

# Prince Rupert

## BRITISH COLUMBIA



The Pacific Coast Ter-  
minus of the Grand  
Trunk Pacific Railway





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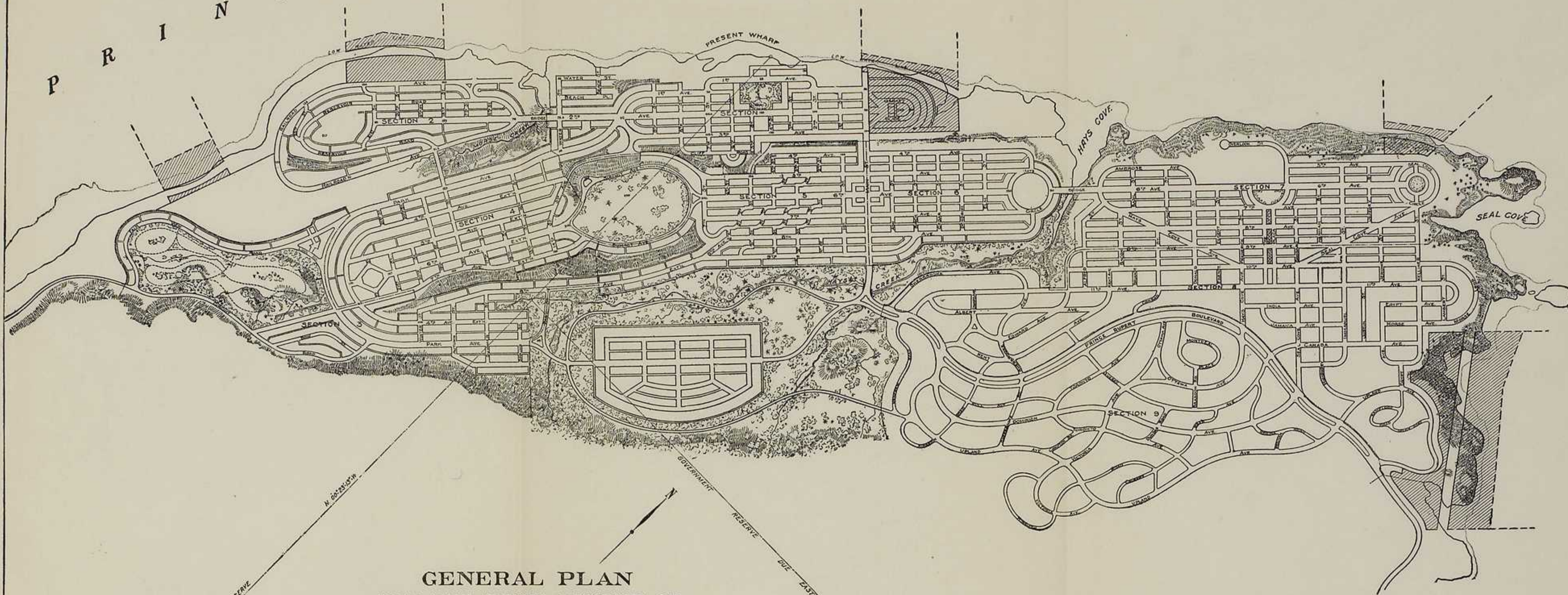
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P R I N C E R U P E R T H A R B O R



GENERAL PLAN  
FOR THE DEVELOPMENT OF  
PRINCE RUPERT, B.C.

SCALE OF FEET  
0 500 1000 1500 2000

NOTE - WATERFRONT LOTS BELONGING TO  
THE B. C. GOVERNMENT ARE SHADED



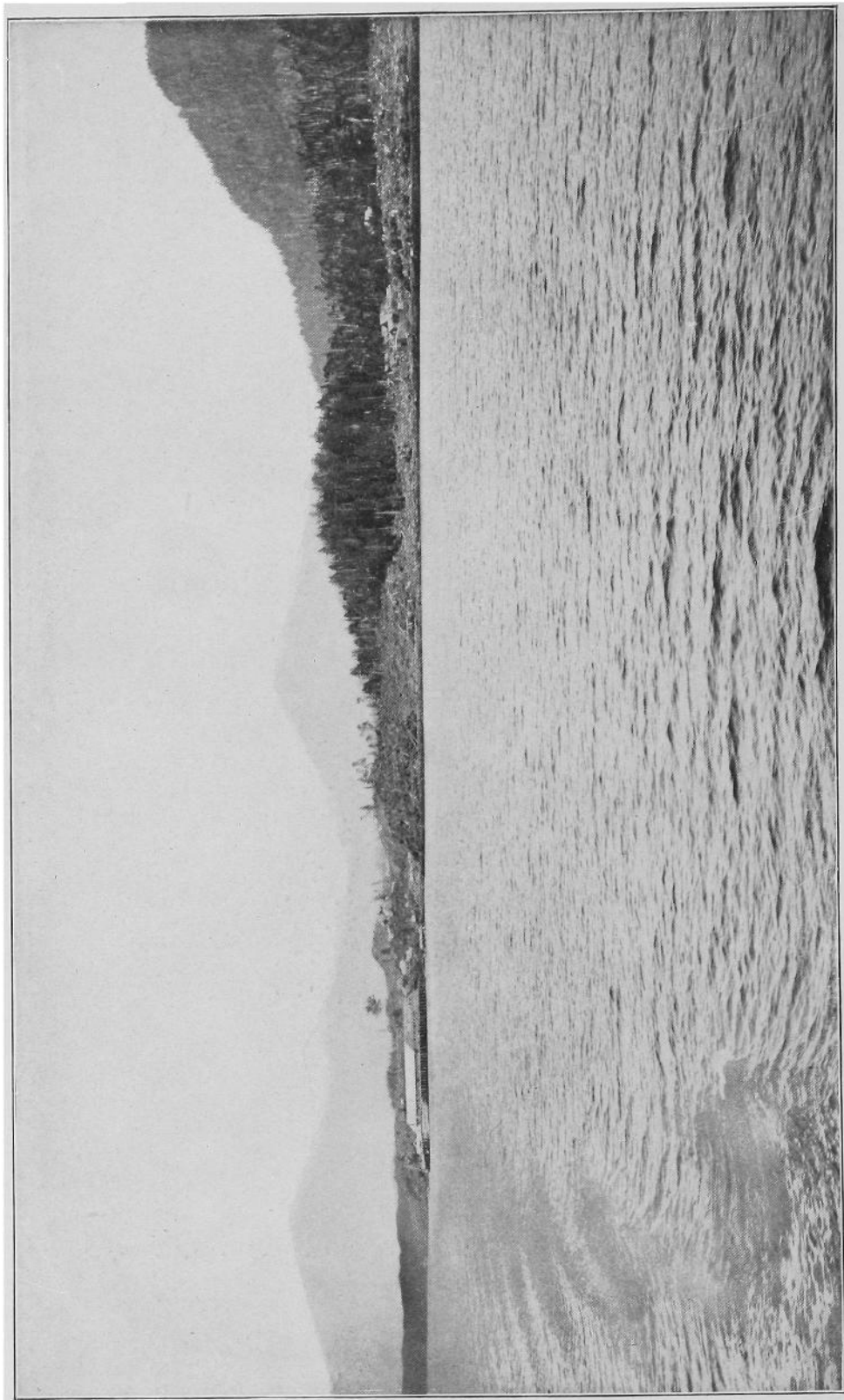
# Prince Rupert

BRITISH COLUMBIA

THE  
PACIFIC COAST TERMINUS  
OF THE  
Grand Trunk Pacific Railway



ISSUED BY  
The Grand Trunk Pacific Railway Company  
MONTREAL  
1911



GENERAL VIEW OF HARBOR AND TOWNSITE—PRINCE RUPERT

# Announcement

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In response to many inquiries on the subject which have been received by the Company from all parts of the world, this booklet is issued by the Grand Trunk Pacific Railway Company for the purpose of giving information respecting its western terminus on the Pacific Ocean at

## Prince Rupert, British Columbia

the new city now being built on the northern British Columbia Coast.

