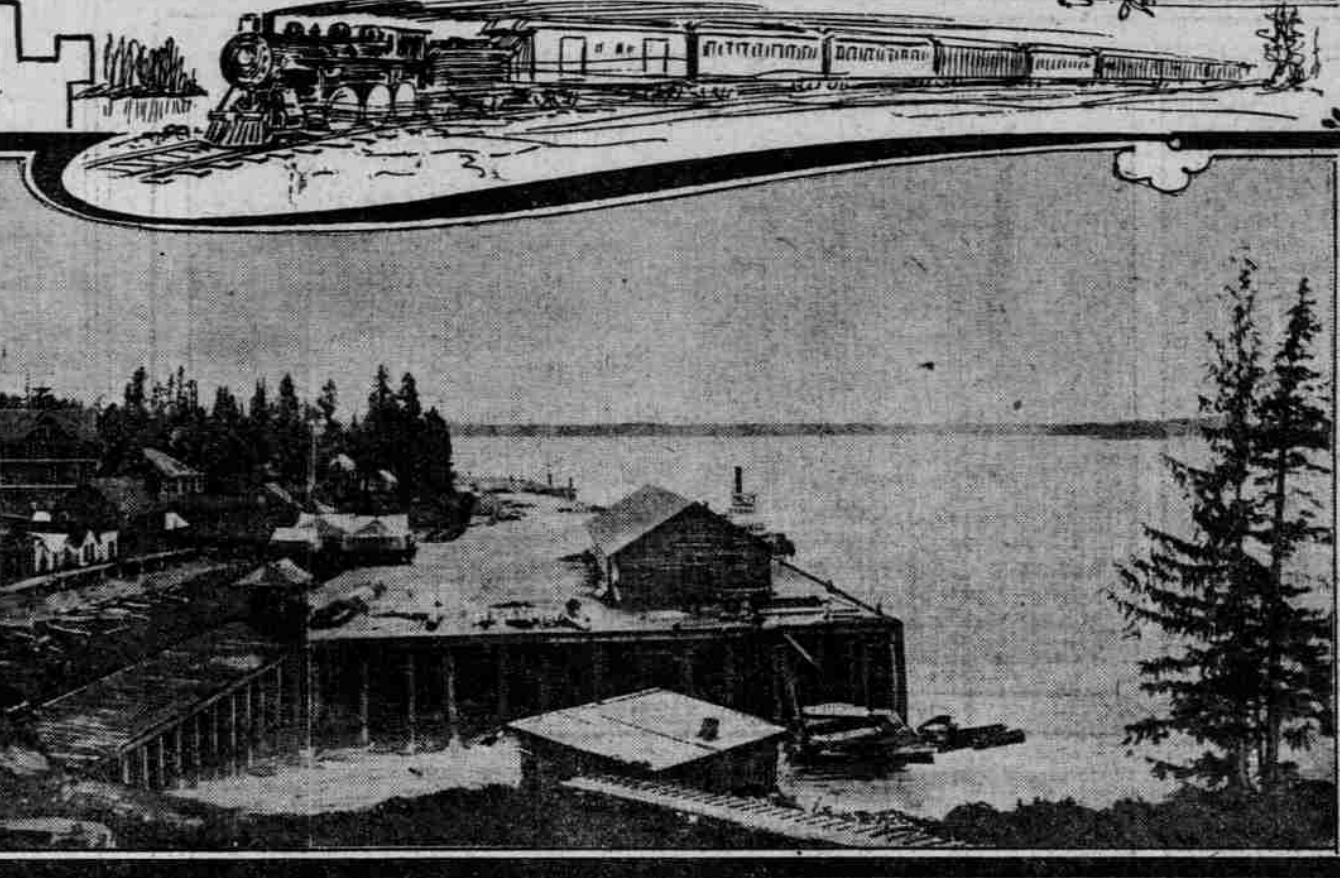


PRINCE RUPERT, NOW A CITY IN NAME, SOON TO BE CITY IN FACT

PACIFIC TERMINUS OF THE GRAND TRUNK PACIFIC RAILWAY WILL BE OUTLET OF TERRITORY OF GREAT RICHNESS

PRINCE RUPERT LOOKING WEST—TOWN AND HARBOR—DIBBY ISLAND IN THE BACKGROUND.



