

ALASKA'S NEW GATEWAY

IN PRINCE RUPERT, THE ALADIN-BUILT PORT OF THE NORTHERN PACIFIC

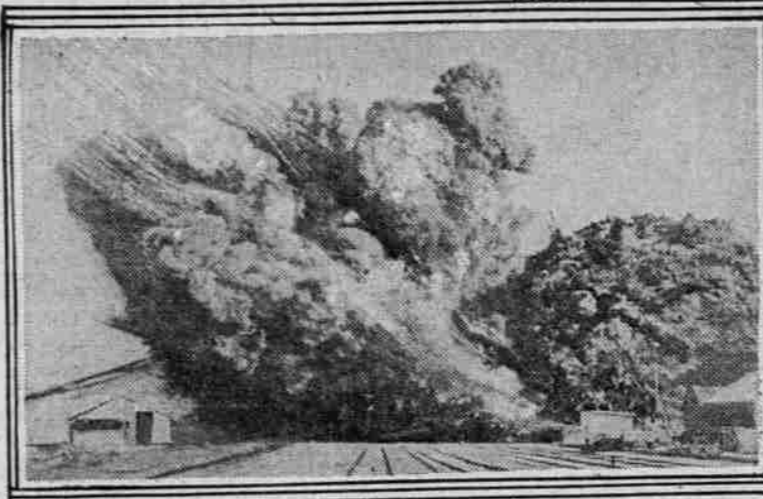
BY FRANK G. CARPENTER



Third Avenue, The Main Business Street

(Copyright, 1916, by Frank G. Carpenter)
PRINCE RUPERT, British Columbia. —During the past few weeks I have visited each of the three principal water gates to Alaska. I sailed north from Seattle. It is the chief port of the Pacific Northwest, and all of our steamers that go northward start there. The city has seven transcontinental railroads over which goods, destined for the Far North, come from all parts of the United States, and its business with Alaska is greater than that of any other port. It is the bank, the department store and the barn of the territory. As to the banking, it handled in 1914, something like \$28,000,000 of Alaskan exports and imports, and as to its department store business the goods sent North were of every description, and they sold for more than \$14,600,000. As to Seattle being the barn of Alaska, it shipped there last year \$171,000 worth of oats, and a quarter of a million dollars' worth of hay and other feed, while its shipments of flour were almost as much. Seattle has one of the finest harbors of the world. It has 29 wharves and docks with a frontage of 13 miles. It has elevators which will store 4,000,000 bushels of grain and four mills with a daily capacity of 7000 barrels. Among its many steamers are 11 lines that go to Alaska and five others that play along the ports of British Columbia. Seattle has such close connection with Alaska that its merchants and bankers look upon the territory as one of their suburbs, and they have an efficient department of their chamber of commerce known as the Alaska bureau, which is devoted to the development of the resources and to the furthering of the interest of all things Alaskan.

across the Atlantic and Pacific oceans will be greatly reduced as to miles and days. It is only about four days from Europe to Halifax, Nova Scotia, where the Grand Trunk Pacific Railway begins. The road runs from there in one continuous line across the North American continent to Prince Rupert on the Pacific. It crosses Canada far north of the Great Lakes to Winnipeg, then cuts through the wheat belt to Edmonton and goes on to climb the Rockies by easier grades than any other road that crosses our continent. It has short cuts by various connections to all of the United States cities and it promises to be the fast freight route for perishable products between Alaskan waters and the rest of the continent. Already trainloads of fresh fish are being shipped weekly from here to our cities and every train that starts out has cars of halibut and salmon, fresh or frozen, destined for Minneapolis, Chicago, New York and Boston." I wish I could show you Prince Rupert. The town lies on a beautiful bay guarded by islands. Its harbor is 14 miles long and large enough to hold all the fleets that will ever sail at any one time toward Bering Strait. It reminds me of Jaffa, the port for Jerusalem. It is right on the sea and the buildings climb up and down the mountains of rock close to the shore. The chief difference between them is that the hills of Jaffa are all bleak and bare, while those of Prince Rupert are wooded and clad in perpetual green. Seven years ago the site of this city was a forest. Pines and cedars covered the mountains, and today the stumps rising out of the sloping town look like the black bristles of an unshaven chin. The town has 6000 people. I venture it has more than 60,000 stumps. The stumps are rooted in the crevices of the bed rock and the space between them is matted with muskeg, a mossy vegetation two or three feet in depth that holds the water like a sponge, and makes it impossible to go across country without thick boots or rubbers. This muskeg covers the whole region



Explosion Showing How The Hills Were Blasted Down.

