic dykes, and cut everywhere by long and regular fissures filled with quartz, carrying values in gold, silver, lead and copper.

What has been true of every other mining field in British Columbia is true also of Portland Canal—the

GLIMPSES OF THE SALMON GLACIER

THE SCENIC BEAUTIES OF THE SALMON RIVER
GLACIER ARE UNSURPASSED IN THE
PACIFIC
NORTH WEST

STEWART
IS SURROUNDED
WITH
MAJESTIC PEAKS



rich discoveries have been made by prospectors who have not the capital necessary for development. But in one respect, and a most important one, Portland Canal is unique among the gold fields of the world—the mines are practically on tide-water; it is only necessary to prove the extent and value of the ore bodies and bring the ore to the surface; cheap and rapid transportation is at hand and waiting.

On the south fork of Glacier Creek are the mines and works of the Portland Canal Mining Company, the pioneer and first producer of the camp, already equipped at great cost with an 80-ton concentrating mill, water power harnessed and all modern facilities for mining and treatment. On the same creek are the Jumbo, Ben Bolt, Apex, Rush-Portland, Lordigordi and many other claims of rich promise.

On Glacier Creek's middle fork are the Evening Sun, Columbia and Lake View, all carrying high-grade silver.

On the north side is the property of the Stewart Mining and Development Company, already very extensively developed, showing large bodies of ore similar in character and value to that of the Portland Canal Mining Company.

Near the Stewart is the Little Wonder, owned and operated by the Portland Wonder Mining Company, and on the same creek are the O. K., Main Reef, Tyee and other promising claims.

On Bitter Creek is the Roosevelt Group, the first location of the district, an extensive and promising property on which nearly \$10,000 has already been expended in development.

One of the most important mines in the whole district is the Red Cliff, on Lydden Creek, a tributary of Bear River. The discoveries at depth on the Red Cliff during the last six months have attracted attention and interest throughout the mining world. It is already proved to be one of the most extensive gold-copper mines in existence.

On American Creek are other valuable properties now being developed, including the Mountain Boy and the claims of the Portland-Bear River Company. Salmon River, Fish Creek and the upper tributaries of the Naas River also contribute their quota.

When it is remembered that the district has been known even to prospectors for only 12 years, that no development was attempted until about six years ago, and

THE CAMP'S PIONEER
MINING COMPANY
The PORTLAND CANAL MINE



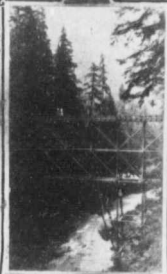
80 TON
CONCENTRATOR



FIRST TRAIN OF ORE 500 TONS



LOWER TRAM
TERMINAL ORE BINS



TRESTLE CARRYING
WATER FLUME



WHERE THE POWER
IS OBTAINED.

☛ The ore of the Portland Canal Mine carries gold, silver and lead. The Company owns a large area of ground; has done extensive development and has demonstrated the adaptability of the ore to successful concentration. *The mine has the distinction of being the Camp's first shipper.*

that real work with adequate means was begun less than 12 months ago, the extent of achievement is as wonderful as the character of the ore bodies—admitted to be the most diversified of any mining division in British Columbia.

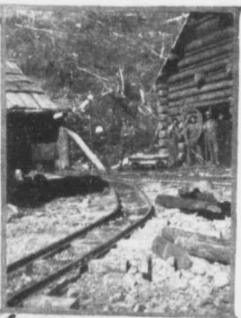
A RAILWAY TERMINUS That the great and wonderfully varied wealth of the Portland Canal district and its immense hinterland in the Naas Valley, and the certain early development of a large seaport city at Stewart, are now widely recognized may be seen from the following passages from the *Victoria Colonist*, which include definite expressions of confidence from two eminent authorities in different spheres, Sir Donald Mann of the Canadian Northern Railway, and W. Fleet Robertson, provincial mineralogist of British Columbia:

“Stewart, at the head of Portland Canal, is to be the next great transcontinental railroad terminal in the North. Arrangements are under way for the continuation of the railroad now in operation from there across the rich Naas and Peace Valleys, opening up wonderfully rich districts, where the resources have long lain dormant. The advantages of Stewart as an ocean port are easily apparent. The city lies at the head of a great sheltered waterway scooped by nature in the Glacial Age through the Coast Mountain section—a saving of millions in construction—and it is the farthest inland port of the western coast of Canada, as well as the most northerly, being at the boundary line. Sir Donald D. Mann, who is the chief moving spirit in the enterprise which will result in making Stewart a bustling city, where ocean liners will meet the fourth transcontinental railroad of Canada in the North, says this road will have the advantage of 24 hours in time saved over the Grand Trunk Pacific Railroad from east to west, and in these days when time is the essence of business, the advantage of this saving is obvious. A year ago, when Stewart was coming into being, Sir Donald D. Mann said, at a banquet tendered him by the citizens at the Empress Hotel—a hostelry which has no equal north of Vancouver—when speaking of the building of the Canadian North-Eastern, the railroad which is now to link up with a transcontinental line across the valleys of the Naas and Peace to join with the Canadian Northern at Edmonton:

“The townsite of Stewart, at the head of Portland Canal, is, in my opinion, one of the finest for a city I have



GENERAL VIEW OF CAMP




ENTRANCE TO MAIN DOUBLE TRACK TUNNEL



ORE DUMP AT UPPER WORKS

THE RED CLIFF MINE

IS THE BANNER GOLD-COPPER
MINE OF THE CAMP



ever seen. The fact that Portland Canal is at the head of navigation means, if history repeats itself, that this will be one of the greatest commercial ports in the world. Take cities like London and Liverpool, for instance, on the other side, and Montreal in Eastern Canada—all are at the head of navigation; and this, being the most northerly port in British Columbia, should be the distributing point for the whole of the Northern frontier. I have often been asked why I am building this railroad. It is because we have an ocean port at one end of it and a mining country at the other. There is an ideal transportation proposition. In addition to this, over in the Naas Valley, I am informed, is a good farming country with an abundant supply of coal, which we hope to reach with this railway in the near future. Whether the railroad I am now building will go through the Bear River Pass or not, I am not prepared to say. A man should be very careful in making statements as to things he cannot carry out. I will say this much, however, that reports in regard to the Pass are very favorable, and next month I intend to send out a corps of engineers to investigate the Pass, and I hope to be able to build through it, and on east, to connect with all the great railway lines that reach the Atlantic Coast, also north to the Yukon and Alaska.'

"It was in July last year that Sir Donald D. Mann spoke. Since then the shriek of the locomotive is heard in the wide valley that reaches from where the two wharves berth steamers off the bustling city of Stewart, and trains are running over a solidly built line that is in operation to Glacier Creek, and is being completed to the works of the Red Cliff mine, eight miles away. Since then the engineers have found that they can build through the Pass with slight engineering difficulty, and arrangements have been made to carry out the construction of the great northern transcontinental railroad. Prospectors have been busy in the Naas and found that not only rich fields of anthracite coal, but rich mining fields exist there, in addition to the great farming area; they have found placers in the Omineca that have been unworked because of the difficulty of transportation, and others who have penetrated into the Peace Valley have returned with glowing prophecies of tremendous rushes expected into that section when railroad communication is provided. There big coal lands remain untouched, a large part of the Peace Valley being underlaid by an immense coalfield. F. C. Campbell, sent by the Provincial Government to report upon the resources of this section, said in his report: 'Southward from the Peace and between the 122nd and 123rd degrees



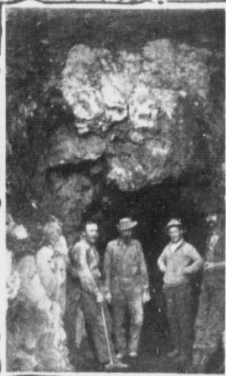
ORE DUMP
AT STEWART MINE.



BIG VEIN AT
ROOSEVELT MINE.



ORE DUMP AT UPPER
WORKINGS OF RED CLIFF



MOUTH OF
BIG CASINO TUNNEL

**SNAP-SHOTS OF SOME OF THE
PRINCIPAL MINES**

of longitude, it is to all appearances coal country everywhere. The outcrop is bituminous, of the highest quality (for surface coal), and of excellent coking qualities. This field will probably rival that of the Crow's Nest Pass when once the country obtains facilities for railway transport. The proximity of the coal measures of the Peace River Valley to the richly mineralized adjacent district of the Omineca has also to be taken into consideration in approximating the natural future of both districts, for, as the Omineca mines are opened up, coal will here be readily available for the economical operation of any number of smelters.'

"Glance at the map, and see what the opening up of this great treasure-house of natural resources means to Stewart when the new transcontinental railroad provides the key to open the way to its riches. It requires no prophetic vision to imagine the Portland Canal with the liners plying to and from Stewart, carrying the grain of the great Northern wheat fields to many markets, and bound overseas with great cargoes which the railroad has carried to Stewart, where keel will meet rail at Canada's most northerly port on this coast.

"See the map again. Look how the free approach from the Pacific Ocean to Portland Canal is obvious. This wonderful waterway, at the head of which Stewart stretches across a valley flat as a billiard table, seemingly a great glacial scoop left from the days when the great ice fields that filled the Northern valleys suddenly went out, extends northerly and easterly with very deep water, wide and free, but thoroughly sheltered by the bordering mountains, until it reaches the northern-most waterfront point of Canada on the Pacific. Stewart, at its head, is the nearest port on the Western Canadian seaboard to the Eastern centres of population and the route traversed by the railroad to be built from it traverses some of the richest sections in the Dominion.

