

# PICTORIAL EVENTS IN THE DEVELOPMENT OF PRINCE RUPERT AND DISTRICT

## Fine New Illumination System Downtown Is In Use; Very Attractive

Marks Another Step In Advancement of City—Big Contrast to the Days When Local People Used Bugs

The switching on last night of ornamental street lighting standards on Third and Second Avenues by Mrs. C. H. Orme, wife of the mayor, marks a further step in the advancement of Prince Rupert toward that place which must eventually become this city's right as one of the most important cities on the Pacific Coast. That day is rapidly approaching and was well recognized by the decision of the city to carry out this installation, the first of its class in British Columbia.

Modern requirements of pedestrians and vehicular traffic, necessitate a high intensity well distributed efficient illumination. In olden days when traffic moved at a relatively slow pace, a low intensity of illumination covered the requirements and objects were readily distinguished by silhouette. Today, however, the use of the automobile moving at increasing speed demands a much higher intensity of illumination and objects must be distinguished immediately by direct light.

Modern high intensity illumination assists materially in attaining the object of well governed cities, viz, a better, safer, cleaner city enhanced property values and civic progress and one of the cities' greatest assets.

In the past, the payment for street lighting has been accepted as a necessary evil but where municipalities realize that street lighting is an investment rather than a liability, and gives immediate returns in traffic betterments, decrease of accidents and will pay dividends in enhancing property values, increased trade and attraction of desirable residents, then will civic bodies recognize the advantage to be obtained by the installation of better and more beautiful up-to-date lighting.

The history of street lighting in Prince Rupert dates back to the year 1908 when the pioneer at that time may remember starting up his old storm lantern to assist him in reaching his home over the narrow sidewalks and streets at that time and, if he was unfortunate enough to mistake the location of the sidewalk, he more than often found himself in the muskeg, minus his lantern and with the necessity of finding his way home as best he

might. What a boon he found the few lamps placed at intersections of the streets when energy was turned on from the old steam plant at Cow Bay.

### Better and Better

Shortly after incorporation, the city fathers decided to adopt a higher intensity and arc lamps replaced the old 100-candle-power lamps at the intersection and incandescent lamps were extended to meet the needs of the residential districts.

Today marks the first installation of a higher standard and, within a short period, the citizen will look back with the same thought in mind in comparing the new lighting with that displaced, as did the pioneer his lantern and the older method of street lighting.

A great deal of thought, study and investigation has been made by the Northern B. C. Power Company in the purchasing of material for this installation; every article from the wire, conduits, standards, lanterns, etc., has the seal of "Made in Canada." The same care exercised in the purchasing has been carried out in planning the system and it has been proposed, the idea being carried throughout, to make this installation outstanding and a model system for other cities to follow and one the designers can, with pride, refer to as a model to be followed in progressive ornamental street lighting programs.

### MOTHER'S FAULT

Teacher (to new scholar)—How does it happen that your name is Allen and your mother's name is Brown?

Little Lad (after a moment's thought)—Well, you see, it's this way; she married again and I did not.

### Provincial Buildings Built In the Early Days



Which were used up to the time the present Court House Building was occupied.

### Justice In Tent



First Provincial Police Office in Prince Rupert, over twenty years ago.



The last big blast on the Townside Jan. 21, 1914



The Three Tunnels at Kiplin Canyon on G.T.P.