There has been acquired in the interest of the Railway Company twenty-four thousand acres of land at Prince Rupert and vicinity for the purpose of the townsite and the development of the Port, a one-quarter interest of which belongs to the *Province of British Columbia*, which is therefore jointly interested with the Railway Company in the development of this *New Seaport*.

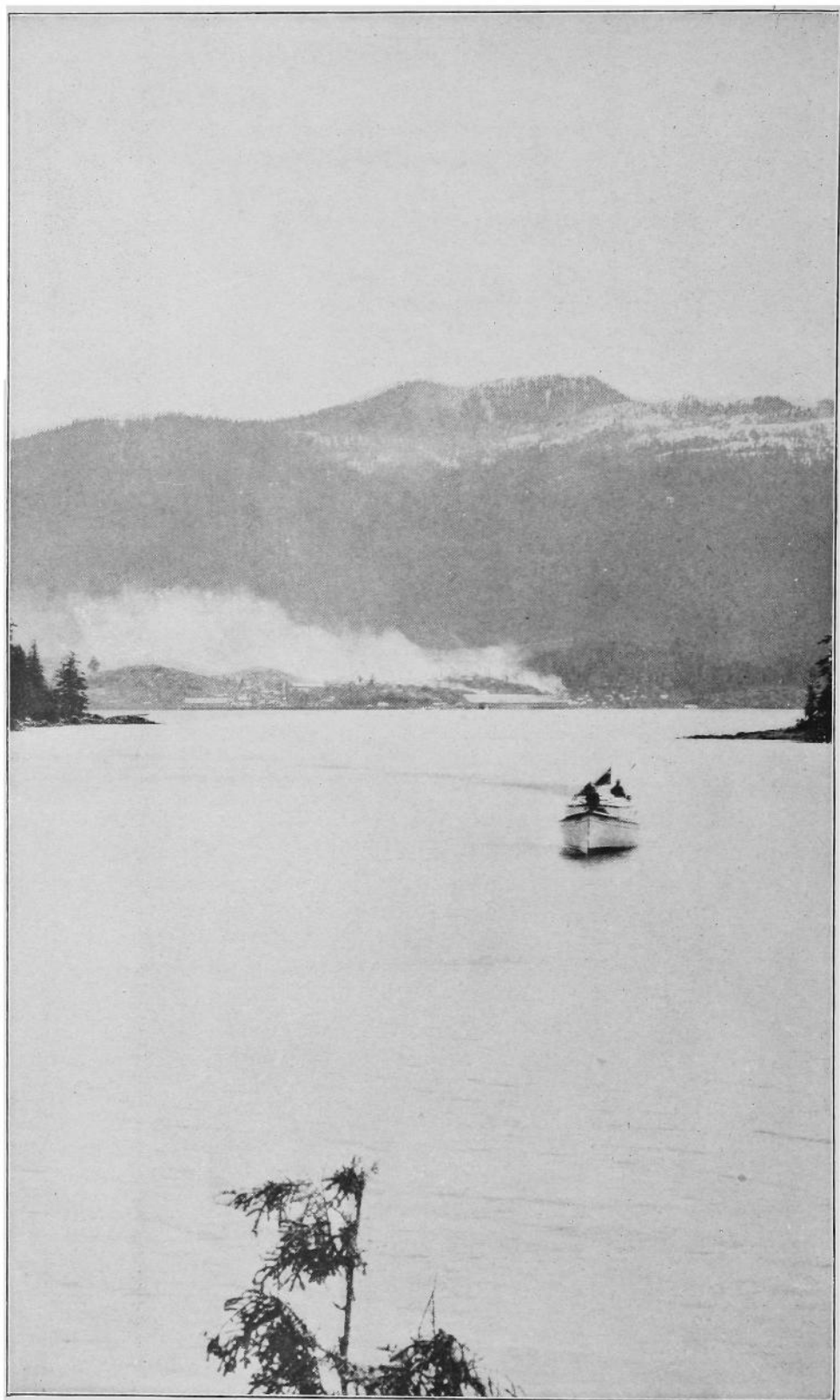
The first subdivision of the townsite covers an area of about two thousand acres.

The first sale of Prince Rupert lots took place at Vancouver, May 25th to 29th, inclusive, 1909. Subsequent sales will be duly announced.

For information about the sale of lots owned by the Company, write to G. U. Ryley, Land Commissioner, Winnipeg, Manitoba, Canada.

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Copies of this booklet may be obtained upon application to the General Advertising Department of the Grand Trunk Pacific Railway Company, Montreal.



VIEW OF PRINCE RUPERT FROM OPPOSITE SHORE

# Prince Rupert

BRITISH COLUMBIA

## The Pacific Coast Terminus of the Grand Trunk Pacific Railway

In the western half of this New World there is scarcely a city that does not hold one or more citizens who can boast of having seen the place grow from a village to what it is today, but here, at the Western end of the Grand Trunk Pacific Railway, we have the rare opportunity of looking forward and fashioning in our mind's eye a city sure to be.

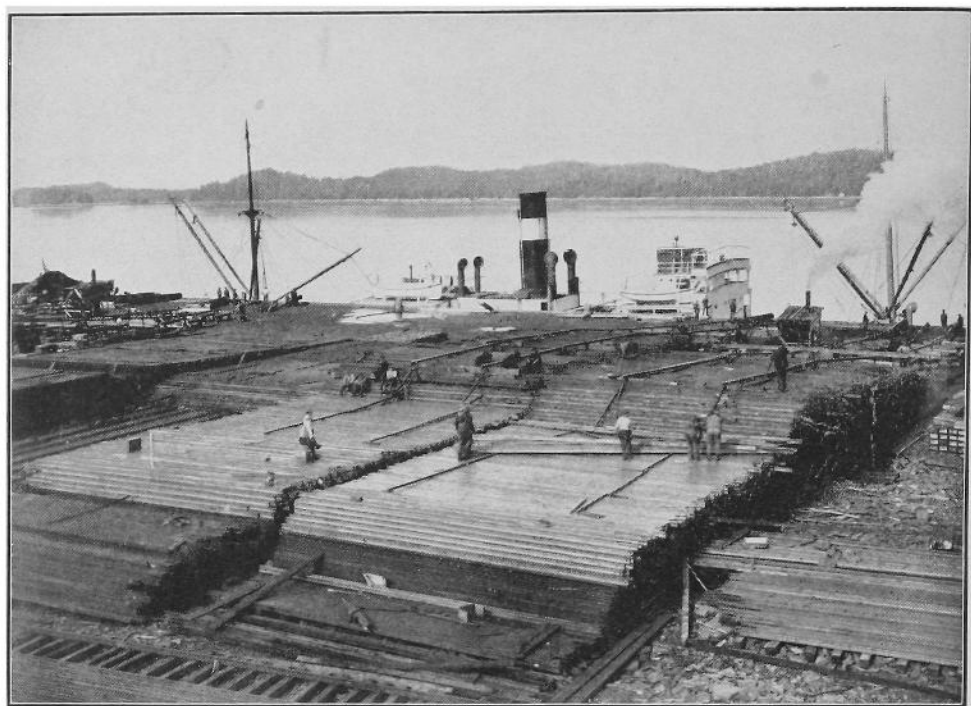
Prince Rupert is situated 550 miles north of Vancouver and forty miles south of the Alaskan Boundary. It is in the same latitude as London, and has a climate the mean temperature of which is about the same as that of the Metropolis of the British Isles.

The selection of the Pacific Coast terminus was one of the most important tasks with which the builders of this national highway had to do. Many things must be considered. It must have a harbor second to none, and lie where the rails could reach it without seriously lengthening the line, or increasing the gradients. The entire north coast was searched, and every harbor sounded before a final decision was made. The very satisfactory result is that the future metropolis of the north coast will look out upon a harbor that is all that could be hoped for. Although practically landlocked, it has a mile-wide channel, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

And because Prince Rupert is at the end of the line, and the nearest port to Japan and the East; because it is on the shortest line from Liverpool to Yokohama, the shortest route around the world, it is bound to lie on the

### ALL RED ROUTE

The city was planned in advance of any building, and nothing was overlooked which would add to the beauty and symmetry of this city to be.



