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New season's walnuts, almonds, Brazils
and pecans.....25c per lb.
Shelled nuts.....50c per lb.
New Sultana Raisins (bleached).....2 lbs. for 25c
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A large assortment of Xmas Crackers from 25c a box up
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A new stock of Navel Oranges just in, 30c, 40c and 50c
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Prince Rupert's Perfect Harbor

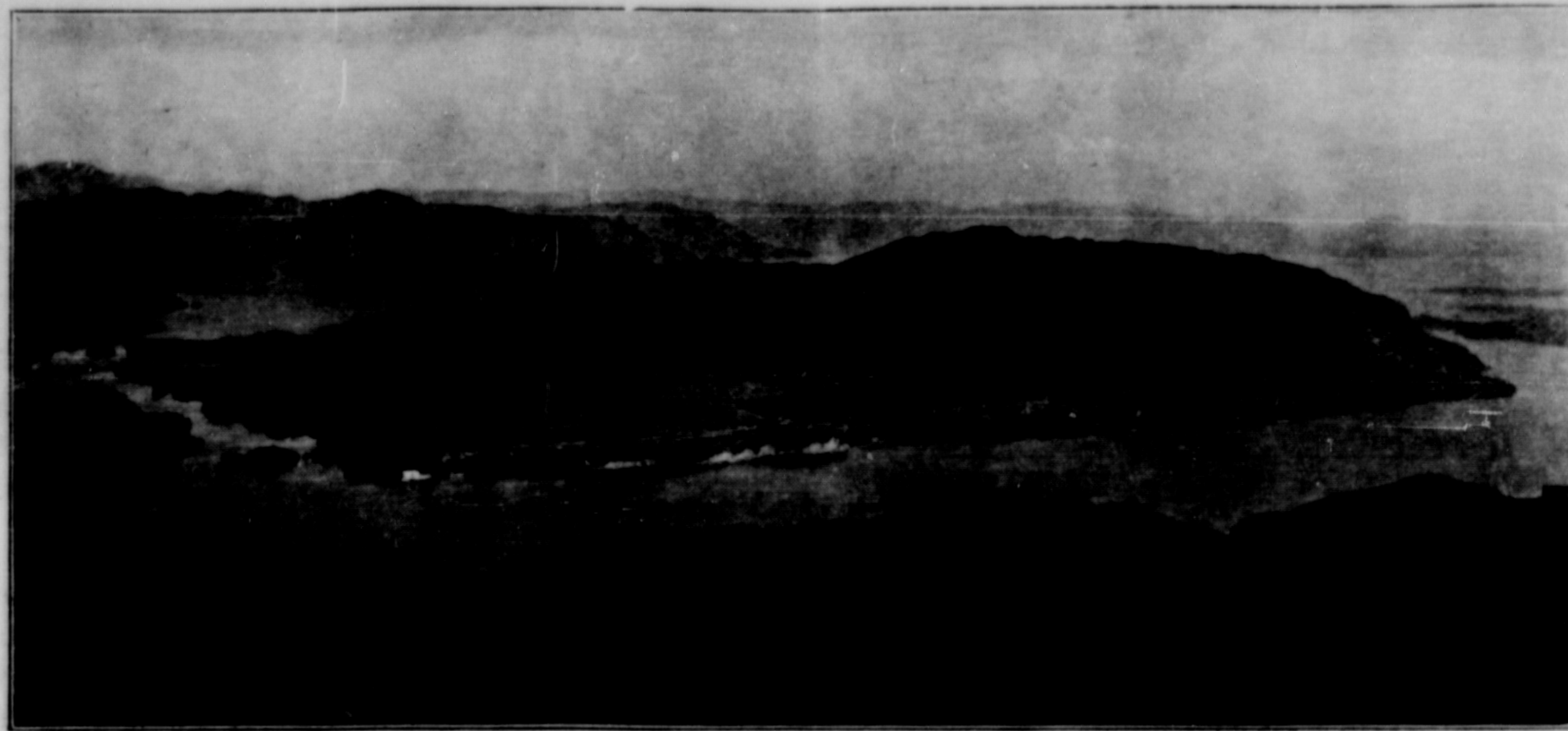
Prince Rupert was not selected as the terminus of the great transcontinental railroad, which means so much to, not only British Columbia but to Canada and the Empire, without mature and deliberate consideration of every fact, advantageous and detrimental, in regard to making it one of the greatest seaports in the world. Every bay, inlet and harbor on the Coast for hundreds of miles was carefully sought out, the advantage each one offered was weighed and all found wanting when compared with Prince Rupert harbor, or, as it is officially