First Passenger Train from Prince Rupert at Mile 45—June 14, 1911



Arrival of First Through Train at Prince Rupert, April 9, 1914



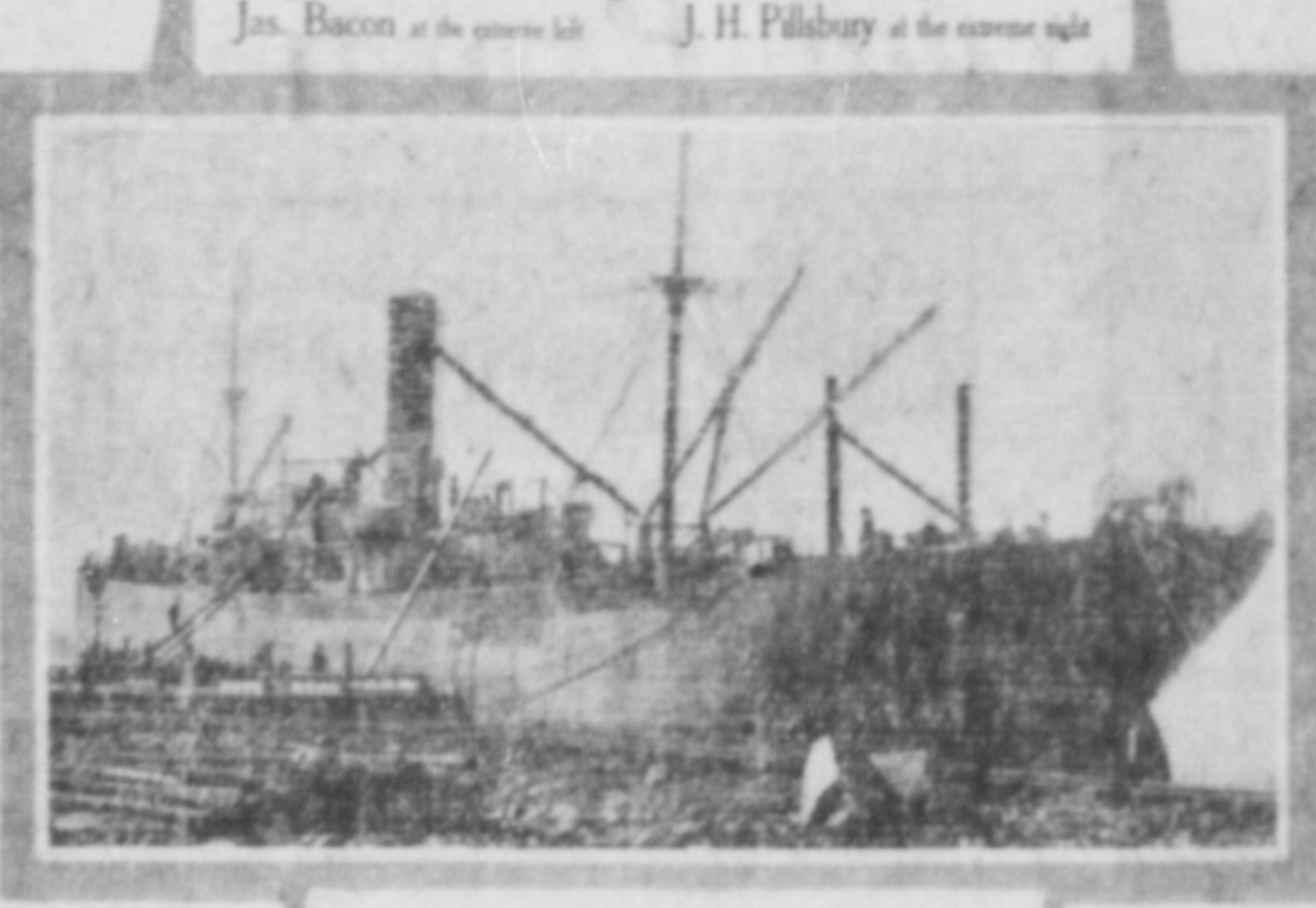
First G.T.P. Engineers at Prince Rupert Jan. Bacon at the camera left J. H. Pillsbury at the camera right



The Steam Shovel's last pass at Prince Rupert



Along the Grand Trunk Pacific



First Steel Rails Arriving



Track-layer making the last connection on the G.T.P. on Apr. 7, 1914 near Ft. Fraser



