

Presented by the President and Members of the Prince Rupert Board of Trade, the City Council,
and the Citizens of Prince Rupert, July 22nd, 1920, to:—

Minister of Railways and Canals

President, Canadian National Railways

Since the early spring of 1908 when the first sod was turned, marking the beginning of the construction of the Grand Trunk Pacific Railway, the people of Prince Rupert have lived practically on faith and promises; Faith was warranted in the knowledge we had of the limitless resources of the Country which was to be opened up by the Construction of the Grand Trunk Pacific Railway, this faith was further augmented by the promises made by the Grand Trunk Pacific Officials of developments to be undertaken at Prince Rupert and along the line of Railway as well as on the Pacific Ocean. Fortunately for us the vast resources and possibilities are still here but unfortunately the Grand Trunk Pacific Railway Company, owing to the circumstances over which they had no control have been unable to carry out the programme of development which they decided upon. Now that the Government of Canada have control of this enterprise, and, as we have with us today representatives of that Government who are in charge of the undertaking commenced by the Grand Trunk Pacific Railway Company, we take this opportunity of presenting to you in as concise form as possible some of the possibilities of the district tributary to the Grand Trunk Pacific Railway and also some of the many urgent and necessary features required to develop the district and place the port of Prince Rupert in the commanding position its geographical location warrants.

In Central British Columbia we have hundreds of thousands of acres of land suitable for mixed farming, for the raising of small fruits, Hay, Stock raising, Dairying, etc. We have Fish, Coal, Iron and other minerals of untold wealth. Pulp-wood, Timber, Oil, and almost limitless Water Powers. We have Hot Springs, Summer Resorts, Scenery, and Climate, Waterways, and natural Canals that are already famous as Tourist attractions.

This port has already become famous as the greatest fish market on the Pacific Coast. The total amount handled in this district during the year 1919 being fifty-nine million pounds. The possibilities of the fish business at this port are enormous, but we have been seriously handicapped in the past by lack of refrigerator cars. During the period from January 1st to July 17th, 1920, approximately nine million, seven hundred and thirty three thousand pounds of halibut have been landed at this port. During the same period two hundred and eighteen express refrigerator cars have been available for fresh fish shipments. Taking an average of twenty-five thousand pounds to the car, it would have required three hundred and ninety express refrigerator cars to take care of the fish landed. It is therefore evident that there was a shortage of one hundred and seventy two cars during that period.

Were cars available for fresh fish shipments, the price paid to the fishermen would be good on the average. With a shortage of cars however, the fish that can be taken care of by the cars available will often bring an extraordinarily high price, while the balance of the fish will either have to be sold for freezing purposes at a much lower figure, or otherwise the vessels will go elsewhere to dispose of their catch.

Available records show that during the period above mentioned, twenty-nine of the largest American fishing vessels landed three million, two hundred and eighty thousand pounds in 1919, while seventeen of the same vessels during the same period of this year landed one million, three hundred and sixty thousand pounds of halibut at this port. The others did not call here this year to dispose of their catches. This does not include the great number of small vessels that owing to existing conditions here have sold their catches elsewhere, and the loss in trade to this City in consequence of this state of affairs, it is almost impossible to estimate.

Information as to the prevailing car shortage from time to time has been communicated to the various Alaskan ports, thereby diverting to other ports a great deal of the fish that under favorable circumstances would have come here.

While we understand that a contract has been entered into for the construction of an additional thirty express refrigerator cars for this service, this number is not sufficient to take care of the trade and we urge that prompt and favorable consideration be given this matter with a view to securing for us at least another seventy of these cars.

Owing to lack of facilities we have been unable to handle the Alaska Canned Salmon that has been offering through this port. A million cases of Alaska salmon per year should be handled through this port, which figured at 1000 cases to the car would mean 1000 cars, whereas in 1918 we handled 253,000 cases or 253 cars and in 1919 we handled 294,000 cases or 294 cars. Besides this there are very large shipments of mild cured herring; for instance, in 1918 there were 13,800 barrels shipped through this port. At the present time there are five cars of Fish Oil on the Docks in Prince Rupert from Alaska points, for shipment East over the Grand Trunk Pacific Railway, this being the first shipment of Fish Oil and it promises to be a big industry. We are pleased to note that a contract has been let for a thousand foot Salmon Dock to take care of this traffic but it is feared that this will not be sufficient and we would ask those in charge of the Canadian National Railways to look further into this with a view to further extension, and also to bear in mind the advisability of having proper and adequate transportation facilities to and from Alaska, so as not only to take care of the freight, but also the heavy tourist travel that visits Alaska in the Summer and which should flow through the port of Prince Rupert.