about and it was one of the difficulties that had to be conquered in laying out and building the city. Another and still greater difficulty was blasting the rocks from the sides of the hills and making level places upon which streets might be laid and houses be built. The site was all rocky mountain and every bit of the town is founded on the bed rock. The sewers have had to be blasted from the sides of the hills and built up in the valleys. The same is true of the roadways in the business part of the town, the whole having required proportionately almost as much grading and blasting as the Culebra cut of the Panama Canal. In the residence section the streets are of planks resting upon a trestle-work or upheld by posts. The town site, which covers about 2000 acres, is made up of sharp hills, which run back to wooded mountains over 2000 feet high. The place is so rough that to build solid roads through it would bankrupt the city many times over, and so the roadways are wooden, looking like lines of continuous bridges. The streets run up hill and down and they

are 16 feet wide. They rest upon posts of various heights, according to the grades and the valleys. In some places the planks are spiked to a trestle work from 10 to 20 feet high and in others they lie on the bed rock of the hills. The planks are three inches thick and the roads are substantial enough for heavy teams and the score or more automobiles owned in the town. Prince Rupert has 21 miles of such roads and in addition many miles more of pathways of boards five or six feet in width. The latter connect the main roads with the houses. It was in company with J. H. Pillsbury, the civil engineer who laid out Prince Rupert, and M. J. Hobin, a member of the Board of Trade, that I took an automobile ride through the town. We had a two-ton, seven-passenger car which seemed to me unusually wide, and I expected a collision every time another car passed. The plank road was so narrow that turning-out places had to be built at the cross streets and curves, and the inclines are such that we flew up and down as though we were going over the track of a giant roller coaster. Now we would shoot around a curve where a slight skidding of the car might have hurled us into a ravine, and now climb a hill with the posts and the trestle-work trembling beneath us. At one time we rode for some distance through "Lovers' lane," a part of the 90 acres of forest that forms the public park of the city, and at another we climbed the steep slope of Acropolis Hill, although Mr. Hobin suggested we had better walk, for the road was a bit old and the posts might be too weak to support the automobile.

BLOCKADE OVERCOME BY "WIZARD OF GERMANY."



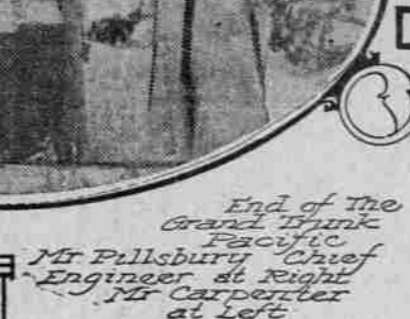
Dr. Walter Rathenau

Dr. Walter Rathenau Inspires Factory Construction to Produce Supplies Needed and Herebefore Imported From Nations Now Foes.

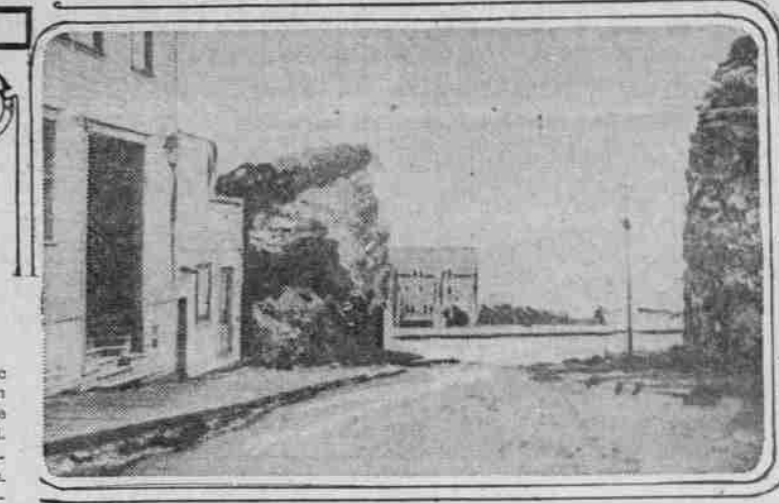
DR. WALTER RATHENAU, who kind in Europe. It controls several hundred branch concerns with a general capitalization of \$1,000,000,000. Today this great electrical engineer is called the "wizard of the empire" and the "field marshal of business." The man whose genius made it possible for Germany to defy the present blockade by means of which the allies are attempting to force Germany to her knees.



Prince Rupert Boys on Their Way To The War.



Mr. Pillsbury, Chief Engineer of Grand Trunk Pacific, and Mr. G. G. Coe, Mayor of Prince Rupert at Left.