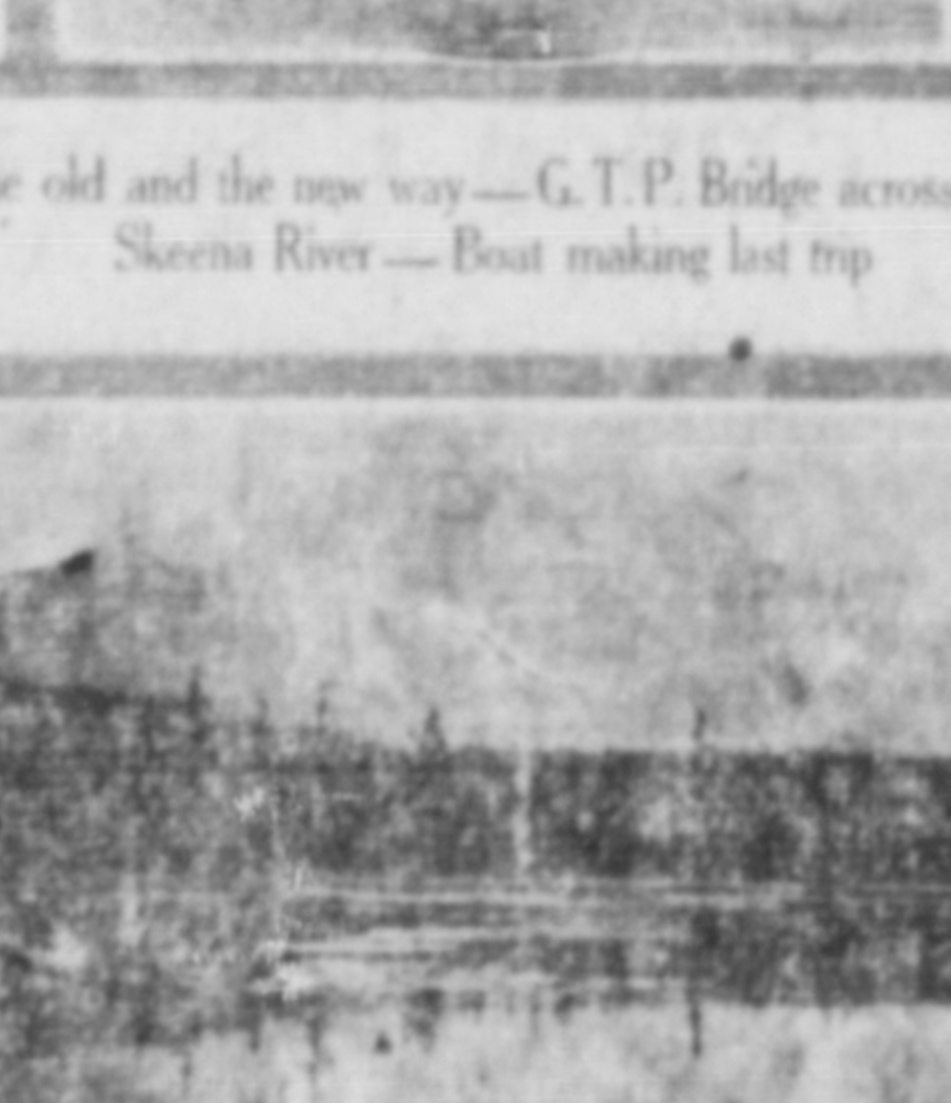
Shooting the Big Canyon



Boat on the Skeena River



Handling Mail before the Railroad was Built



The old and the new way—G.T.P. Bridge across the Skeena River—Boat making last trip