Steel on the Docks at Prince Rupert for Grand Trunk Pacific Construction



Prince Rupert Inn

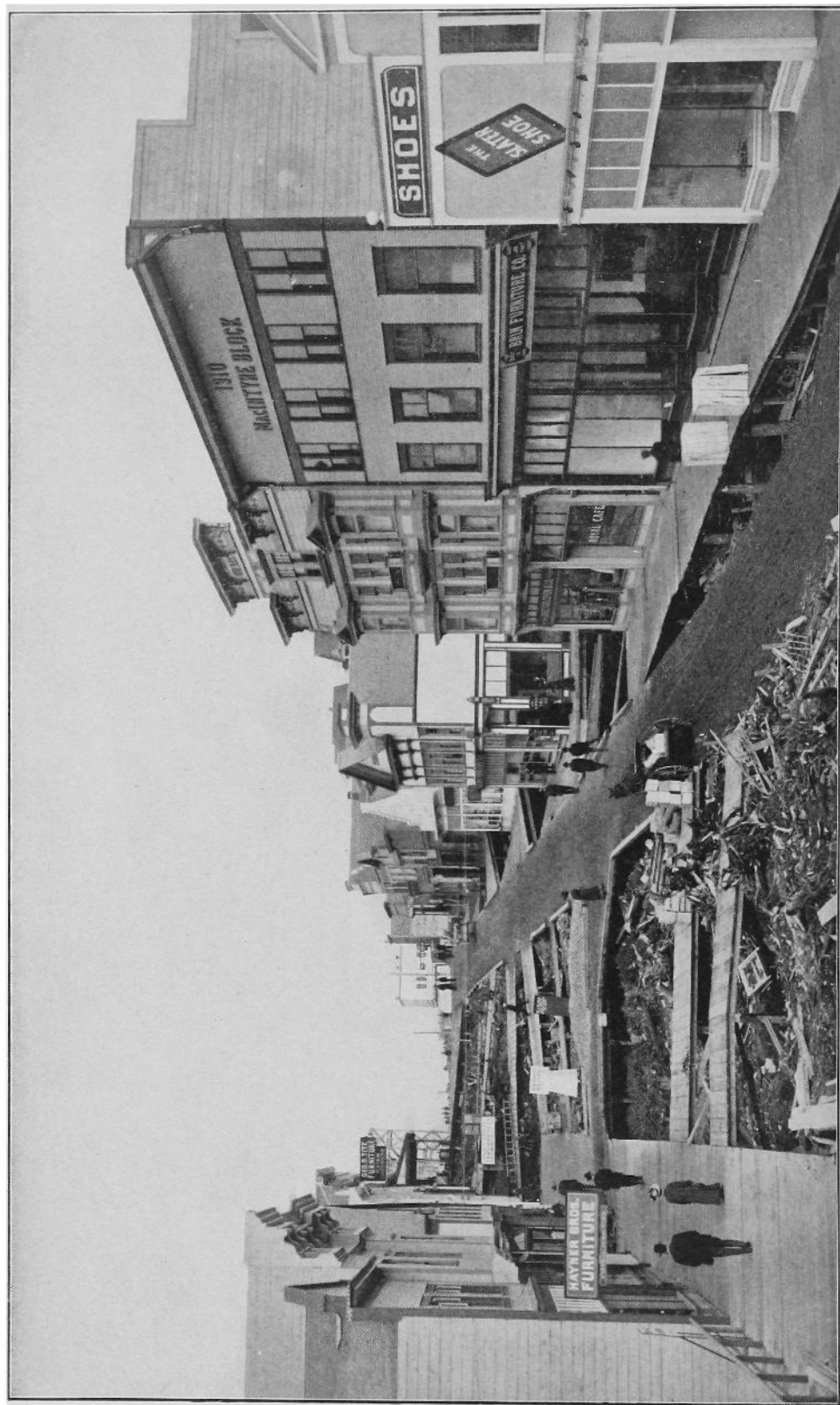
In 1905 a grant of 10,000 acres of land at Prince Rupert was obtained by the Grand Trunk Pacific Railway Company from the Provincial Government of British Columbia, and 14,000 acres of Indian Reserve land has since been purchased, making a total of about 24,000 acres for the purpose of the townsite and the development of the port. Under the usual conditions of Crown Grants one-quarter of all the land reverts to the Province, as also one-quarter of the water-front after the townsite has been laid out.

The title to the land acquired in the interest of the railway company has been vested in the Grand Trunk Pacific Development Company, Limited, a holding company organized for the purpose among other things, of exploiting, developing, and disposing of townsite lands along the Grand Trunk Pacific Railway, all of the stock of which is held by the Grand Trunk Pacific Railway Company.

An agreement was made between the Grand Trunk Pacific Development Company, Limited, and the Provincial Government, determining the division of the water-front as indicated on the accompanying plan, which assures to the public free access thereto at all times. It will be the policy of the Company to make long-term leases of water-front facilities rather than to make sale thereof.

Probably never before has there been so much money and time expended in the planning of a new city as has been devoted to the preliminary work at Prince Rupert, not only by the Railway Company, but by the Dominion and Provincial Governments as well. This work was commenced in May, 1906, when the Company's staff of engineers made a landing and clearing for the location of their camp preparatory to making the preliminary survey, after which time the work of surveying and clearing was carried on continuously until a complete topographical survey was made of all lands comprised in the townsite covering an area of 2,000 acres, and great care was taken with this work on account of the important bearing it would have upon the final laying out of streets, etc.

The Dominion Government Hydrographic Survey has made a complete survey of Prince Rupert Harbor and approaches, which shows that the entire harbor from the entrance to the extreme end of the upper harbor, a distance of 14 miles, is entirely free from rocks or obstructions of any kind and of a sufficient depth to afford good anchorage.