The Coal deposits of Northern and Central British Columbia and the Queen Charlotte Islands have scarcely been touched as yet but enough research work has been done to satisfy us that millions of tons of coal are here awaiting development. In the Groundhog district alone, Mining experts and Geologists advise us that we have a deposit of Anthracite coal superior in quality, and a greater quantity than in Pennsylvania.

The following is the analysis:

Groundhog, Pennsylvania.		
Moisture	0.93	1.34
Fixed Carbon	87.85	87.45
Volatile Combustible	6.97	3.84
Ash	4.25	7.37
	100.00%	100.00%

It is almost inconceivable to think that we have a Pennsylvania tucked away in one corner of our district and all that is needed for the development of this enormous wealth is transportation. Up to within two years ago, the coal for this district came from Vancouver Island, but at the present time a large quantity comes from the mines in Alberta. This traffic is steadily growing, and there is no reason why points like Anyox, Stewart, Alice Arm, Swanson Bay, and Ocean Falls should not be supplied through this port, but in order to successfully compete with Vancouver Island it is necessary to cut down the cost of handling here from Car to Barge, and this can easily be done by having proper Bunkers, Storage, and Conveyor facilities.

Extensive iron ore deposits are found in various portions of this district. On the Copper River, only about forty miles off the main line of the Grand Trunk Pacific Railway is a Limonite iron ore property that has been sufficiently developed to know that there are millions of tons of Limonite iron ore there of a high grade. Various iron and steel magnates have become interested in this property, but have turned it down largely on account of lack of transportation, and it is the opinion of this Board that the gentlemen in charge of affairs of the Canadian National Railways would do well to look very seriously into the possibilities of constructing a Railroad of forty miles into this district, as in the same district is found large coal deposits, and huge water powers. The development of this area would mean a tremendous tonnage to the Grand Trunk Pacific Railway.

The development of the last few years of our Copper, Silver, Lead, Gold, etc. have demonstrated to the Mining World that this is the coming mining district of British Columbia. It might interest you to know that we have one Mining Company in this district who are producing three car loads of copper per day.

Drilling for Oil has been carried on with varied successes on the Queen Charlotte Islands, in the Peace River district, and various portions of our district, and recent development would lead us to believe that the future of the Oil business in Northern British Columbia is assured. Companies are now being formed for the further development of this industry with a view to building a pipe line to tide water, at or near Prince Rupert. If this scheme is carried to a successful conclusion it does not require much imagination to realize what this will mean to the Province and to the building up of the territory tributary to the Grand Trunk Pacific Railway.

Development along these lines has gone on apace, as an instance of which in this district during the year 1917 approximately 100 cars of Lumber were shipped from this city, while during the year 1918 approximately 1,500 cars of Lumber were despatched from this point. We need only say that the rec'd demand for Aeroplane spruce during the war demonstrated to the world that we have on the Queen Charlotte Islands and in this district the finest Spruce obtainable and the fact that we have operating tributary to the Grand Trunk Pacific Railway about fifty Sawmills is sufficient evidence of the quality and quantity of our various kinds of timber, and the huge Pulp and Paper Mills now successfully operating in our vicinity at Ocean Falls and Swanson Bay with various other com-

panies arranging to commence similar operations in the near future is conclusive proof of the quality and quantity of our pulpwood.

Proof of the wonderful water powers of the district is evidenced by the huge plants now operating with water power at Ocean Falls, Swanson Bay, Anyox, and our own Hydro Electric plant in the City of Prince Rupert. In the immediate vicinity of Prince Rupert there are several water powers capable of generating several thousand horse-power and it has been stated on good authority that water power of great magnitude can be obtained at various places along the line of the Grand Trunk Pacific Railway.

We have endeavored in a brief way to point out to you what our natural resources consist of, and the possibilities of the territory through which the Grand Trunk Pacific travels in British Columbia, and we now come to a few points that are essential to the development of this territory.