"It is not two years since Stewart came into being, and already it is a bustling city. It has electric light, water and telephone systems, good hospital, fire hall and department, three hotels, two of which represent investments of \$60,000 each; sawmill and lumber yards, and its general appearance is indicative of the promise it holds. The streets are well built up, with stores equal to any in the larger cities, and the daily turnover of the proprietors is a surprise to visitors. The railroad station stands at the edge of the present city, facing the broad townsite



FIFTH ST
AND
THE R. BOYD
YOUNG CO
STORE



STEWART.

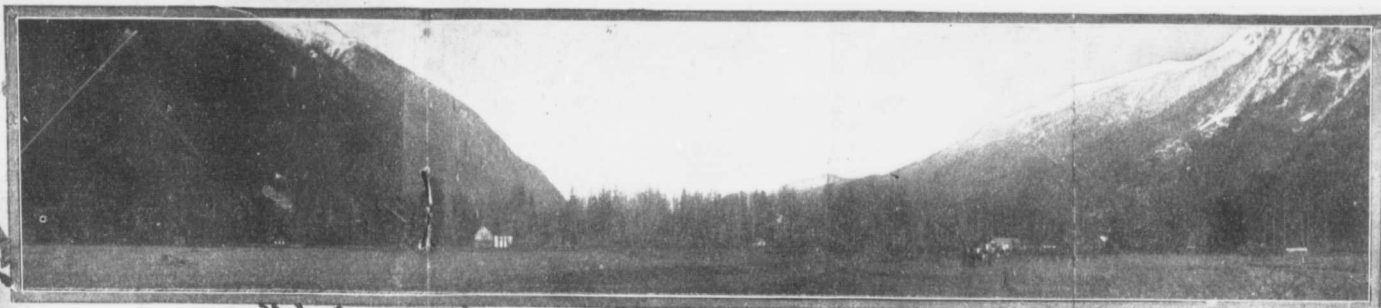
STEWART

The Gateway to the Portland Canal and Naas Valley Districts

R. BOYD YOUNG CO., Ltd.

OF STEWART

Can supply all the needs of the Prospector, Land Locator, Tourist,
Miner or Settler. Complete outfits a Specialty.



STEWART IN 1909



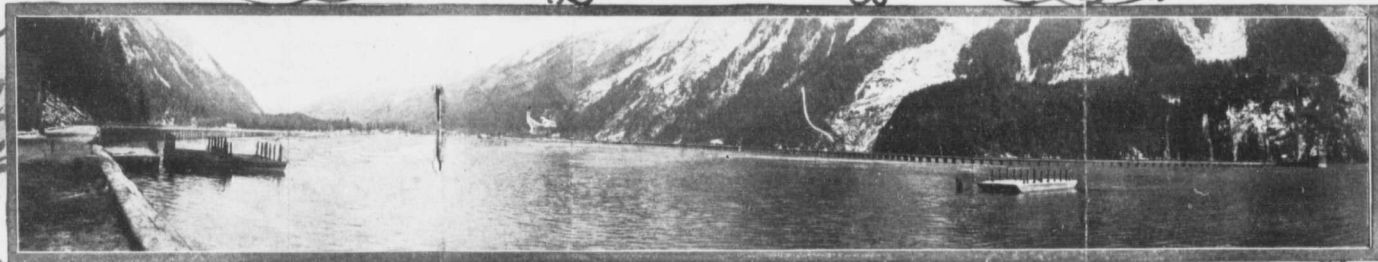
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which has been plotted by Sir Donald D. Mann, and the railroad runs from tidewater over an excellent bed stretching in the straightest of lines back up the valley—the beginning of a fourth transcontinental road. Two wharves jut out from the front of the city, with long approaches, and one of these connects with the railroad, the other being a public wharf. Up the valley are many mining camps, the nearest being that of the Portland Canal Mining Company, with its towering concentrator, from where rich concentrates are regularly shipped, and other companies have large camps along the line of the railroad.

“The future of the port of Stewart as a mining centre is great. Every mining engineer who has visited this district and seen the surface showings and indications throughout the district from the Naas Valley on one side to the valley of the Salmon River on the other, has been enthusiastic. They have said it needed time only to prove whether there was any ore body at depth. The development done to date on the Portland Canal mine, the Red Cliff and Stewart has proved this. At the Red Cliff, where a tunnel was driven for about 1,400 feet, over three hundred feet below the first upper workings, it has been demonstrated that there are available at least 360,000 tons of ore, averaging about \$10 per ton at the smelter, a value of over three and a half millions of dollars to be taken from this mine alone. Sir Donald D. Mann and associates have bonded no less than fifty properties in the district.