THIRD AVENUE, PRINCE RUPERT - SEPTEMBER, 1910

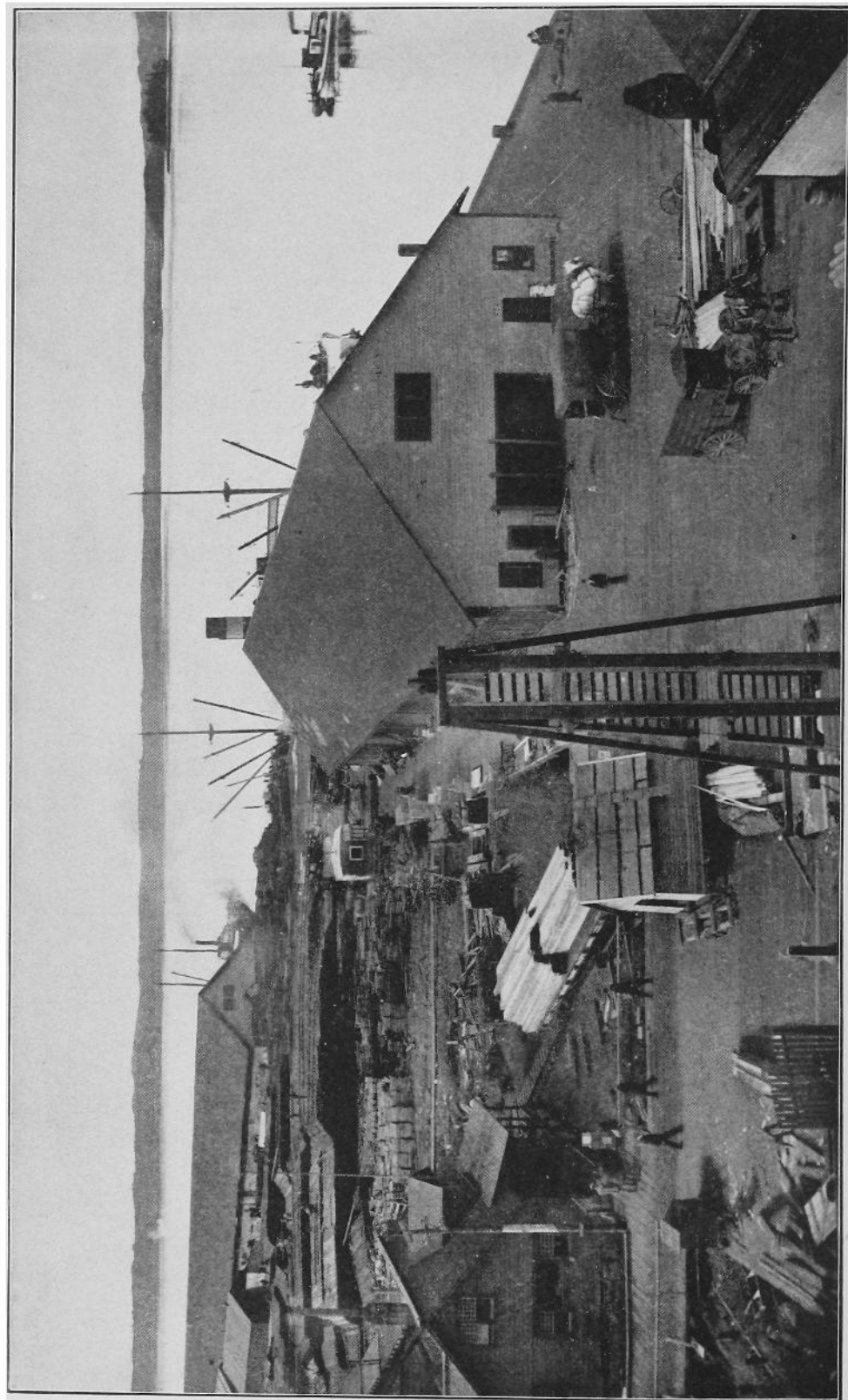
The entrance is perfectly straight, 2,000 feet in width at the narrowest part with a minimum depth of 36 feet at low tide, and for a width of 1,500 feet the minimum depth is 60 feet. The British Survey Ship "Egeria," which made the survey of the outer approaches to the harbor, reported a splendid entrance through Brown's Passage.

Messrs. Brett & Hall, of Boston, Mass., trained in that school of Landscape Architectural Design which claims F. L. Olmstead, deceased, as its founder and inspiration, and to whose memory Mount Royal Park, Montreal, is a beautiful monument,—were secured by the Railway Company to lay out the townsite. They have provided a plan which is eminently satisfactory and will ensure a practical development while preserving for the future city splendid opportunities for parks, for municipal improvements, and for architectural embellishment. It is believed by many who have studied this plan that Prince Rupert will be one of the most beautiful cities on the American Continent.

Two hundred thousand dollars was appropriated by the Provincial Government of British Columbia for preliminary improvements, which amount was expended in the construction of plank sidewalks and roadways, sewers and water mains, before the opening of the townsite, so that, unlike most new towns, ample provision was made in advance for the sanitary welfare and comfort of a population of at least ten thousand people, as well as providing other accommodations which would be required until the population should have sufficiently increased to warrant the construction of extensions of these facilities.

The site is a picturesque one. The land slopes back gradually for distances ranging from half a mile to two or three miles. Here and there, the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line, five or six miles in extent, sweeps around the front of the city. The view from these elevated stations and from back of the townsite is a charming one. On the opposite shore, mountains slope down to the water. To the northwest, through a channel studded with islands, is situated the famous Indian village of Metlakatla, known on the coast as the "Holy City."

Upon the completion of the Grand Trunk Pacific Railway, the fishing industry at Prince Rupert and vicinity, which is now in its infancy, will be one of the greatest in the world, and will furnish employment, not only to the railway company and its employees, but to hundreds of fishermen and laborers who must necessarily



THE HARBOE AND DOCKS, PRINCE RUPERT--SEPTEMBER, 1910

establish their homes at Prince Rupert. At the present time, a large Company is arranging to engage in this industry, with headquarters at Prince Rupert.

The salmon pack, during the past season, in the Skeena River, which is one of the greatest salmon rivers in the world, situated 12 miles south of Prince Rupert, was approximately 200,000 cases, exceeding in value \$1,000,000, which furnishes employment to at least 5,000 people during the canning season, and this will naturally constitute a valuable and important feeder to Prince Rupert.

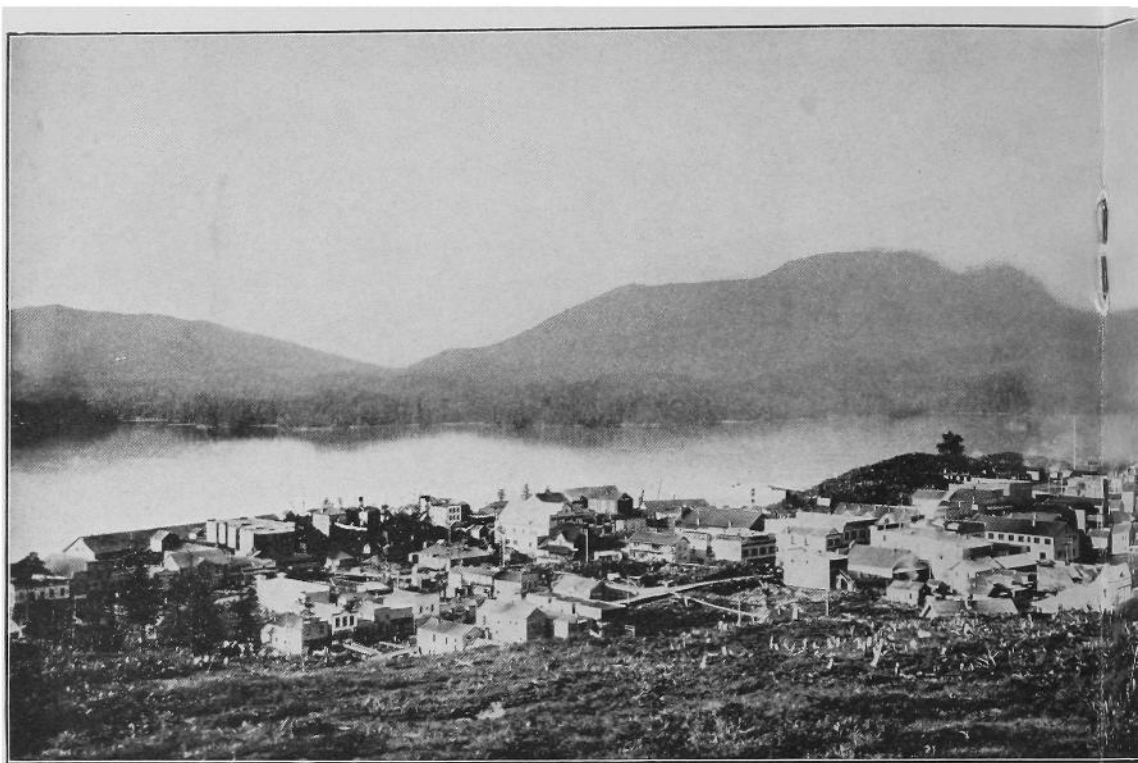
In the past, on account of the absence of railway transportation facilities, this product has, for the most part, gone to Vancouver and Victoria by water, but, upon the completion of the Grand Trunk Pacific Railway, it will naturally seek the most rapid means of reaching the Eastern markets, and will, consequently, be handled through and from Prince Rupert.

The canned salmon industry ranks among the leading industries of this country, but, in the last few years, cold-storage plants have been installed, with excellent results, and, by the time the Grand Trunk Pacific Railway is completed, refrigerators will hold and refrigerator cars will carry and deliver this, the king of fish foods, to the tables of the people of the United States and Canada in the East as well as the West, and, in fact, the markets of the world.

