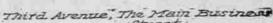
LASKA'S NEW GAT IN PRINCE RUPERT, THE ALADIN-BUILT PORT OF THE NORTHERN PACIFIC BY FRANK G. CARPENTER



right, 1916, by Frank G. Carpenter) hat of any other port. It is the bank, that crosses our continent. est year \$171,000 worth of oats, and a or frozen, destined for Minnes marter of a million dollars' worth of Chicago, New York and Boston." ay and other feed, while its shipments 1 wish I could show you Prince Ruflour were almost as much.

look upon the territory as one of suburbs, and they have an eficient department of their chamber of amerce known as the Alaska bureau. which is devoted to the development of

ancouver, at the end of the Canadian acific Railway on Puget Sound, That et has also the Great Northern and e Northern Pacific Railways, which arry our goods there in bond to be ipped to Alaska, and it will in a hort time have also the Grand Trunk Pacific Railway, which is to build uthward to Vancouver. The Chicago, Milwaultee and Puget Sound Railway is planning a branch into Canada and in time there will be six transconti-pental roads using Vancouver as one of the Western terminals. ntal roads using Vancouver as one

As to the steamers, there are now only two lines that go from Vancouver northward. These are the Grand Trunk Pacific and the Canadian Pacific, both tes being owned by the railroads of the same names. The Grand Trunk Pacific has its present terminus at Prince Rupert and its business is entirely in the Canadian waters. Canadian Pacific steamers stop also at all the ports of Southeastern Alaska. and they carry freight and passengers to Skagway to be taken by the White Pass Railway over the Coast Range to White Horse and thence sent down the Yukon River to the Klondike and on into interior Alaska. The Alaskan busi-ness of Vancouver is a bagatelle in mparison with that of Seattle. Its chief trade is with the Yukon territory and especially with Dawson, to which city almost \$4,000,000 worth of Canadian goods are shipped every year.

The third and last water gate to Alaska is Prince Rupert, the new ternal of the Grand Trunk Pacific Railway. This is the farthest north of all the doors to our territor, fact only 40 miles south of the international boundary. It took me less than six hours to come here by ship om Ketchikan, and a fast ocean steamer could go in two hours from here to Dixon Entrance or the Portland Canal, where Alaska begins,

Prince Rupert is more iles north of Vancouver, and more than 600 miles north of Seattle. It is bout two days nearer Alaska by rail han any other port, and its people link it offers by far the best route rom the eastern and southern parts of or continent to the United States of the Far North.

I have had just had a talk with the Mayor of Prince Rupert. He claims that his city is two days nearer Alaska by steamer than any of the Puget Found ports and says that now that the Grand Trunk Pacific Railroad has been empleted, travelers from the eastern parts of Canada and the United States an reach our territory two days sooner by coming this way. He claims, and ightly, that the port will eventually ive the shortest route to the Orient and that it will cut down the steamship trip to Yokohama, Japan, more has a shorter water route to the Far

"At present," to use the words of D around the world. By it the voyage most influential organization of its knees.

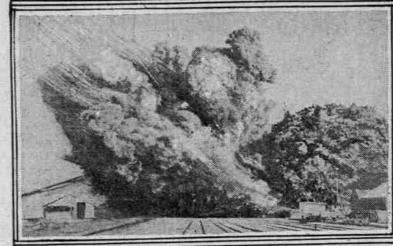
Street

across the Atlantic and Pacific oceans PRINCE RUPERT, British Columbia. will be greatly reduced as to miles and —During the past few weeks I days. It is only about four days from have visited each of the three Europe to Hallfax, Nova Scotia, where cipal water gates to Alaska. I the Grand Trunk Pacific Railway beilled north from Seattle, it is the gins. The road runs from there in one ilef port of the Pacific Northwest, and continuous line across the North Amerof our steamers that go northward ican continent to Prince Rupert on the art there. The city has seven trans- Pacific. It crosses Canada far north ntinental railways over which goods, of the Great Lakes to Winnipeg, then stined for the Far North, come from cuts through the wheat belt to Edmonparts of the United States, and its ton and goes on to climb the Rockles siness with Alaska is greater than by easier grades than any other road e department store and the barn of short cuts by various connections to all As to the banking, it of the United States cities and it promandled in 1914, something like \$28 - ises to be the fast freight route for 0,000 of Alaskan exports and imports, perishable products between Alaskan nd as to its department store business waters and the rest of the continent. goods sent North were of every Aiready trainloads of fresh fish are beescription, and they sold for more ing shipped weekly from here to our han \$14,600,000. As to Seattle being cities and every train that starts out e barn of Alaska, it shipped there has cars of halibut and salmon, fresh Minneapolis,

pert. The town lies on a beautiful and building the city. wooded and clad in perpetual green.

was a forest. Pines and cedars covered most as much grading and blasting as

It was in company with J. H. Pillsthe mountains and today the stumps the Culebra cut of the Panama Canal. bury, the civil engineer who laid out rising out of the sloping town lots look



Explosion Showing How The Hills Were Blasted Down

about and it was one of the difficulties are 16 feet wide, that had to be conquered in laying out posts of various heights, according to

the business part of the town, the whole roads with the houses. Seven years ago the site of this city having required proportionately al-

the resources and to the furthering of like the black bristles of an unshaven are of planks resting upon a trestle- member of the Board of Trade, that I the interest of all things Alaskan.