known on the charts, Tucks Inlet. At the western end of the Grand Trunk Pacific Railway, the officials of the company determined, must be the best harbor on the coast and those engineers—experts in their particular line—did not make any hasty and superficial search for that harbor. They hunted long and carefully, after they had seen and appreciated the advantages offered by Tucks Inlet, in search of a sheltered body of water that would surpass it, but failed, and that hopelessly. Thus the choice

highland, while Digby Island stood like a battlement repelling the storms of the Pacific ocean. Further examination revealed that the harbor extended for 14 miles into the interior. Anchorage there was in plenty, while the water was almost deep enough to moor a great ocean going steamer to the bluff sides of the rocky shoreline.

Fish and flotsam from the Japanese coast are often found along the nearby shore line, while pelicans, which usually make their homes in the semi-tropics, are common in this vicinity.

Not only has Prince Rupert all the advantages of position, climate and natural surroundings as well as the terminal of the great transcontinental to aid it in its development, but well under construction is a gigantic drydock, costing nearly \$3,000,000 to build, the bonds of which are guaranteed by the government of Canada. It is needless to point out what the existence



KAIENT ISLAND AND HARBOR FROM MOUNT MORSE

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that but few rocks were charted was because of the non-existence of these impediments to navigation. Proving the Inlet, resulted in the discovery that the water was deep enough to float the largest ships in the world, but at the same time shallow enough to afford anchorage, while the entrance at the narrowest point is 2,000 feet in width, with a minimum depth of 36 feet at low tide, and for a width of 1,500 feet the minimum depth is 60 feet.

From the standpoint of a natural harbor, the experts decided

of such a dock means to any port—its advantages are so apparent and many that it would be a not only unnecessary task, but one that would not receive justice in an article summarizing the conditions of the harbor and its future as a world port.

PROSPERITY FOR PRINCE RUPERT

Prince Rupert's future as one of the wealthiest cities in all Canada is assured. It is the chosen terminus of the great National Transcontinental Railway, finest on the whole continent. It is the nearest port to Alaska and the nearest port to the Orient. It is the natural supply centre for hundreds of miles. The wealth of Prince Rupert's tributary resources by sea and by land is untold. Prince Rupert is marked out by man and by nature for magnificent prosperity.



VIEW OF UPPER END OF THE HARBOR

of Tucks Inlet was no haphazard guess work, but the logical result of months of careful study and search.

It was an important task that those responsible for the choice of a harbor had to carry out, but Nature seemed to favor them and had fashioned a land-locked harbor, almost perfect in its form. Sheltered by Kaient Island on one side and across the beautiful stretch of placid water by the bald head and seared face of Mount Morse and its wooded

that it was probably one of the best and safest in the world. At the same time its location is such as to give Prince Rupert a tremendous advantage over other ports on the Pacific Coast. While it is 550 miles distant from Vancouver, the fact must not be overlooked that it is not more than 300 miles north, being about 250 miles farther west. Prince Rupert is thus nearer the Orient than Vancouver, and owing to the fact that within a few hours of leaving the wharf here a steamer is away from land and can shape a clear course to the south, it is in reality nearer Panama in sailing hours than Vancouver. It is evident, therefore, that Prince Rupert is to become an important point for the shipment of the products of the western plains to both the Orient and the Old Land.

The distance between Liverpool and Yokohama via Prince Rupert is 800 miles less than via Vancouver. Prince Rupert is therefore destined to become an important point in the All Red Route around the world. Eight hundred miles saved on the trip to the Orient and a saving of several hundred to the Antipodes assures this.

Prince Rupert is in the same latitude as London, with a soft balmy climate, the result of the warm winds and mild temperature of the Japanese current.

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Bright and Prosperous Xmas
and New Year

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THE QUESTION OF THE HOUR

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OR A

Sargent Meat Chopper

Either would lessen mother's work. Father's temper would not be ruffled on Sunday morning if you gave him a

Gillette Safety Razor

A dainty EMBROIDERY SET would please sister or sweetheart. And as for the BOYS—Well, you just ask your boy what he wants and then come to us for it. We know he will choose something we carry.

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