A license has been granted to establish a whaling station within a few miles of Prince Rupert, which will be an important industry and feeder to the new city, as it has been found that more whales abound and have been taken in the waters off the Coast of British Columbia, during the time the whaling stations have been in operation than in any other waters of the world. In fact, during the winter months, whales abound in the waters of Prince Rupert harbor; these, with all other fish industries, including cod, herring, and oolachan, now only in their infancy, are capable of immense growth and advancement and will be a great factor, not only in the building up of this city, but as a source of lucrative employment to the fishermen, merchants, steamboat owners, laborers, and others who will purchase, rent, and have their homes in Prince Rupert.

The value of these fisheries lying at the gateway of this, one of the finest harbors in the world, cannot be estimated.

The timber industry of this part of the country is also in its infancy, and, within a radius of one hundred miles, much good spruce, hemlock, and cedar are to be found. At the present time, a large

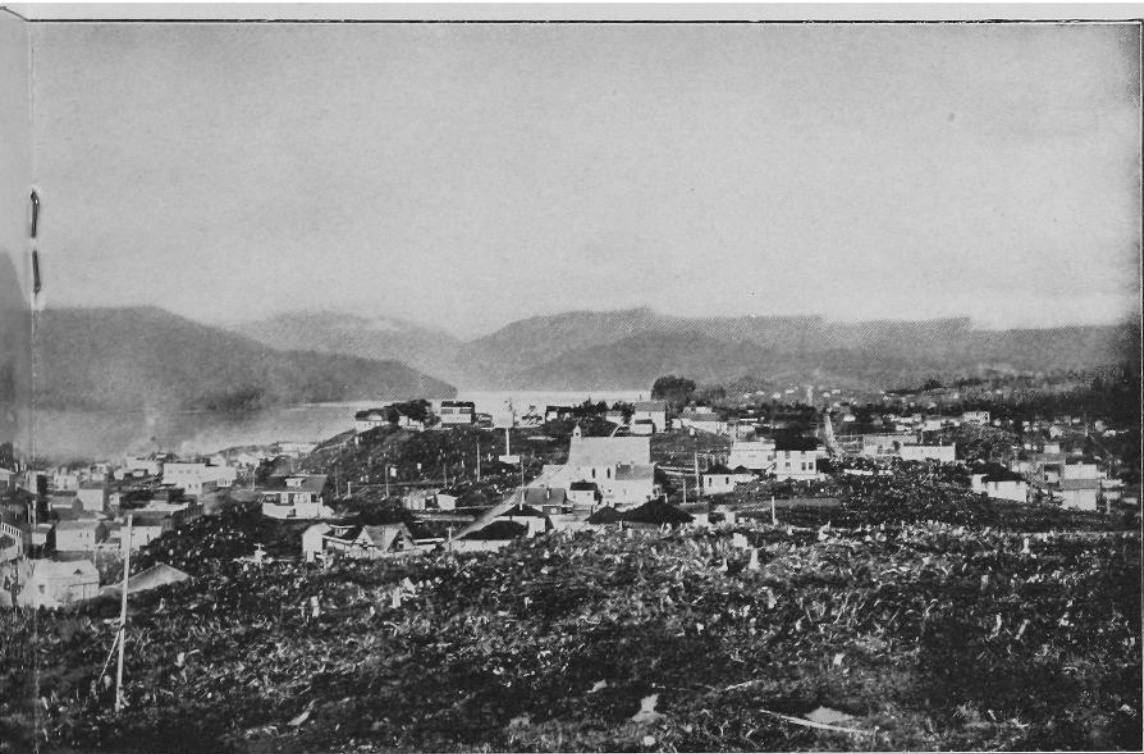


A GENERAL VIEW OF PRINCE RUPERT, B. C., PACIFIC TERMINUS OF THE

steam saw-mill, costing \$200,000, located at Prince Rupert, and a water-power mill some few miles distant, are supplying the local markets at most reasonable prices. It is safe to say that the forests within this radius will produce timber enough to supply twenty-five mills with all the timber they can cut and market for the next twenty years.

At Swanson Bay, about one hundred miles distant, a pulp plant, estimated to cost one million dollars, is partly completed. This industry will employ at least one thousand people, and the business arising not only in the production, but in the transportation of its manufactures, will largely pass through Prince Rupert.

Unless one is conversant with the development of the Pacific Coast, has seen its seaports grow, particularly Victoria, Vancouver, Tacoma, Seattle, Portland, San Francisco, and Los Angeles, to say nothing of some of the smaller ones, such as Bellingham, Everett, Aberdeen, Astoria, San Pedro, and San Diego, and has watched the commerce and shipping expand year by year, until the figures of each of the larger ones are simply astounding, one cannot fully realize the possibilities and probabilities



VIEW OF THE GRAND TRUNK PACIFIC RAILWAY—SEPTEMBER, 1910

of Prince Rupert, which has an empire in itself tributary to it. What were Vancouver, Seattle, Tacoma, Portland, and Los Angeles fifteen years ago? Some of them were hardly on the map. Look at them today—each a splendid example of what energy, brains, and money can and will do in the Golden West, and who can predict what Prince Rupert will be in the next fifteen or twenty years, or even in five or ten years?

At the present time, nearly every line of business is represented, and mention can be made of only a few of them. A wholesale dry-goods house has been built and doing business for the past eighteen months; there are three daily and weekly newspapers—"The Optimist," "The Empire," and "The Journal." There are a number of grocery stores and several carrying stocks of general merchandise, two hardware, two gents' furnishings, one or two furniture, and numerous fruit and cigar stores. A Board of Trade has been organized, and branches of the Canadian Bank of Commerce and the Union Bank of Canada have also been opened. A wholesale and retail meat and provision store has been doing business for over a year. There are two good hotels, the "Prince