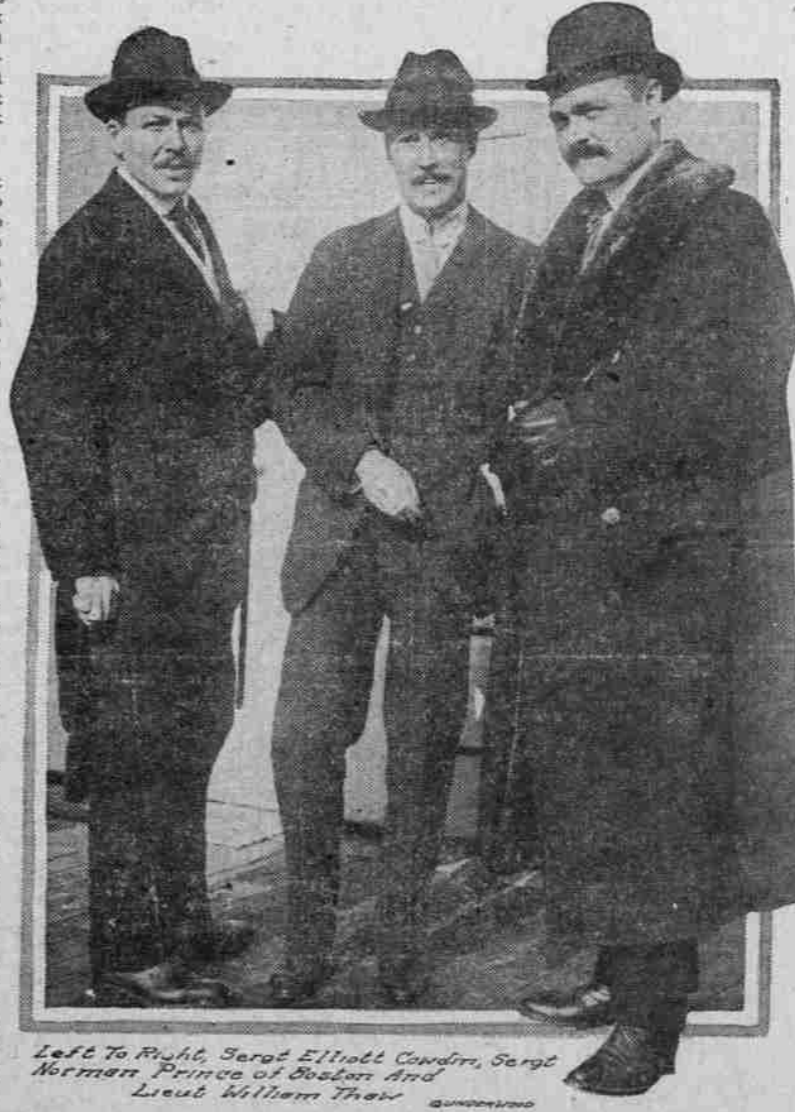
One of The Streets Leading To The Harbor These Hills Will Be Removed.

that has cost the Grand Trunk Pacific Railway \$40,000 to make and is to form the site of a \$2,000,000 hotel when the present financial stringency has passed. The private residences of Prince Rupert include many comfortable homes. They are one and two-story frame cottages, rising out of the uneven green of the muskeg. Many have blasted out the stumps in making the foundations and some of the people have built up level yards about their houses and have lawns as green and smooth as those of old England. All kinds of vegetation grow luxuriantly. The town has many beautiful flowers and the whole country is green from one end of the year to the other. The climate of Prince Rupert is milder than that of Baltimore, Richmond or St. Louis. It is not so cold in the winter and it is more mild in the summer. The mean temperature in summer is about 60 degrees Fahrenheit and in winter the thermometer seldom falls to below 8 or 10 above zero. As to rain, the town reminds me of Southern Chile, where they say it rains 13 months every year. The rainfall in some years is 110 inches or more, and just now it showers all the time. There is but little snow in the winter, although you may have two feet within a few hours. The snow melts quickly, however. There are heavy frosts on account of the moisture. The frosts sometimes cover the plank roadways to a depth of three inches and then the people have coasting and tobogganing parties on the roller coaster highways I have described. Prince Rupert is a healthy city. There were less than 20 deaths last year in the 6000 population, and the births were 150. There were only five cases of typhoid fever and three of these came from outside. The town has a hospital, which is but little used. It has a jail, an up-to-date fire department, with motor engines. It has good public schools, including a high school, with a building of four stories. It has three daily papers, a public reading-room and its people are quite as intelligent and much more progressive than

