

The Daily News

Formerly The Prince Rupert Optimist

Published by the Prince Rupert Publishing Company, Limited

DAILY AND WEEKLY

SUBSCRIPTION RATES—Daily, 50c per month, or \$5.00 per year, in advance. Weekly, \$2.00 per year. OUTSIDE CANADA—Daily, \$8.00 per year; Weekly, \$2.50 per year, strictly in advance.

TRANSIENT DISPLAY ADVERTISING—50 cents per inch. Contract rates on application.

HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

BRANCH OFFICES AND AGENCIES

NEW YORK—National Newspaper Bureau, 219 East 23rd St., New York City.

SEATTLE—Puget Sound News Co.

LONDON, ENGLAND—The Clougher Syndicate, Grand Trunk Building, Trafalgar Square.

DAILY EDITION.

1911 SATURDAY, JUNE 17

A TALK ABOUT PRINCE RUPERT

The first difference between the present talk about Prince Rupert and other talks about Prince Rupert that have appeared in this column, is that in this case the accent is on the word Prince. For the time we eschew polemics and civics and dip into history. And the original Prince Rupert was almost as interesting as the lively town which ensures the perpetuation of his name and fame.

The superficial historian jumps to the conclusion that Prince Rupert had a great deal to do with the shaping of events in British North America. Was he not the first Governor of the Hudson's Bay company, this roving nephew of Charles the First? Is there not a great territory called Rupert's Land in his honor? Nay, did he not give his name to the great ecclesiastical province—once one great diocese, but now comprising half a dozen dioceses—extending from the Western boundaries of Ontario to the Eastern boundary of British Columbia? Did the railway company in its god-parentage, when it bestowed the name Prince Rupert upon this infant city, fall into the trap of the superficial historian.

The cold truth, achieved by the diligent historian, is that Prince Rupert never set foot upon Canadian soil. The Royal Charter granted to "our illustrious cousin, Prince Rupert and seventeen noble gentlemen," incorporating them as "Governor and Company of Gentlemen Adventurers trading into Hudson's Bay" and giving them absolute monopoly of all trade and commerce over "all those seas, straits and bays, rivers, lakes creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts, and confines of the seas, bays, etc., aforesaid, that are not actually possessed by, or granted to any of our subjects, or possessed by the subjects of any other Christian Prince," was in the common parlance of today just a piece of graft. It was part of Prince Rupert's reward for his allegiance to the Royalist cause. This gignatic monopoly was for all time to come. The only consideration in return was that a Royal fee of "two elk and two black beavers" was to be given to the King whenever he might happen to visit the territory. Our friends at Victoria, could not do the thing more handsomely to their friends, than did royal Charles to "our illustrious cousin" and his band of seventeen gentleman adventurers.

And yet in the face of all that British North America offered him, even to calling a diocese in his honor, Prince Rupert preferred to live most of his years the life of a sea pirate, buccaneering with his brother Maurice on the Spanish main. Not until poor Maurice and his men sank in an equatorial storm off the West Indies did Prince Rupert settle down to an honest life ashore. Even then it was not to his competence of four hundred and seventy pounds of British money invested in the Great Company: it was to the pension of four thousand pounds a year that his uncle had secured for "our illustrious cousin." At that time, 1660, it was worth ten times what it would be today.

But pirate and buccaneer though he was, Prince Rupert was a gentleman at heart. He discarded the superficial things, and liked manly and serious pursuits. He followed science and art and trade. He joined the Royal Society. He perfected gunpowder. He introduced the mezzotint to England after in had been revealed to him by a German soldier. When Governor of Windsor Castle he spent most of his time in the laboratory. Brave, courageous, rash, cross grained and arbitrary; talented in mathematics and chemistry, scrupulously polite to all, haughty and brutal to those he disliked. No wonder Brett remarks: "He seems woefully out of place in the circles of water-flies at court, and most of the courtiers fear and shun him." No wonder the Court went to the theatre on the night of his burial.

Van Dyck has a portrait of the Prince painted in youth, showing the famous swashbuckler and thinker as a tall man with a girlish face, dimpled chin, shapely lips, perfect eyebrows and lavish curls. The hands are remarkable for the carrotty fingers graduating to a point, out-tapering the orthodox well-tapered fingers of blue blood. Perhaps it was a flattering picture. Miss Sealey quotes it in her "The Champion of the Crown," but she is an avowed admirer of the Champion of the Blood-Royal. Brett describes him as possessing a hard favored face even when trying to please.