VIEWS IN RESIDENTIAL DISTRICTS OF PRINCE RUPERT

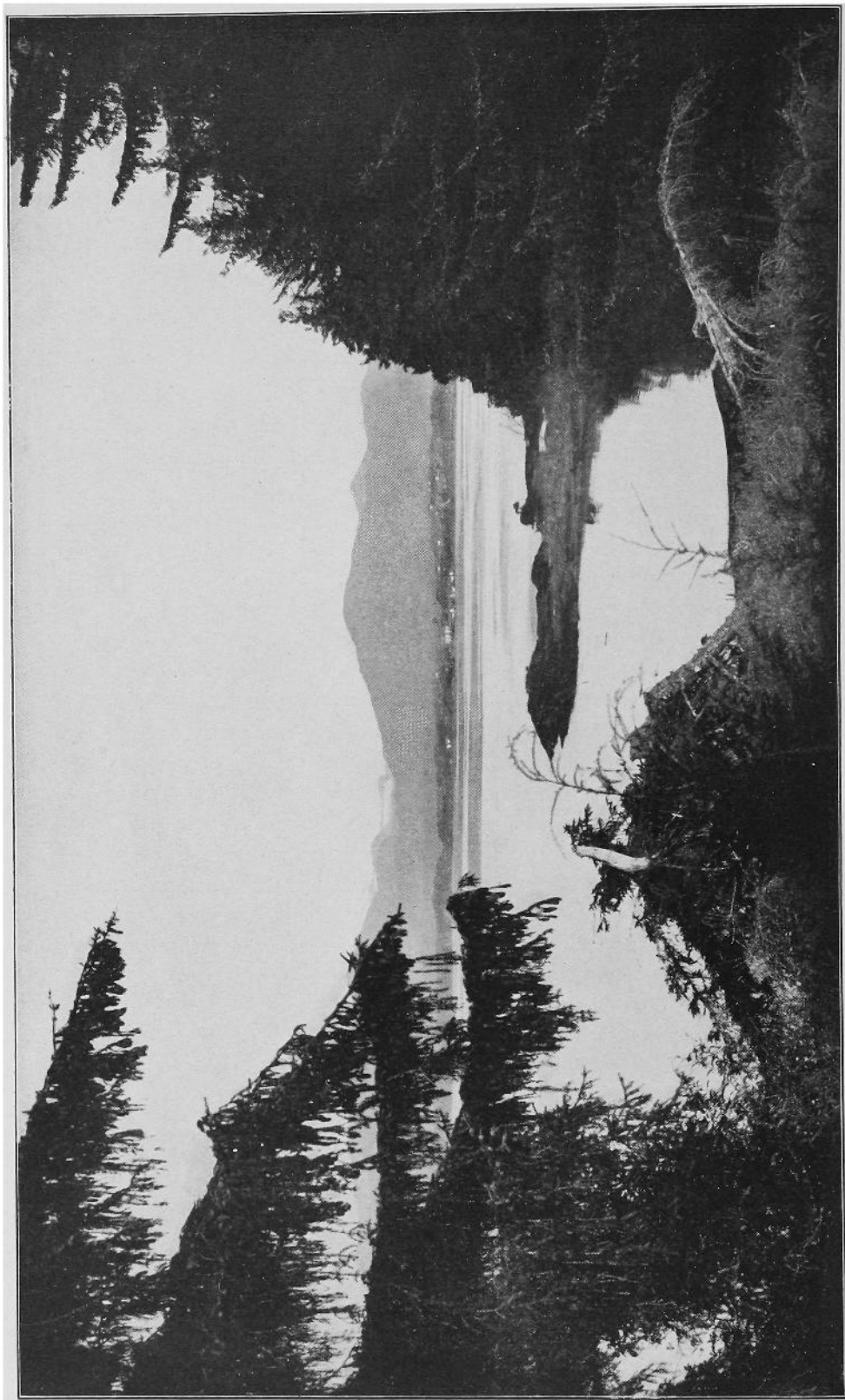
Rupert Inn" and "Annex," which belong to the Grand Trunk Pacific Railway Company, with first-class accommodations, in addition to which there are numerous other hotels, lodging-houses, and restaurants.

The Provincial Government is making Prince Rupert its headquarters for the northern part of the Province, and substantial buildings for its officers, court house and jail have been constructed. The Dominion Government is also making preparations for the erection of permanent and substantial Custom House and Post Office buildings and has under construction at the present time a Quarantine Station at the entrance to the harbor as well as a Wireless Telegraph Station. A large and commodious public school building has just been completed where competent teachers are in charge.

There is an abundant supply of fresh water from mountain streams and lakes having a sufficient flow for a population of more than one hundred thousand people.

Prince Rupert is also on the route of the celebrated "Sail up the Sound" which, for wild grandeur, excels almost anything to be found in the world from the deck of a seagoing ship, while the trains of the Grand Trunk Pacific Railway will traverse some of the finest scenery to be found on the American continent. From the wooded lake-lands of Quebec and Ontario, across the wide and fertile fields of the Prairie provinces, by the banks of the mighty rivers of the North, through Yellowhead Pass, through deep, dark canyons, where in mid-summer, from beneath the north windows of a west-bound train, will come the sweet fragrance of wild roses, while from the south windows, the traveler can look out upon a glinting glacier whose cold shroud trails to the margin of the mountain stream, along the banks of which the trains will travel over this short cut across Canada. And this same train will take the traveler by the base of Mt. Robson, said to be the highest mountain in the Dominion.

And over these rails, and down to Prince Rupert, will flow the commerce of all that new West, bound for the East by the Western way, as surely as the waters of the Pacific slope flow into the Pacific Ocean; but this commercial water-shed will extend hundreds of miles further east than the natural water-shed extends. The mineral wealth of all that vast mountain region, the forest products, the coal, the copper and iron ore of Northern British Columbia and the Yukon, as well as the food products of the Prairie provinces and the fish and fur of the far North—



PRINCE RUPERT HARBOR—PRINCE RUPERT SITE ON OPPOSITE SHORE

in short, all the export wealth of that resourceful region, west-bound, must find its outlet to the sea at Prince Rupert.

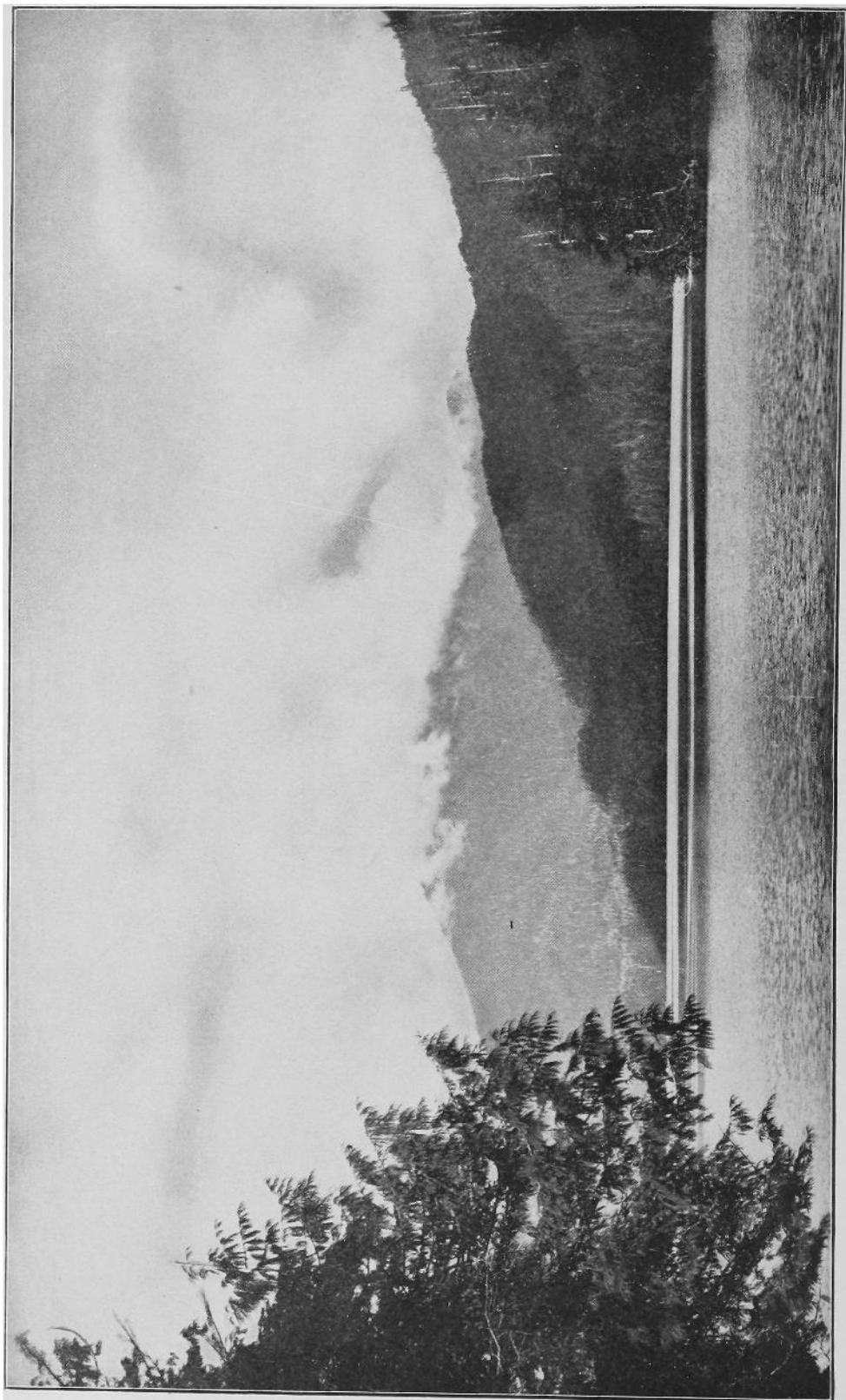
Prince Rupert is surrounded by a country whose natural resources are more rich and varied than those of any other country known to the present generation. And her sphere is ever widening, her natural trade zone is daily being extended north and still further north.