VIEW OF PRINCE RUPERT AND HARBOR LOOKING WEST. J. D. ALLEN—Photo.

PRINCE RUPERT, B. C., June 22.—(To the Editor.)—"Westward the star of Empire takes its way" is amply exemplified in the birth of one of the last of the great railway enterprises of the Western Hemisphere, its course across a vast inland empire, once geographically designated as a trackless, boundless, desert waste of no account save as the abode of wild animals, nomads of the wilderness and, in pioneer days, the American bleat, and the final establishment of a terminus at the western hem of the Canadian Empire, the possibilities of development of which are beyond the ken of the wisest of empire builders of the "new world."

Prince Rupert is now a city in name—within a few short years one of the great cities of the western world is to grow here as certainly as New York, Boston and other great ports were to carry the products of a vast empire of productivity to the marts of the world. Many readers have learned of the Pacific terminus of the Grand Trunk Pacific Railway—a few know or understand its reasons for coming, greatness or its untold and undreamed of tributary resources. A few years ago the Grand Trunk Railway system of Canada—one of the largest railway systems in the world—applied to the Dominion government for a charter permitting it to build a transcontinental line of railway. The project received immediate favor at the hands of the members of the government and the charter was not only granted by Parliament, but the government agreed to construct one-half of the road and guarantee the bonds of the other half to the extent of \$13,000 a mile through the prairie section, and two-thirds of the cost of the mountain section in British Columbia. After two years or more of marshaling its forces, the Grand Trunk Pacific Railway Company was organized as a part of the great Grand Trunk system of Canada, and the final preliminaries for beginning work in British Columbia were arranged with the Provincial government during the current year, at Prince Rupert, right of way across the Province, etc., on condition that active construction should proceed without delay. Actual construction of the great line of railway is now under way at numerous points along its course from the Atlantic to the Pacific.

Paraphrasing, be it understood that the road under construction by the Dominion government is to be leased to the Grand Trunk Pacific Company for 50 years at three per cent interest on the cost of the road per annum.

One hundred miles of road has been let to contractors eastward from Prince Rupert and gangs of men are now at work along this section day and night. The gap between Winnipeg west to Edmonton is closing rapidly by the laying of five miles of rails per day, and by October, 1908, trains will be running into Edmonton.

Fifteen hundred acres of the townsite of Prince Rupert have been cleared of trees and brush, and a force of about 250 men is now clearing the remainder.

Landscape engineers—a Boston firm—have laid out the plan of the city, and surveys will work from the plan and will be in the field within a week.

The date on which the townsite will be placed on the market is not definitely known, but general report has fixed it at September 1. When lots are placed on sale there will be no dearth of buyers. Hundreds of investors are waiting with money ready, among whom are merchants and manufacturers ready to build and proceed to business. Letters arrive constantly asking for prices and details of information relative to location, terms, etc., all of which are answered by a circular letter, but no information can be gained from the company upon the subject of prices, terms or date. All ideas must therefore be confined to the field of conjecture for

the present, so far as future probabilities in those directions are concerned. Suffice it for the present to say that the building of a city has never attracted more widespread attention on the North American continent than Prince Rupert is attracting. Why? Because the Pacific terminus of the Grand Trunk Pacific traverses the most productive territory as a whole dominated by any road across the North American continent. From Winnipeg west for 1000 miles the country is one vast level stretch of cereal-growing or mixed farming prairie and that produces the best grain in the world. The commercial world well knows what "Manitoba No. 1 hard" means and this quality applies to the grain-growing region lying west of Manitoba as far as Edmonton.