“William Fleet Robertson, provincial mineralogist, in his report dealing with his examination of the mines of Portland Canal, says high assays have been obtained and the camp justifies expectations. He says the advantage of the district in being reached by Portland Canal is great. His report says in this connection: ‘This is the only arm of the sea cutting the mountain range, although the range is cut elsewhere by certain rivers flowing westward from the interior, notably the Stikine, Skeena and Fraser, the latter two having already been utilized as railway locations. The importance of this arm, from a mining point of view, is that it gives deep seawater navigation to, and so renders easily accessible, a district in which the granites of the Coast Range come in contact with the sedimentary formations lying to the eastward and farther inland. This region of contact extends for the whole length of the Coast Range, and, from its geographical features, forms a zone of probable mineralization.’ This zone of mineralization has been developed

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sufficiently in Portland Canal to show how immense an ore body exists, and with the completion of the railroad and further development of the mines, it is likely that a fleet of ore carriers will at some date, not far removed, be plying from Stewart in connection with the railroad system. The mineralization of the Naas is not yet demonstrated, but it has been prospected sufficiently to show what promise it holds. Rich finds of silver-lead have been made there, and it is expected that this valley will also have much to offer to the miner.

"The British Columbia Government is cutting a road into the Naas Valley, and the completion of this road will give the foreloper, the pioneer who precedes the railroad, opportunity to prospect and lay bare the riches. Already prospectors are gathering at Stewart, getting their kits in order, ready for a long season in the open, ransacking Nature's treasure-house tributary to Stewart, for coal, copper, gold, timber and farming lands, and settlers are beginning to follow, forelopers who are taking up land to get into the valleys in advance of the railroad, the cities that are to be."

MINERAL MUSEUM The Stewart Land Company, Ltd., the original owners of the townsite, have established a mineral museum, representative of the ores of the district, in a convenient location on Fifth Street, to the inspection of which they welcome not only mining men, but general visitors and tourists.

LOOK AHEAD In conclusion, we would again advise the reader to "Look Ahead." If he has carefully read and considered the plain facts here presented to him, he will realize that Stewart offers one of those opportunities which rarely present themselves to a man more than once. Just as surely as natural advantages of geographical location and rich material resources have caused the growth of other great cities, so is it certain that Stewart is destined at an early date to be a great seaport city and the market and centre of a very wealthy mining and farming country.



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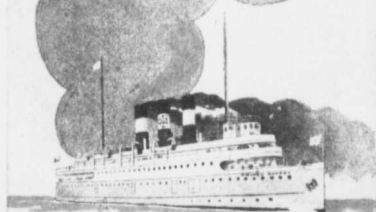
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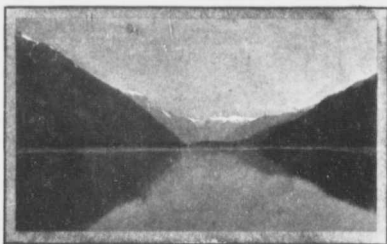


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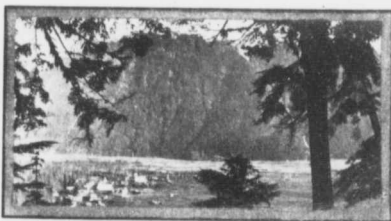


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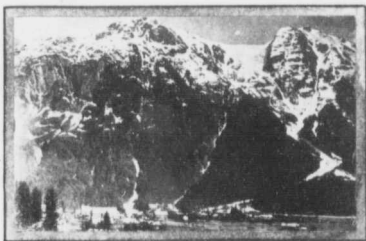
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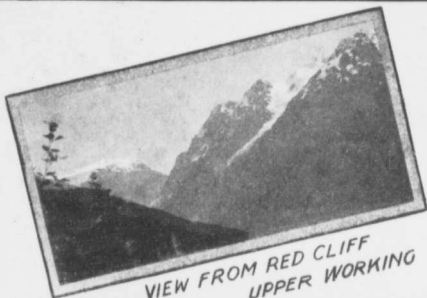
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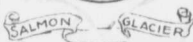
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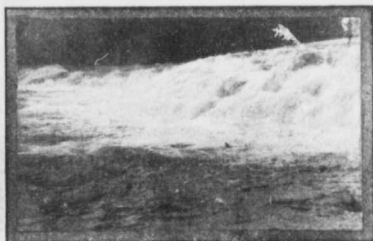
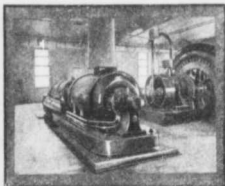
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