It is but a little over half a century since a Congressional Commission, sitting in Chicago, declared that the State of Illinois marked the Northern limit of the profitable wheat growing area of this continent. In spite of this the little pink bread-berry spread north and west to Minnesota, the Dakotas, crawled up the Red River of the North, to Portage Plains, spread over Saskatchewan to Alberta where the miller came into competition with the flour of the Peace River, and where, not having heard of the Chicago Commission, men had been sowing and reaping for a generation or more.

Fifty years ago when the United States was seeking a possible rail route to the Pacific, the Northern Pacific route was put aside with scant consideration as being impracticable owing to its northerly location. The same argument delayed for years the construction of Canada's first trans-continental line but now we know more of the north country.

Every traveler and explorer who goes into the far North comes out with new stories of that much maligned land until their song of praise swells into a sublime chorus, compelling us by the mere preponderance of evidence to listen and to learn.

Only the other day, before the Royal Geographical Society in London, Mr. A. Harrison told some startling stories of the Northwest. He had been in search of an Arctic continent but had traveled for the most part through a land of green fields and running brooks. The fields were unfenced and "far flung" to be sure, but wherever he found a Hudson's Bay Post, a mission or the habitation of man, there he found vegetables "such as are grown in one's garden at home," wheat and barley, marsh grass on the moorlands, and bunch grass on the plateaus. He found much valuable timber and endless indication of coal and oil. He suggests a railway from Edmonton north to the Athabasca, another from Prince Albert to Fort McMurray, and a third to the Peace River, which would open a waterway 600 miles to Great Slave Lake.



SHAWATLANS LAKE, NEAR PRINCE RUPERT

From Fort Providence to the (Arctic) Red River (Lat. 67 deg. 26 min., long. 134 deg. 4 min.), a distance of 900 miles, Mr. Harrison found the navigation exceedingly simple and the whole stretch of country thus irrigated, he found "full of vegetation." "It will, in my opinion," he said, "one day be settled."

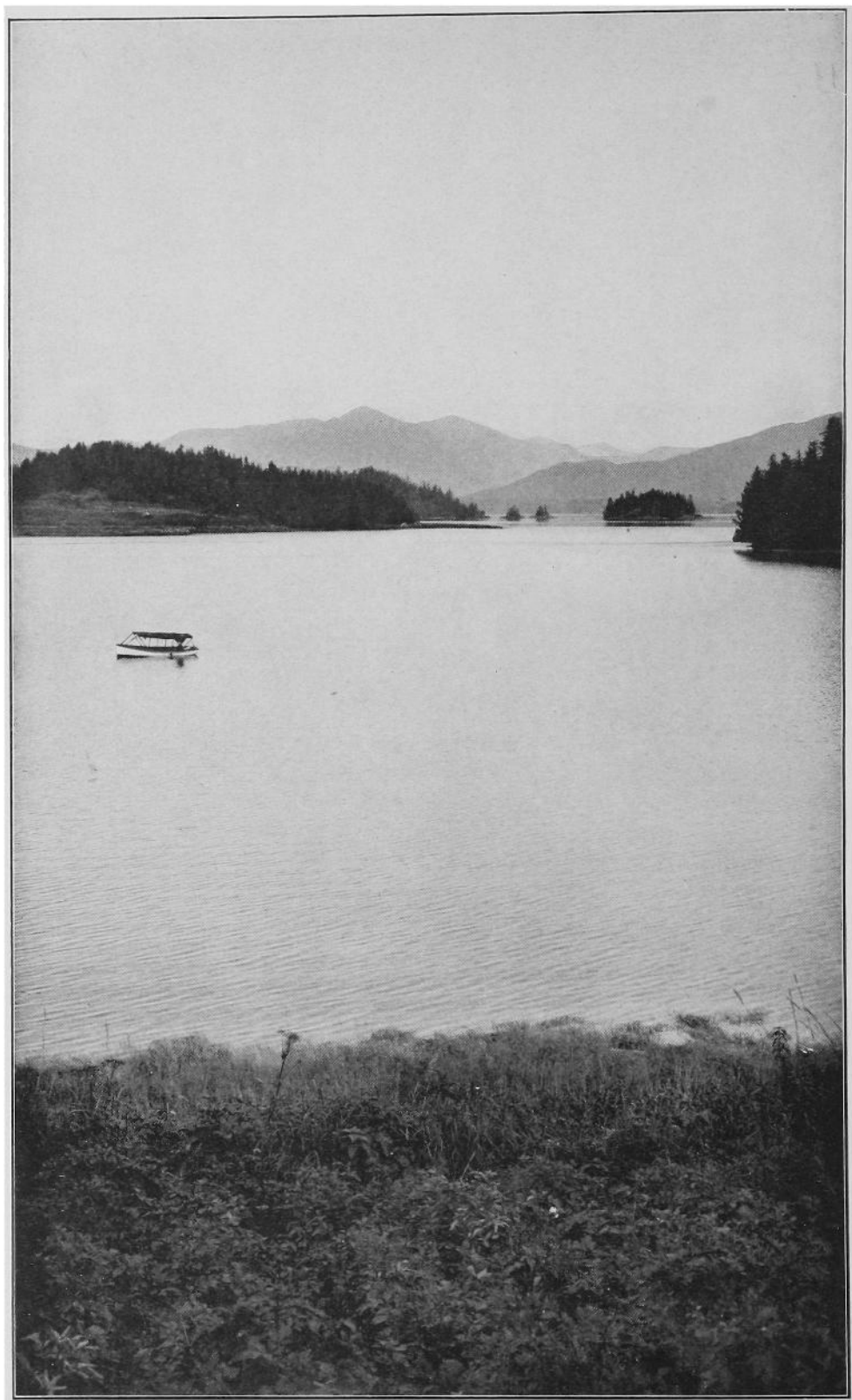
There are mountain cliffs of copper in the Atlin Districts in the northwest corner of British Columbia, so nearly pure copper that it must be taken out by dynamite. Here also are gold, silver, wood and coal, all of which will come in over the Yukon extension, pass out by this new Pacific gateway, and go down to the sea in ships, eventually, belonging to the Grand Trunk Pacific.

Another feature in favor of Prince Rupert is the great saving of time affected by the northerly route. The distance from Liverpool to Yokahama by this route is 10,031 miles, as against 10,482 miles via New York and San Francisco. Moreover, ships sailing from Prince Rupert pass, with a few strokes from the landlocked harbor to the high seas and begin their journey across the Pacific 500 miles nearer the East than a ship would be sailing at the same time from another Pacific port.

As an illustration of the advantage in distance which will be realized via the Grand Trunk Pacific route, it has been estimated that a traveler from China, Japan or Alaska may board a passenger train on the Grand Trunk Pacific Railway at Prince Rupert and be in Winnipeg within a few hours of the time the steamer from which he disembarked could reach Vancouver. In addition to the shorter distance across the Pacific Ocean will be the much faster time that can be made by rail over the practically level grades of four-tenths of one per cent the Grand Trunk Pacific has obtained through the mountains and which are shown in tabulated form on page 24, in comparison with other lines, and which will enable trains to be moved at the rate of two miles for every one mile over the heavier grades of more than two per cent on other railways.

The Grand Trunk Pacific Railway is at present constructed continuously from Fort William on Lake Superior to Edson, Alberta, 1,355 miles, and the construction work is under way from Edson westerly through the Rocky Mountains. The railway is also constructed from Prince Rupert easterly to Copper River, 100 miles, and the construction work is in progress from Copper River easterly.

Because it has been held back; because settlers were not suffered to rush in before there was need of settlement, to scuffle and



PRINCE RUPERT HARBOR

scramble and squat in picturesque confusion, Prince Rupert is building up rapidly. Unlike an oil-town or a mining camp, its stability, its future is, by reason of the railway, and the richness of the surrounding country, already assured.