From the line where the Rocky Mountains fringe Prince Rupert the resources are unparalleled. From the Yellowhead pass—the gap through which the great road finds its way across the Rockies—numerous valleys of matchless fertility of soil, watered by rivers, level plateau, hundreds of miles north, south, east and west at an average elevation of 2500 feet above sea level. These valleys are all fertile and in their wild, uncultivated condition produce wild grasses of the most nutritious quality, such as red-top, etc., favorable to the support of livestock. One may ride for days through these valleys through grass above one's saddle stirrups.

Coal of the highest grades abounds along the line of the Grand Trunk Pacific, especially in the Bulkley Valley, anthracite and bituminous. For 40 miles these coal beds have been developed by the outcroppings. Gold, copper, iron, silver, lead and other minerals exist along or are tributary to the line in the mountain section and already development work is going on and has been in progress for two years.

A finer game country probably does not exist than that through which the line of this road extends. Grizzly, black, brown and cinnamon bear, elk, deer, caribou, moose and feathered game in abundance.

The climate through the mountain section is not severe as on the prairies east of the Rockies, whose temperatures prevail as low as 40 and 50 degrees below for short intervals.

As to the coast—Some of among the greatest fishing banks of the world exist just outside the harbor of Prince Rupert. These banks lie between the mainland of British Columbia and Queen Charlotte Islands. Halibut, red, black, gray and sock cod, herring and other fish are caught on these banks in great quantities and will be shipped east by the Grand Trunk Pacific because it is two to three days nearer than by ports south. The salmon packing industry is large along this coast and wherever a river debouches into the sea there may be found one or more canneries. Prince Rupert is 90 miles northwest of Seattle, spruce, red, white and yellow cedar in its interior passageway north, therefore nearer Alaska and to its rapidly growing trade. It is also removed from competition by reason of its unique position and its distance from competing influences.

Lumber will be an industry that will be profitable by reason of the areas of spruce, red, white and yellow cedar in close proximity to tide water, and by reason of accessible water power.

One may with prophetic vision see in the new marvel of miniature development springing into prominence within a few short months the wonderful possibilities in store for Prince Rupert, B. C., with such varied resources at her command and the shorter haul in comparison with ports south to Eastern and Oriental markets.

Prince Rupert harbor is one of the finest in the known world. Any ship of any size may enter or leave the harbor at any stage of the tide, day or night, calm or storm, ice is land-locked, wide, long and commodious for all classes of

ships. Dobby Island lies directly across the western side completely sheltering the harbor from all stormy weather, leaving a fine entrance by the south channel. The harbor will average one and a quarter miles in width, is 17 miles long, and has 100 feet depth of water at the entrance with good holding ground anywhere, not a rock or reef in the entire harbor. Average depth in the center of the harbor from its entrance to its land-end 20 fathoms with depths inshore of eight to ten fathoms. The townsite situated on Kaien Island is separated from the mainland by a narrow passage of salt water un navigable in places and is superb. The townsite proper is three miles long by a mile and a quarter in width. Probably 500 present population. One fine frame hotel building is completed, but not yet opened, the property of the Grand Trunk Pacific Company. Two new one-1/2 frame houses—under construction, are owned by the Grand Trunk Pacific; the other by Monroe and Gilmore, which is to be conducted as a first-class hotel for all comers. A number of fine frame buildings are up, others going up. All present structures are built on lands either owned by the Grand Trunk Pacific and erected by special permission of the company's manager or on land taken up as mineral claims on which squatters are living, doing business until lots in the townsite are offered for sale.

Good stores here; prices about the same as in Vancouver with freight added. Board and lodging, \$1 to \$2.50 a day; beef, 20 to 25 cents; bacon, 20 to 25 cents; fruit and vegetables of most kinds. This is a boat town. To go anywhere except within the restricted area of a few blocks one must get on a boat. The soft, spongy, water-soaked tundra inhibits walking about save on the few one, two and three-board walks. A kind of boat is at hand from a Peterboro to an ocean tug. Sternwheeler ply between Prince Rupert and near-by points on Skeena River at short intervals. A steamship in nearly every day; one day five days from Seattle, the following night six days and west. Climate here is moist. Between 80 and 100 inches of rainfall annually. However, the winters are marked by the absence of the rigors common to the interior. No extreme cold nor extreme heat along this part of the Coast. While cloudy weather prevails much of the time, the temperature is equable and pleasant. About the only essential in this country to forestal starvation is matches. One does not even require salt. Crustaceans and mollusks abound everywhere. But if one can throw well, a deer may be added to the larder now and then.