A bullet wound in the head, received while fighting with the French against the Spaniards in the Netherlands hastened his end, though not till after a few years of suffering. So, far from aged—he was only fifty-one—he died, leaving only his son Dudley who perished in battle soon after and his little daughter Ruperta "whose mother was an actress" the historians succinctly state—to mourn him.

Swashbuckler, sea-dog, gentleman adventurer, scientist and trader, Prince Rupert might well qualify to be the patron saint of the city whose shores he never touched.

H. F. McRAE

F. R. C. BROWN

H. F. McRae & Co.

Real Estate

SECOND AVE., PRINCE RUPERT

PHONE 205

Read Carefully and Phone NOW If Interested

\$1500 Cash will buy a property right in the centre of the city where you can make it a revenue-producer at once.

THE cheapest double corner in section one—one block from McBride—can be handled for \$5,000.

WE have a number of lots within a stone's-throw of Hays Creek Park at \$25 a month. This is where the Drydock workers will live.

A TRIP BY TRAIN INLAND

Scenery is of Great Magnificence and Ensures It Being a Resort for Tourists---Road Bed Constructed at Immense Cost is in Splendid Condition---Opens Up a New Fruit District

What kind of railroad is it? What kind of country has the new road opened up? What does the scenery look like? These and many kindred questions are being asked about the first one hundred mile stretch of the G. T. P. out of Prince Rupert, that was opened to the public this week.

The local curiosity about the trip seems to make us forget for the moment the larger significance which the opening of the section to traffic portends. For while one hundred miles in this land of transcontinental roads is but a small portion of the whole road, the first hundred miles out of Prince Rupert has meant more in engineering problems, heavy toil and expense than many hundreds of miles of prairie track. The line that skirts the foot of the mountains for a hundred

along with the millions of tons of rock to blast out that winding way across its surface. For the millions that have been spent on it, that winding strip of solidly built road, almost as level as the proverbial billiard table, will reap a harvest of dividends in years to come when the commerce of the East and West is carried over it. On its solid level bed, the hauling power of a Great Mogul would be practically unlimited.