Prince Rupert was incorporated as a Municipality by Act of the Provincial Legislature of British Columbia, March 10th, 1910, and the first election for Mayor and Aldermen was held on May 20th of the same year.

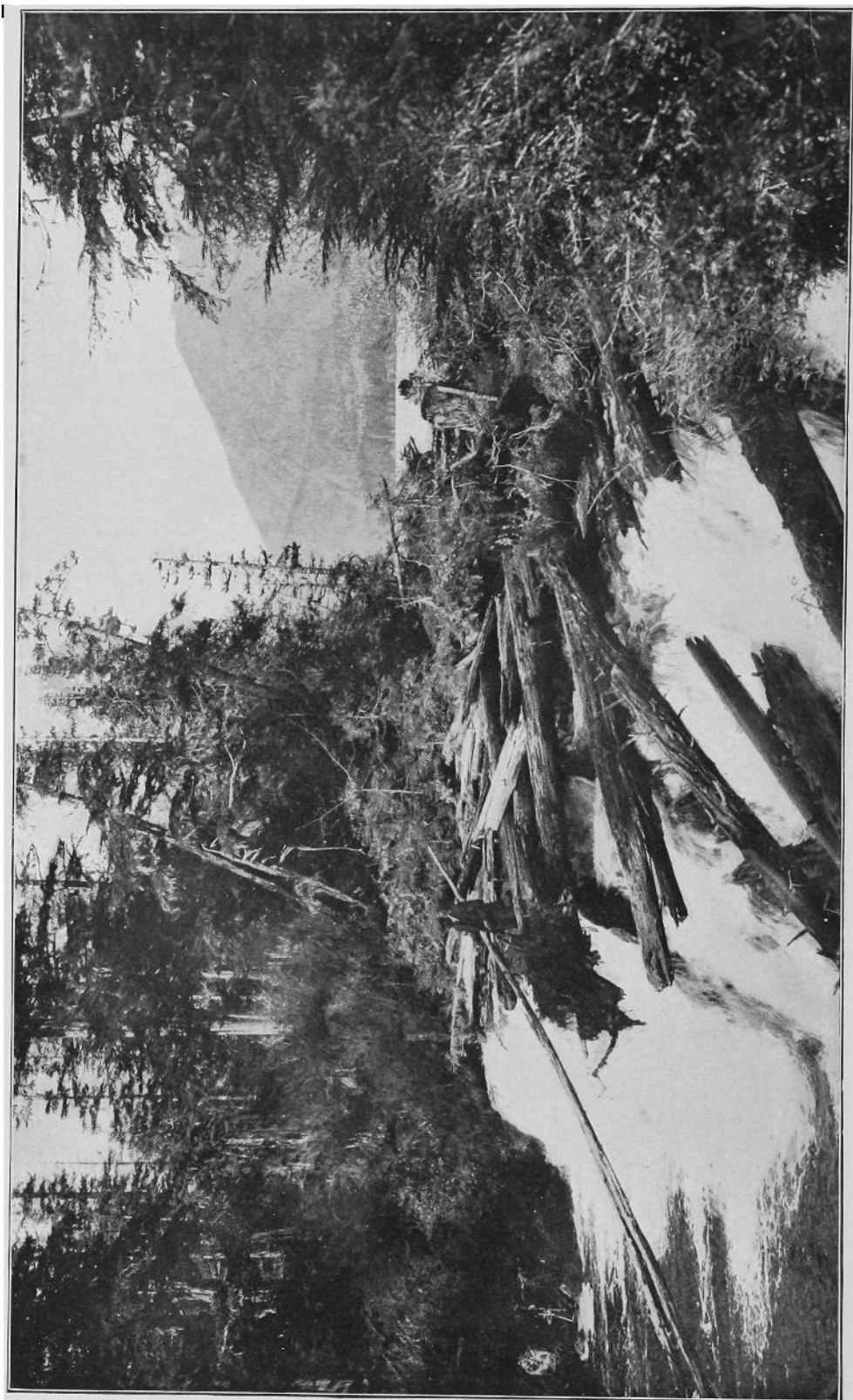
Within six months after the first sale of Prince Rupert lots, held in Vancouver, May 25th to 29th, 1909, practically all of the 4,600 lots belonging to the Grand Trunk Pacific Development Company which were placed on sale had been sold to purchasers from all parts of the world, the majority, however, being taken by residents of Prince Rupert who are improving them by the erection of permanent and substantial buildings for business and residence purposes.

The Grand Trunk Pacific Coast Steamship Company, Limited, placed in service in June, 1910, between Seattle, Victoria, Vancouver and Prince Rupert, the handsome new twin screw steamships "Prince Rupert" and "Prince George," which were specially constructed for this service and are the finest and most luxurious steamships in the North Pacific service, containing all the latest improvements for the comfort of passengers. They provide a bi-weekly service between Prince Rupert and Puget Sound. There are also other lines of steamers between Prince Rupert and Vancouver so that there are almost daily sailings between these ports.

Prince Rupert has many advantages. It has a mild climate. It is new and attractive. It is to be a model city in every sense of the word. It guards what is said to be the finest natural harbor on the coast, if not in the world. It is the terminal town of a Trans-Continental Railway, which bids fair to surpass anything ever attempted in the way of railway construction on this Continent, crossing from ocean to ocean without a single mile of mountain grade, or grade that can, by any stretch of imagination, be considered an obstacle to the economical operation of the road.

Prince Rupert is also at the end of the long portage on the shortest route around the world. Any scheme which has for its ultimate object the swift circling of the sphere must reckon Prince Rupert on its right-of-way.

To this new port will come the ships of the Seven Seas. Ships of the east, laden with silk and rice, will soon be riding at anchor in this splendid harbor, to sail away laden with lumber; ships



SHAWATLANS LAKE AND FALLS—PRINCE RUPERT

from the West with the wares of the West; ships from the shores of far-off continents trading through the new and picturesque port of Prince Rupert.

To those who are not in the habit of taking into consideration the effect of the Japan current, which washes down the North Pacific coast, this comparative statement will be a great surprise, but those who are acquainted with the West are aware that the Isothermal line trends North as we go West, and finally loops down the Mackenzie River to Great Slave Lake and beyond.



**COMPARISON OF SUMMIT ELEVATIONS, MAXIMUM GRADIENTS  
AND TOTAL ELEVATION ASCENDED FOR VARIOUS  
TRANS-CONTINENTAL RAILWAYS**

Name of Railway	Highest Summits	Maximum Gradient in feet per mile		Total Ascent in feet overcome	
		East- bound	West- bound	East- bound	West- bound
Grand Trunk Pacific	1 summit				
West. Div. Winnipeg to Pr. Rupert.	3712	21	26	6990	6890
Eastern Div. Winnipeg to Moncton.					
	2 summits				
Canadian Pacific.	5299 4308	116	116	23106	23051
	3 summits				
Great Northern.	5202 4146 3375	116	116	15987	15305
	3 summits				
Northern Pacific.	5569 5532 2849	116	116	17830	17137
	3 summits				
Union Pacific System, Omaha to San Francisco.	8247 7017 5631	116	105	18575	17552
	5 summits				
Omaha to Portland.	8247 6953 3537 3936 4204	106	116	18171	17171
	2 summits				
Western Pacific.	5712 5018	52.8	52.8	9385	5076
	6 summits				
Santa Fe System.	7510 7453 6987 7132 2575 3819	175	185	34003	34506

**CHAS. M. HAYS,**  
President,  
MONTREAL, QUE.

**E. J. CHAMBERLIN,**  
Vice-President and Gen. Manager,  
WINNIPEG, MAN.

**W. E. DAVIS,**  
Pass. Traffic Manager,  
MONTREAL, QUE.

**G. T. BELL,**  
Asst. Pass. Traffic Manager,  
MONTREAL, QUE.

**W. P. HINTON,**  
General Passenger Agent,  
WINNIPEG, MAN.