A dock 1400 feet long has been erected of ample width, solidly constructed of heavy timbers and planking, with one warehouse 420 feet long and another 120, the former occupied by Foley, Welch & Stewart, G. T. P. contractors, the latter by the G. T. P. Co. More dock and warehouse room is in preparation. The top soil of the townsite is covered by a soft, spongy moss called in Alaska tundra. This moss is wet most of the time, therefore pedestrianism is accompanied by physical discomfort in a pedal sense. The base is a hard, stony formation, and grading will be difficult. The townsite is hummocky, but will be worked down in time. The slope from the harbor is gradual to the base of the mountain on the island back of the town, and this mountain has a maximum elevation of 2500 feet.

A sawmill at the east end of the town produces about 40,000 feet per day and the mill north at Georgetown about 35 miles distant—cuts about 25,000 daily. This is spruce, hemlock and cedar and is used mostly at Prince Rupert. Another mill is at Port Essington, 24 miles distant, at the mouth of the Skeena River.

The railway company and the province

own the townsite on Kaien Island and land adjoining, about 25,000 acres in all 2000 of which are to be in the surveyed townsite, and the property embraced in the townsite belongs to the railway company and the province in the proportion of three-fourths to the former and one-fourth to the latter. This division also applies to all the water frontage—over 30 miles mostly on navigable water.

As to the manner in which lots will be sold or when, whether at auction or private sale, no man knoweth.

The Canadian Bank of Commerce has a branch here and has its quarters in a very comfortable, convenient structure—frame—near the dock on the one street leading back into the town from the waterfront. Mr. James M. Christie is manager.

The Provincial police department has an office here; the Dominion Government a telegraph office and custom-house.

The Grand Trunk Pacific Company has provided ample safeguards against the intrusion of epidemics as evidenced by the sewage system already installed. The company has also laid pipes and brought a plentiful supply of good, pure water into the town from a stream fed by the snows of the adjacent mountain in the interior of the island. This water is soft and pure and sufficient for domestic and fire purposes until a permanent supply is brought in from Lake Shwathans or other available sources. This lake is about six miles east of the town and on the mainland—is pure, cold water fed by mountain snows. An electric light plant is in operation and lights may be had of any capacity, in any number, in any part of the town.

Prince Rupert now presents a similar appearance to a frontier mining town in the variety and distribution of its shanties and tent abodes, the only difference existing in the many fine buildings up in course of construction. Unlike most railway termini, Prince Rupert is not waiting for the road to be completed before emerging from a frontier town into a town of a prosperous municipal development. Long before this great transcontinental railway shall have been completed from ocean to ocean a big city will be occupying the area now stretching away to the east and westward gaunt and bare in its present disfigurement by the builders of the new city by the sea.

It will be interesting to the readers of The Oregonian, perhaps, to learn how commercial and industrial life may find lodgment and develop here before a lot is sold or offered for sale.

The railway company has allowed a few permits issued by the company's managers at Montreal. The greater number of the residents of Prince Rupert is living and doing business on land that has been part of an Indian reserve, but over which there was a dispute as to title between the railway company and the Provincial government. The owners of the mineral claims give the people permission to occupy the land on condition that they move off as soon as the land is ready to be sold. This arrangement is galling to the railway company but the Provincial Government, having recorded the mineral claims, is unwilling to oust the occupiers by force, hence the title is made up principally of "squatters."