Chin. The town has 6000 people. I work or upheld by posts. The town took an automobile ride through the venture it has more than 60,000 stumps, site, which covers about 2000 acres, is town. We had a two-ton, seven-pasThere were less than 30 deaths last on the dollar of assessed values, which
The stumps are rooted in the crevices made up of sharp hills, which run back senger car which seemed to me unyear in the 6000 population, and the are about 50 per cent of the real values. of the bed rock and the space between to wooded mountains over 2000 feet usually wide, and I expected a colli-them is matted with muskeg, a mossy high. The place is so rough that to sion every time another car passed. country without thick boots or rubbers. like lines of continuous bridges. The inclines are such that we flew up and ment, This muskeg covers the whole region streets run up hill and down and they

BLOCKADE OVERCOME BY "WIZARD OF GERMANY."

They rest upon the grades and the valleys. In Seattle has one of the finest harbors bay guarded by islands. Its harbor is
of the world. It has 29 wharves and 14 miles long and large enough to
locks with a frontage of 13 miles. It
hold all the fleets that will ever sail was blasting the rocks from the sides
others they lie on the bed rock of the
lass elevators which will store 4,000,000 at any one time toward Bering Strait, of the hills and making level places hills. The planks are three inches places the planks are spiked to a trestle work from 10 to 20 feet high and in as severed which will store store store and the country are three inches and the condition of the solid and thick and the roads are substantial daily capacity of 7000 barrels. Among Jerusalem. It is right on the sea and houses be built. The site was all rocky enough for heavy teams and the score is many steamers are It lines that go the buildings climb up and down the mountain and every bit of the town is or more automobiles owned in the town long the ports of British Columbia. The chief difference between them is have had to be blasted from the sides roads and in addition many miles more activated. eattle has such close connection with that the hills of Jaffa are all bleak and of the hills and built up in the valleys, of pathways of boards five or six feet lasks that its merchants and bank- bare, while those of Prince Rupert are The same is true of the roadways in in width. The latter connect the main bare, while those of Prince Rupert are The same is true of the roadways in in width. The latter connect the main

> In the residence section the streets Prince Rupert, and M. J. Hobin, a I have described. hurled us into a ravine; and 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 climber 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,

It was on top of Acropolis Hill that inspected the water works of the city. The supply romes from Lake Woodworth, on a little mountain five miles away, and it is brought in an eight-inch pipe across country to this reservoir. The reservoir has been dug out of the bedrock and it contains more than 1,000,000 gallons of water in addition to the usual needs of the

On another part of this same hill arthe municipal tennis courts and base ball park. These have been made at the expense of the citizens, it having cost \$25,000 to blast out the rock and level the space for the baesball dia-It will take \$5000 more before the ballground is as the Mayor says it should be. The park is so situated that the hills about it form the grandstand and consequently there is free admission. The pay of the players is collected by passing the hat. The municipal tennis courts have been made laying a level plank floor upon the uneven surface of the rocks and erecting about it fences of wire netting so high the balls cannot possibly fly over it and roll down the steep slopes of the mountain.

Standing upon Acropolis Hill, one has a good view of Prince Rupert. Off to the front is the harbor, sparkling in the sunlight and backed by mountainous islands of green. At the back are forest-clad hills, lost in the clouds, and between is the city, its business section made up of two and three-story frame buildings, painted in modest col-ors, with roofs red, brown and black. Here and there the spire of a church

you can pick out a hole in the rocks being the French equivalent of the Iron altitude they say is 12,000 feet.

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 Ru-

Mr Pillsbury Chia Engineer at Right Na Carpenter

pert 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 old England. All kinds of vegetation For instance, the town believes in the city excavated and leveled and grow luxuriantly. The town has many municipal ownership. It has a hydrotry is green from one end of the year to the other.

Summer. The mean temperature in rates to business houses are \$4.50 per money is tight, and the people are so Summer is about 60 degrees Fahrenheit month and the plant pays a profit to much affected by what is going on in and in Winter the thermometer seldom the municipal treasury. The Mayor tells Europe that they do not think or talk falls to below 8 or 10 above zero. As me he hopes to put on municipal jit- of anything else. Within a short time to rain, the town reminds me of Southneys to carry the people to and from a large number of volunteers have
ern Chile, where they say it rains 13 their homes along the board roads.
been equipped here and sent to the
months every year. The rainfall in
Prince Rupert believes in the single front, and the same is true of Dawson
some years is 110 inches or more, and tax, and the most of the revenues of in the Klondike, and nearly every city though yau may have two feet within Rupert Hotel, for instance, cost \$125,-a few hours. The snow melts quickly, 000 to build. It is on a lot 100x200, and account of the moisture. people have coasting and tobogganing size, and it pays just as much taxes as parties on the roller coaster highways the big hotel. The result is that people

year in the 6000 population, and the are about 60 per cent of the real values, births were 150. There were only five

on Their Way To The War

East.

just now it showers all the time. There the city come from a tax on land only. in Canada.