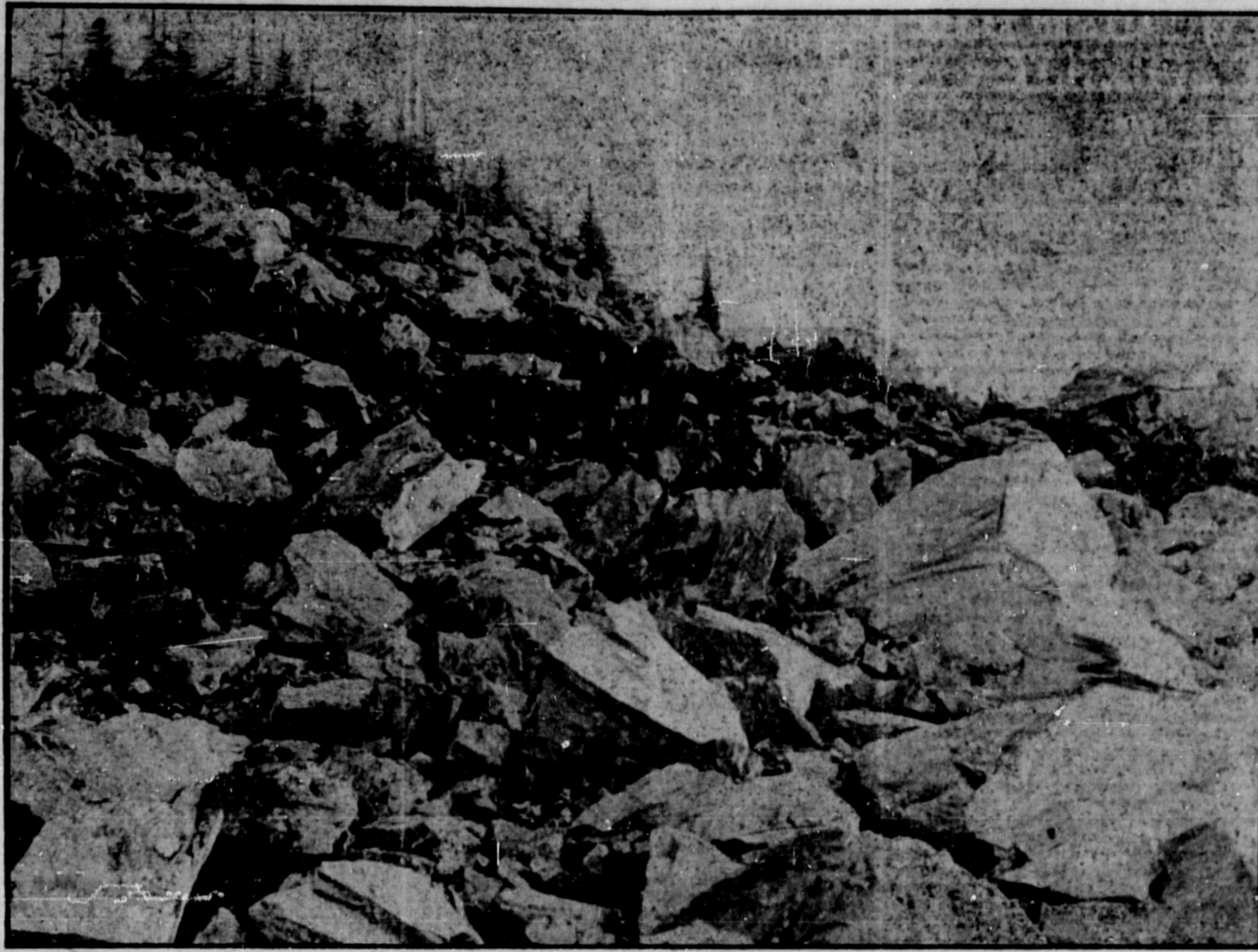
An Interesting Trip

Yesterday, through the courtesy of General Superintendent Mehan a small party consisting of the editors of the local newspapers, Mr. A. J. Morris, President of the Board of Trade, and Superintendent McNicol made the journey in Mr. Mehan's private car. Unfortunately Alderman Smith who was to have come as a rep-

resentative of the city, was unable through illness to join the party. To those who had the opportunity to make the trip, it was a thoroughly enjoyable and interesting journey.

A Touch of Speed

Along the line gangs of men are at work ballasting and tuning up the track. Very soon it will all be done, and then the order permitting the road to be operated at a greater speed will be given. At present the official speed per-



A PIECE OF ROCKY ROAD-BED

A piece of railroad grade leading out of the city, after a big shot has been fired. Notice the size of the men.

road of level road bed. But the result is magnificent. A solid shelf of rock skirting the foot of the mountains a few feet above the water's edge: a road bed of enormous boulders and huge rocks taken from the cuts cross the hills between the mountain flanks, making a solid bed impervious to the force of the waves of the turbulent Skeena that beat against its sides, or the force of the thundering trains which will hammer their miles up the Skeena, always within a few feet of the river bank, and as nearly level to grade as the surface of the river which it parallels, has meant a prodigious expenditure.

Some Scenic Grandeur

For the whole of the journey, the trip is one moving panorama of Nature's untouched handiwork. Mountains, snowfields, glacial torrents stretching to the distance, all set off by the wonderful foreground of swiftmoving river. "There's nothing to see but scenery," remarked a prosaic musher some months ago, to a small Prince Rupert audience in describ-

mitted is twelve miles an hour on passenger trains. This is because a portion of the road is still skeleton track. But just to show what could be done, the general superintendent had his "special" let out a few notches on the last ten miles where the track is all finished and perfectly true. The ten miles were reeled off in twelve minutes, which is "going some." But the train held steady and smooth. It was a taste of what can be done on a solid road bed with a level track and gently winding curves.

Rushing the Bridges

At all the river crossings, and these are eight in number, the

rapids bridge is completed, and the others are in progress.

Building Snow Sheds

The past winter, one of the heaviest in local annals proved valuable to the company, because it showed them where the snow-slides are liable to occur. At several points between miles 42 and 46 where the mountains are very steep, staunch rock and timber snow sheds are now being built.

Beyond the End

Beyond the end of steel at Copper City, gangs are at work driving the last of the three tunnels at Kitsela. Then the road becomes easier to build. Only the steel bridge across the Skeena prevents the march to Hazelton. "If the bridge can be got ready for the end of the year, we will keep on track playing through the winter till we reach Hazelton," says the General Superintendent, to whom the opening of the first hundred miles comes as a great satisfaction.