Business houses are all doing a good business and many new lines are coming in and new enterprises under way. Large firms are quietly preparing to establish branches here at once. It is surprising to see a town grow up in a wild, desolate country with no other justification than the future of the moving cause of its birth—in this case the building of the Grand Trunk Pacific Railway. This is certainly ample justification, however, for no road, transcontinentalwise, ever commanded greater tributary resources, nor the strategic position for the building up of a great commercial traffic between the East and West and the middle ground of one of the greatest areas of

productivity of all the Americas than will the Grand Trunk Pacific.

The steamships now plying between Vancouver, Victoria and Prince Rupert are as follows: Princess May, Princess Beatrice and Amir, operated by the Canadian Pacific Railway Company, Camosun, Capilano and Coquitlan, by the Union Steamship Company, Vado and Ventura by the Bosquit Steamship Company, the Henriette and Thordis, by Mackenzie Brothers, from Seattle the City of Seattle and Cottage City, operated by the Pacific Coast Steamship Company, the Caledonia and Distributor are river steamers in the local trade only. In addition to the regular liners noted above smaller craft fit in and out of the harbor in spasmodic fashion, regardless of wind or tide.

The Empire, owned and edited by Mr. John Houston, is the only newspaper published in Prince Rupert. It is a breezy journal, full of the news that interests readers most, is fair and impartial to all and in much demand. It is issued weekly and the subscription price is \$5 a year. Mr. Houston is well posted regarding the resources of British Columbia, having lived in the province for 30 years, and is deeply interested in the future of the city and its incomparable possibilities.

It may be of interest to know that Prince Rupert is only about 40 miles south of the line between Alaska and British Columbia as the crow flies.

Fare to Prince Rupert from Seattle is \$30. Time, en voyage, two to three days. Prince Rupert has no saloons, no bars, therefore no drunkenness, ergo no brawling and no crime. The Empire is an uncompromising foe of the liquor selling traffic and it is ably supported by the citizens in the fight for a dry town until the place becomes an incorporated municipality. It is certainly to the credit of Prince Rupert that intoxicants have been kept out of the town. That they will be introduced under restrictions imposed by the laws of the Province, ultimately, there is likely no doubt, but the town will fare better altogether by keeping it out at least until the road shall have been completed in 1911.

Every one knows that as the northern latitudes are approached the days grow longer in Summer and shorter in Winter. On June 21 darkness did not fall until after 10 o'clock and day dawned at 3 at Prince Rupert in latitude 64 1/2 N.

The reverberation of the great detonation caused by incessant blasting in the rock cuts and adjoining the town are noteworthy. A deafening explosion, the earth trembles, a second of deadly silence and the muffled roar rolls out across the bay and inspiring on the northern shore the sound waves are deflected by the rising hills and split by the numerous indentations of that coast line and like the second and third claps of heavy thunder burst into ear-splitting crash upon crash. Summer and shorter in Winter a veritable thunder storm has burst over the town in all its fury. On Saturday evening is billed one event which promises entertainment of interest to the citizens of Prince Rupert in proportion to their proximity to the point of greatest energy. Four hundred pounds of dynamite will be exploded in a rock cut in the most thickly populated district. It is difficult to forecast where the destructive force will exert its greatest impression, whether in the rock cut or among the denizens of Knoxville which is the term applied to the west end of the town.

The long, low strip of land extending across the background of the view of Prince Rupert and harbor is Dobby Island, which stretches across the west side of Rupert harbor and makes it land-locked. The main or South Channel of the harbor lies to the south of Dobby Island—to the left of the strip in the picture.

The north channel or Venn Passage lies to the north of Dobby—to the extreme right in the picture. This channel is not safe. It is tortuous, rocky and torn by dangerous rapids at ebb and flood tides. The tides vary from 15 to 25 feet; the highest known tides being 25 feet &

Gland Extracts Accomplish Marvelous Transformation

Mrs. S. White, of Portland, a Brilliant Example of the Efficacy of the Van Vleck Products—Investigate This Case.



Mrs. S. White, of Portland, Oregon (Myxoedematous Patient), Beginning of Treatment. Mrs. S. White, After Two Months' Treatment.