Is but little snow in the Winter, al- Improvements pay nothing. The Prince sometimes cover the plank roadways to ing paid on the building. Just across within a short time after peace is de-a depth of three inches and then the the way is a vacant lot of the same clared it will start on its way to becannot afford to hold valuable real estate without they improve it. The Prince Rupert is a healthy city, present taxes are a little over 12 mills

cases of typhold fever and three of Prince Rupert started with a boom. vegetation two or three feet in depth build solid roads through it would The plank road was so narrow that these came from outside. The town has it was all planned and partially dethat holds the water like a sponge, bankrupt the city many times over, and turning-out places have had to be built a hospital, which is but little used. It veloped before a single lot was of- ply between here and the Orient. There and makes it impossible to go across so the readways are wooden, looking at the cross streets and curves, and the has a jail, an up-to-date fire depart- fered for sale. The Grand Trunk Pa- will also be steamers to the Panama at the cross streets and curves, and the has a jail, an up-to-date fire depart- fered for sale. The Grand Trunk Painclines are such that we flow up and down as though we were going over the down as though we were going over the public schools, including a high school, sent its engineers to clear the land, crop of Northern and Western Canada track of a giant roller coaster. Now with a building of four stories, It has level the hills and lay out the city, will pass through here on its way to we would shoot around a curve where three daily papers, a public reading. The company had 24,000 acres of land, a slight skidding of the car might have room and its people are quite as intel- including the town site, and the first the future the city is now erecting the ligent and much more progressive than subdivision covered one-twelfth of

The streets Leading To The Harbor These Hills Will Be Removed. of similar sized towns in the that area. The woods were cut away the land cleared, the business part of row iuxirianty. The town has many electric plant that cost more than \$500, held in Victoria and Vancouver. The sy is green from one end of the year 600, from which it not only supplies first lots brought high prices, and the the several public utilities, but it also boom continued, until the present The climate of Prince Rupere is sells power to factories and individ- financial stringency began. Now hard milder than that of Baltimore, Rich- uals at \$13 per horsepower per annum, times have reduced the prices and mond or St. Louis. It is not so cold in The town has its own telephone and progress is halted. The war has the Winter and it is more mild in the electric light plants. The telephone stopped business in all parts of Canada,

There is no doubt, however, that Prince Rupert is bound to be a city of There are heavy frosts on this lot is valued at \$50,000. The tax considerable size. The people believe if the moisture. The frosts is levied on the lot only. There is nothclared 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 that city, including the most of the water front. The Grand Trunk Pacific Railway is planning to erect a \$2,060,000 hotel, and eventually steamship line will be established to 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.





Here and there the spire of a church rises above the roofs; and should you take your glass you might pick out the signs of banks, stores, real estate of fices, and, I regret to say, of saloons. As to the morality of the city, the Mayor tells me that it is just medium, not too good and not too bad. He asserts, moreover, that during his three years of administration, although vast sums—\$1,000,000 last year—have been appeared by the spire of the particle of the most felicitous medium of social intercourse. To say this is not to assert any superiority of French literature, which is flour is over Eaglish literature, which is flour is over everaling its own special qualities as valuable and as significant as those of French literature. They arrived on the fighting lines in for their daring deeds above the France, the names of the three men battle fields of France have been decohave often been among those reported rated for bravery, have returned to the killed, but they are as much alive as united States. They arrived on the ever. The three expect to return to the field of action at once.

Returning to the view, let us take a condition interaction in the French language of men of seducation interactive, which is flour is own special which is not to assert any superiority of French literature, which is flour is own special qualities as valuable and as significant as those of French literature, which is flour is own special which is not to assert any superiority of French literature, which is flour is own special which is not to assert any superiority of French literature, which is flour is own special which is not to assert any superiority of French literature, which is flour is own special qualities as valuable and as significant as these of French laterature, which is flour is own special which is now of the ficentum, and the french language of many in numerous distances of t

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 immi-grated; 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 cense 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 Euglish 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

Dr. Walther Rathenau this is because Prince Rupert lies so Dr. Walther Rathenau Inspires Factory Construction to Produce Supplies far north on the globe and, therefore, Needed and Heretofore Imported From Nations New Focs. R. WALTER RATHENAU, who kind in Europe. It controls several spent in public improvements, there "compelled the War Ministry and hundred branch concerns with a gen-the industries to build factories" eral capitalization of \$1,000,000,000.

....

the Mayor, "the troubles in Europe are to produce what the Fatherland had reventing the establishment of new previously imported, asserts that Geristamship lines from here to the many is now absolutely independent in the "field marshal of business," the Orient, but this will be changed as this respect of any other nation.

Soon as peace comes, and via Prince Dr. Rathenau is head of the "Allgeby means of which the allies are attracted in the "field marshal of business," the many hose genius made it possible for Germany to defy the present blockade by means of which the allies are attracted in the shortest sea route meine Electricitiasts Gesellschaft," the proceeding the present blockade by means of which the allies are attracted in the shortest sea route meine Electricitiasts Gesellschaft," the