those of similar sized towns in the East. For instance, the town believes in municipal ownership. It has a hydro-electric plant that cost more than \$500,000, from which it not only supplies the several public utilities, but it also sells power to factories and individuals at \$13 per horsepower per annum. The town has its own telephone and electric light plants. The telephone rates to business houses are \$4.50 per month and the plant pays a profit to the municipal treasury. The Mayor tells me he hopes to put on municipal jitneys to carry the people to and from their homes along the board roads. Prince Rupert believes in the single tax, and the most of the revenues of the city come from a tax on land only. Improvements pay nothing. The Prince Rupert Hotel, for instance, cost \$125,000 to build. It is on a lot 100x200, and this lot is valued at \$50,000. The tax is levied on the lot only. There is nothing paid on the building. Just across the way is a vacant lot of the same size, and it pays just as much taxes as the big hotel. The result is that people cannot afford to hold valuable real estate without they improve it. The present taxes are a little over 12 mills on the dollar of assessed values, which are about 60 per cent of the real values. Prince Rupert started with a boom. It was all planned and partially developed before a single lot was offered for sale. The Grand Trunk Pacific Railway decided upon a site and sent its engineers to clear the land, level the hills and lay out the city. The company had 24,000 acres of land, including the town site, and the first subdivision covered one-twelfth of

There is no doubt, however, that Prince Rupert is bound to be a city of considerable size. The people believe that it will be a great port, and that within a short time after peace is declared it will start on its way to becoming a city of 100,000 or more. The government expects to make large public improvements, and new buildings will be put up as soon as money grows easier. The government owns one-fourth of the city, including the most of the water front. The Grand Trunk Pacific Railway is planning to erect a \$2,000,000 hotel, and eventually a steamship line will be established to ply between here and the Orient. There will also be steamers to the Panama Canal, and a large part of the wheat crop of Northern and Western Canada will pass through here on its way to Europe via the canal. With a view to the future the city is now erecting the largest floating drydock on the Pacific Coast. This dock will cost over \$3,000,000. It will handle ships up to 600 feet in length and 20,000 tons capacity. This dock is almost completed. Its construction is modern, and it will be the equal of any dock of its size anywhere. The area of the dock plant is about 20 acres.

AMERICAN AVIATORS WIN HONORS IN FRENCH ARMY.



Left to Right, Sergeant Elliott Cowdin, Sergeant Norman Prince of Boston and Lieutenant William Thaw.

Lieutenant Thaw and Sergeants Cowdin and Prince Are Home on Visit. They Agree Germans Can Hit Any Aeroplane Within Range.

NEW YORK, Jan. 22.—(Special.)—Three American birdmen, who for their daring deeds above the battle fields of France have been decorated for bravery, have returned to the United States. They arrived on the Rotterdam. They are Sergeant Elliott Cowdin, Sergeant Norman Prince of Boston, and Lieutenant William Thaw. Each has received the military medal and the war medal, the latter being the French equivalent of the Iron

WAR AFFECTING LANGUAGE

(Continued From Page 2.)
to which they belong, and they therefore refuse to be incorporated into the people with whom they are doing business and in the midst of whom they are sojourners, perhaps for all the years of their lives. The German, on the other hand, casts in his lot with the country to which he has immigrated; he adopts the native tongue; he forgets his own, and he does not insist on bringing up his children to speak German. That is to say, the German who has settled in the United States or in Brazil or in Argentina may retain a keen sentimental interest in the Fatherland for one generation at least, but he is soon subdued to what he works in, and his children cease to think of themselves as Germans, partly because they are very likely not to speak German. Here in North America we have seen the beneficent results of this complete assimilation of the descendants of German immigrants, and we may rest assured that a like assimilation is taking place in South America. The rivalry of English and German is a commercial rivalry, and for the reasons here given the English have little to fear as to the result. The rivalry of English and French is not so much commercial as literary and there is no likelihood that it will be any less keen in the future than it has been in the past. We who speak English take only a tepid interest in German literature, and there were only a few German authors in the 19th century who won international acceptance. But the appeal of French literature is as perennial as it is pervasive. Paris is still the artistic capital of the world, and the French language is still the most felicitous medium of social intercourse. To say this is not to assert any superiority of French literature over English literature, which is flourishing on both sides of the Atlantic and which is ever revealing its own special qualities as valuable and as significant as those of French literature. It may be long years yet before English is able, finally, to displace French as the second language of men of education interested in all the arts. Indeed, English may never succeed in achieving this, even if it shall be able to have its own claims more and more widely acknowledged. With German, however, the rivalry is colonial and commercial, and there is no reason to suppose that English will ever be deprived of the commanding position which it now possesses throughout the world.