Portland, Or., Dec. 20th, 1906.

The Van Vleck Gland Ex. Co., 708 Dekum Bldg., Portland, Or.

Dear Sirs: While I feel that the English language is utterly inadequate, I desire to express, so far as my ability will justify, my appreciation of the marvelous efficiency of your Gland Extracts in my case. I deem it my duty, as well as pleasure, to publicly acknowledge this gratifying fact, that others may be made acquainted with your methods. Also permit me to give a brief history of my various symptoms:

My illness began about six years ago, with Nervous Prostration and Dyspepsia, associated with Erysipelas, which was complicated by the development of a small and apparently insignificant tumor appearing on the back and left side of the head. The removal of this tumor was attended by such a severe hemorrhage that I was left in an extremely low condition of vitality. During recuperation from the surgical procedure I began to increase in weight to an abnormal degree, becoming very drowsy and having a constant feeling of exhaustion. I felt that I could sleep all the time. My mind became inactive and I was listless and indifferent. My face was so swollen that I could hardly perceive the light from between the eyelids. My tongue swelled to that extent that I was practically unable to articulate sufficiently clear to be understood and my excessive weight precluded my getting around alone, it being necessary for me to use a cane and the assistance of my husband or some other attendant. I weighed 208 pounds, whereas my normal weight was usually about 150 pounds.

My circulation was greatly impeded and "sluggish" and my extremities and body always cold. The skin became very dry, having the appearance of the scales of a fish. My finger nails became so concave that they would veritably hold water.

During all of this trying experience we, of course, employed the best physicians obtainable without regard of cost. In all we had the benefit of 12 intelligent professional opinions and faithfully followed the suggestions of treatment incident thereto, but without avail. I had given up any and all hope of finding any remedy for my various ills, and the last physician consulted previous to using Gland Extracts rendered the opinion that I might die at any moment, that in this dismal and deplorable state I remained until the sixth day of October, this year, when I was induced to give the Gland Extracts a trial, and while I could not honestly say that I had any faith in the outcome of such treatment, I gave my consent to a visit from Mr. Van Vleck, who happened to be in this city, and who called, accompanied by Dr. F. S. Lowell, your examining physician in charge of the Department of California, in the City of Oakland, in that state.

Upon the second day after beginning the use of the Extracts I noticed that my hands were getting smaller. On the third day my eyes opened and looked brightly out upon surrounding objects, the swelling of my tongue began to recede and I could articulate more clearly. In six days I was privileged to enjoy the first natural sleep for years. My respiration was gradually improving, and at the end of two weeks all distress in breathing had disappeared. During the first three weeks my weight was reduced 20 pounds, and at the end of the fourth my finger nails were straight and normal in every way.

At this writing, whereas I was utterly helpless for six years, I am able to do sewing and very materially assist in the general household. The results of the Gland Extracts in my case are truly wonderful, and my friends are amazed and astonished at the miraculous change in my condition. But, most of all, do I appreciate that change. Neither pen nor picture can, in the least degree, describe the misery and deplorable nature of my former state, which was thought by all with whom I came in contact, both profession and laity, to be without hope of recovery from any source whatever.

Is it any wonder that I am specially gratified to be allowed this space in your Blue Book, and for which privilege I sincerely thank you. I profoundly trust this meager testimony to Gland Extracts may be productive of some results as it is observed by some sufferer to whom you so generously send these little messengers of peace. Please again accept my eternal gratitude for the fact that the Van Vleck Gland Extract Company is bold enough to reach out into the larger fields where ordinary means of treating disease offers no hope to those "to whom life seems a never-ending night." Ever sincerely yours,

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Inches. This occurred but once, however, during the year. The average tide, however, is about 16 feet. One may quite readily comprehend what the activity of the outgoing and incoming tides may be through narrow passages connecting these long deep arms of the sea with the ocean. No boat, large or small, could live in these rapid five minutes. All ships use the South Channel on entering or leaving Rupert harbor.

EUGENE D. WHITE



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