For years past Prince Rupert has been promised adequate station facilities, but this matter has been shelved from year to year, with the result that to-day we are practically in the same position, as far as station facilities are concerned as when the line first opened for traffic. During the wet season the passengers are put to great inconvenience, especially transferring between boat and train. The waiting room, such as it is, is at one portion of the dock, the baggage room in another portion, and the sleeping cars are usually another 500 feet away. What is badly needed is a proper Depot, with all the facilities for doing business under one roof, and we think Prince Rupert, the Pacific terminus of the Grand Trunk Pacific Railway is entitled to this consideration.

As previously pointed out in this Memorandum, Express Refrigerator Fish Cars are urgently needed, as is also adequate terminals, round houses and shops. Our present equipment in these respects is a crying shame and a disgrace to the Pacific terminus of the Grand Trunk Pacific Railway, and we ask your serious consideration of an immediate undertaking to have this remedied and adequate facilities installed here for the proper carrying on of the ever increasing traffic offering, and in keeping with the "Empire's Speedway."

Ever since traffic started on the Grand Trunk Pacific we have been compelled to be contented with three passenger trains per week and one way freight. We have now come to a time when in our opinion it is essential that we have a daily passenger train in and out of Prince Rupert and at least three way freights to adequately handle the business that is offering, and we ask you to give this matter your serious consideration.

After having been starved for five years the road bed of the Grand Trunk Pacific Railway is now in a dangerous condition and we earnestly request that strenuous and prompt efforts be made to have this defect remedied.

At the beginning of things in Prince Rupert a start was made by the Grand Trunk Pacific to build a first class hotel here, to complete their chain of hotels across the continent. In view of this start being made and anticipating the completion of this hotel, private capital has been timid in undertaking the erection of hotels here and it is felt that this part of the programme should be undertaken and rushed to completion.

We were informed during the construction of the Grand Trunk Pacific Railway that one of the main objects in constructing it was for the Oriental trade, which it was generally understood would flow through this port on account of the shorter route, being 500 miles nearer the Orient than any other Pacific port. Up to the present, apparently no effort has been made to secure this trade, with the result that other ports are gradually securing control of this trade, and unless something is done in the immediate future Prince Rupert will lose the advantage of its geographical location. We trust, therefore, that when distribution of ships are made on account of the Government Merchant Marine Service, that some of these ships will be assigned to the Port of Prince Rupert, and in this connection let us draw further attention to the necessity of Ocean Docks at this port, which were promised us years ago, and for which we believe an appropriation of some \$200,000 was made by the Government to assist in this scheme but which was never carried out. Mr. Robert Dollar, one of the largest shipowners and shipping men on the Pacific says that the next decade in shipping, will show the greatest development on the Pacific of any other part of the world. The elements of a great port and a great City are here. We need your aid and encouragement.

Ten years ago the City of Prince Rupert practically exempted the Grand Trunk Pacific Railway from taxation, under promise of vast development and expenditure. The ratepayers of Prince Rupert have virtually paid the taxes of the Railroad Company all these years and have had none of the benefits of the promised expenditures nor the resultant benefit of business which would have arisen from the development promised. Furthermore, the sale of City lots by the Grand Trunk Pacific Railway would more than pay for any promised expenditure and the Grand Trunk Pacific Development Co. still own City property here of an assessed value of \$1,244,137, which would probably realize a great deal more than this amount if the development which we ask for was carried out, so that in reality the Citizens of Prince Rupert are not asking the Railroad Company to make any permanent outlay here, but an investment that would develop the City and ultimately increase the value of their own property which they have for sale, to the extent that it would probably cover all the outlay asked for. At the present time the Grand Trunk Pacific Railway Company pay a flat taxation of \$15,000.00 per year, assessed value of their property is \$3,198,000.00, and on the basis of this year's taxation rate the Railroad Company should be paying approximately \$80,000.00 in taxes. It might be well at this point to say that the taxation arrangement entered into with the Railroad Company ten years ago, expires this year, and unless there are some signs shown of "speeding up" development the Citizens of Prince Rupert might not be in a mood to consider any special arrangement. The Citizens of the Port "The shortest route to the Orient" have been a long suffering people, and we trust that at last we have fallen into the hands of friends.

According to press reports, certain changes are about to be made in the personnel of the management of the Canadian National Railway Systems, and we earnestly hope that men with knowledge of conditions, and realizing the opportunities and requirements of the West be placed in charge in the West, as the progress and upbuilding of this western country depend largely on the men in charge of our transportation systems.