Packing Supplies from Hazelton



Bridge built by Indians forty years ago across Bulkley River Near New Hazelton



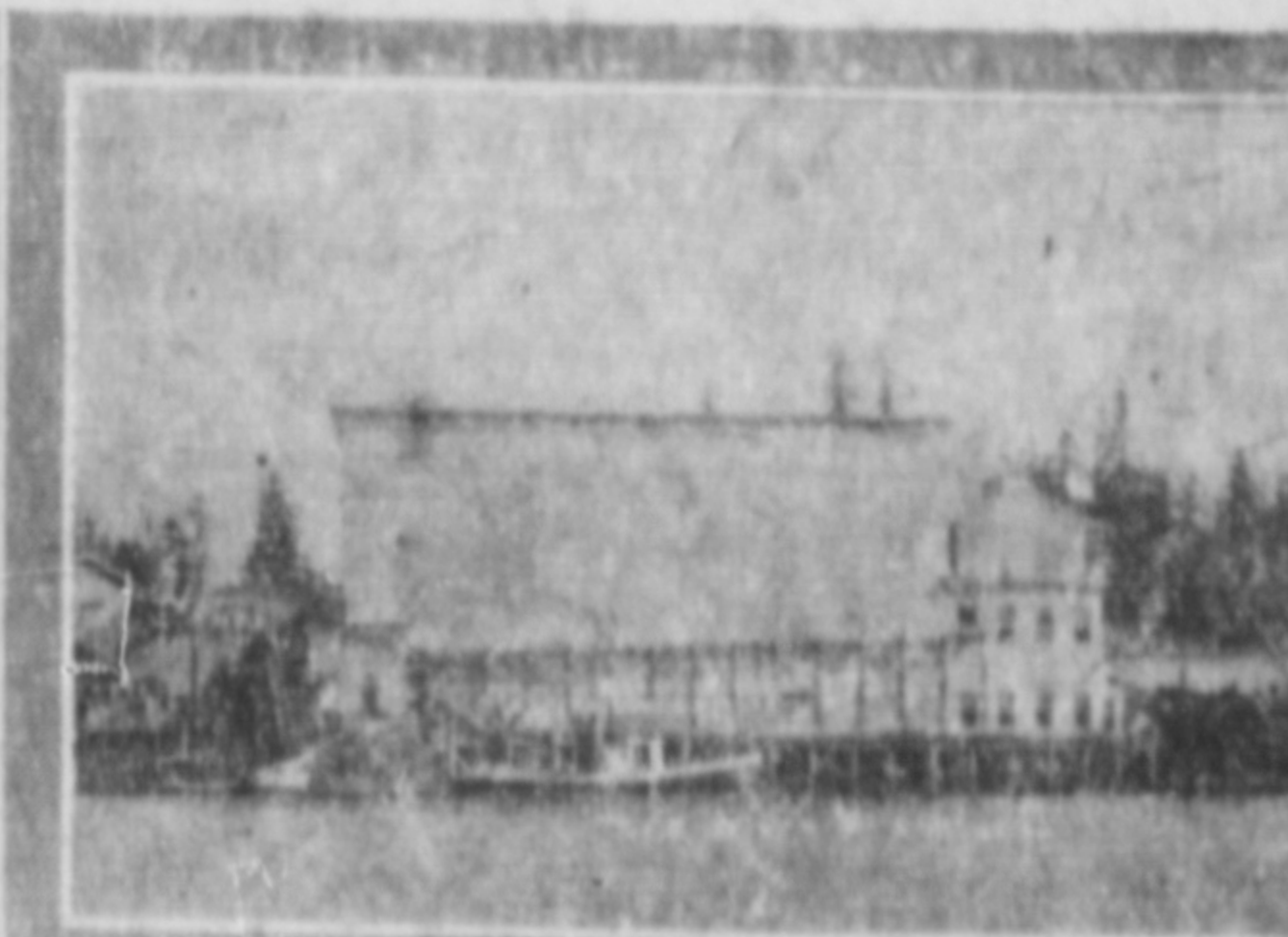
Bridge across Bulkley River Near New Hazelton 600 ft. long; 260 ft. high; 9 ft. wide