Heart in His Work

The son of a railway man, Mr. Mehan has been in railroad work since his schooldays principally with the Grand Trunk. He knows railroad work from the ground up. It is his life work. "A work that demands all a man's time and thought, and exacting work, but with a fascination about it," he will tell you. He, with Superintendent McNicol to assist him, has been in charge of the track-laying work on the Prince Rupert end, since it started in May of last year. He is proud of the line, and of the praise that was given it by the railroad chiefs who toured it last week. In that pride, the citizens of Prince Rupert feel they share. The first hundred miles out of Rupert is worth being proud over.

Just in Time!

To get a good custom tailored suit for the first of July. Go to Rudnick and Sweder, Helgerson Block Basement, Sixth street.



SUPPLIES FOR UP THE LINE

Rails and lumber are unloaded from the ocean ships and transferred quickly up the line to the builders.

Road-bed of Rock

The bill for powder and dynamite alone, cost in the neighborhood of a million and a half dollars. Nearly five thousand tons of powder were blown to Kingdom Come,

The Promise of Labor

But it was not quite exact. The busy canneries that are passed, the lines of fishing boats in the Skeena, the little settlements spring-

gangs are at work putting up the steel bridges, which will relieve the weight now on the pile supported bridges. The bridges come from the mill ready to be assembled on the ground. The Zanardi

Rose's
Juice
Cordial
The Best
Procurable. Absolutely pure

WE - HAVE - FOR - SALE
(CROWN GRANTED)

Section 9
Township 1
Range 4 **NECHACO VALLEY**

PRICE:—\$15.00 PER ACRE, EASY TERMS

This is an excellent section and was one of the first to be staked in the Valley.

Samuel Harrison & Co.

Brokers and Financial Agents, Prince Rupert

MUSSALLEM & COMPANY

.....Good Fresh Groceries at City Prices.....

KEEP SMILING—And the only way to do that is by buying your Groceries from us. We handle first class goods only at prices that cannot be beat. : :

To Residents of Sections 5, 6, 7 and 8--We deliver promptly, our goods are fresh, at prices not to be beaten in the city : :

Telephone 228 Black **MUSSALLEM & CO.** 5th Ave. east of McBride

TODAY'S BEST BUYS

Lot 47, block 34, section 1, \$4475.00 liberal terms.
Lot 24, block 35, section 1, \$1975.00 one-half cash.
Lot 6, block 36, section 5, with cabin, \$875.00.
Two Lots, facing both Tatlow and Ninth, with three two-roomed cabins, \$2,000.
Lots 21 and 22, block 31, section 6, all stumps removed. \$650 each.
Lots 28 and 29, block 19, section 1, \$640 pair.
Lot 12, block 21, section 7, \$600; \$250 per month.
Lots 13 to 17, block 50, section 8, \$200 each.

Choose selected investments at right prices, such as these, and make larger, quicker and more certain profits.

WESTENHAVER BROS.
PHONE 100 2nd Ave. and 3rd St.

LAND PURCHASE NOTICE

Skeena Land District—District of Queen Charlotte. Take notice that Catherine Harrison, of Copper City, B. C., occupation married woman, intends to apply for permission to purchase the following described lands:

Commencing at a post planted in the middle of Stanley Creek, where it empties into Skeena Harbor, Graham Island, thence 40 chains north, thence 40 chains east, thence 40 chains south, thence 40 chains west to point of commencement, containing 160 acres more or less.

Dated March 17, 1911. CATHERINE HARRISON Numa Demak, Agent.
Pub. Apr. 7.
Skeena Land District—District of Queen Charlotte. Take notice that I, Perry Queenan, of Prince Rupert, B. C., occupation prospector, intend to apply for permission to purchase the following described lands:

Commencing at a post planted in the middle of the Skeena River, about three-eighths of a mile east of the mouth of the Bonanza Creek, and land on the easterly boundary of Timber Line No. 36251 or No. 36250, thence south 40 chains and the easterly limit of said Timber Line No. 36251 or No. 36250, thence east 40 chains more or less, thence north 40 chains more or less, thence west 40 chains more or less to point of commencement, containing 160 acres more or less.

Dated March 7, 1911. PERRY QUEENAN
Pub. April 7.