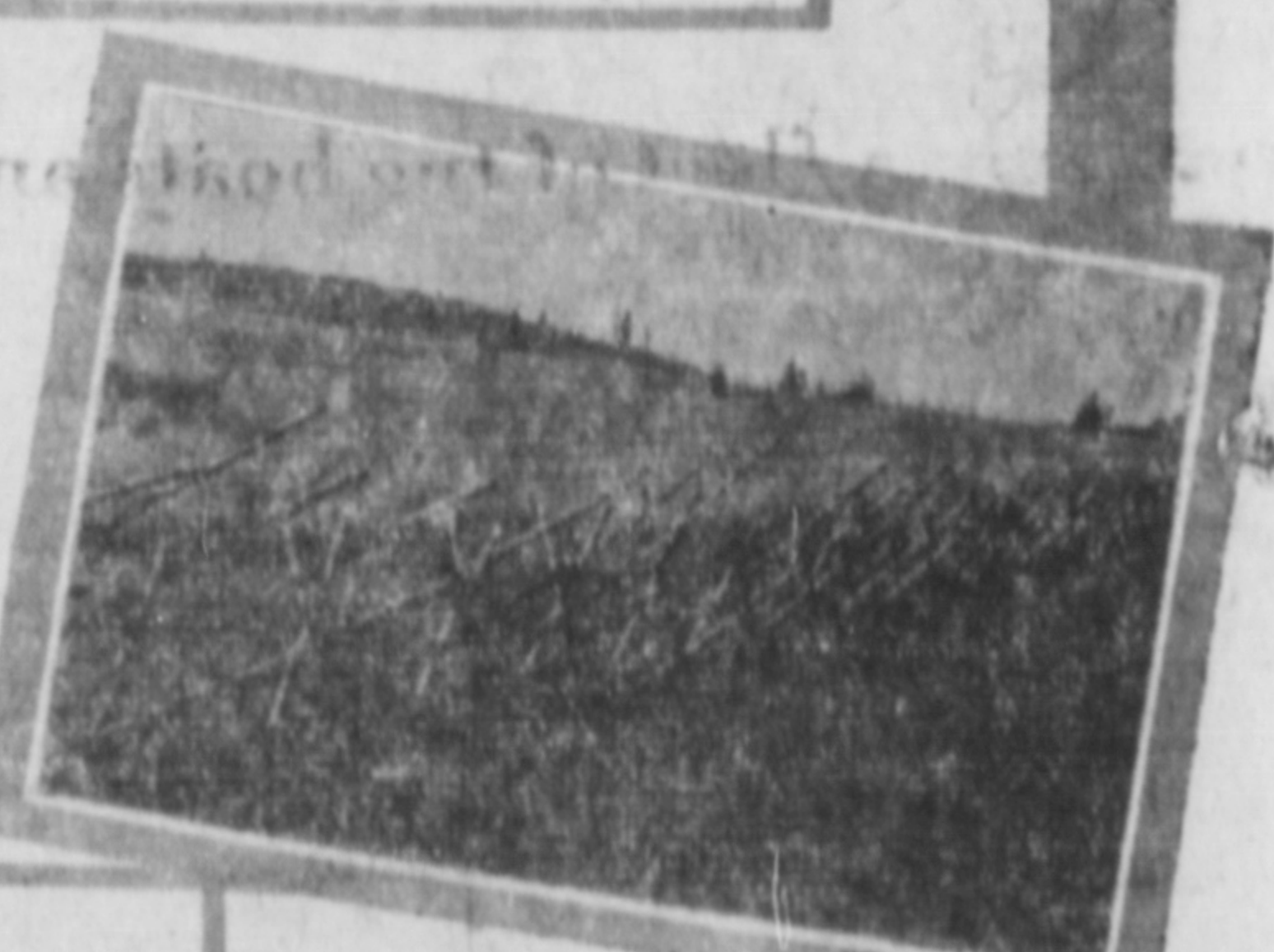
Halibut and Salmon



Herring in Cold Storage



Cold Storage Plant



FARM SCENES IN PRINCE RUPERT'S HINTERLAND