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D. BROWN

ANYTHING DONE IN ELECTRICAL WORK

JOHN DYBHAVN*Real Estate and Insurance*

What I have done for others I will do for you: Place your investment money to the very best advantage in Prince Rupert Property.

Properties Looked After for Non-Residents
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BANKERS: BANK OF BRITISH NORTH AMERICA
P. O. Box 757 PRINCE RUPERT, B. C. Phone 354

THE CANADIAN BANK OF COMMERCE

SIR EDMUND WALKER, C.V.O., L.L.D., D.C.L., President
ALEXANDER LAIRD, General Manager
JOHN AIRD, Assistant General Manager

CAPITAL, \$15,000,000 RESERVE, \$12,500,000

BANKING BY MAIL

Accounts may be opened at every branch of The Canadian Bank of Commerce to be operated by mail, and will receive the same careful attention as is given to all other departments of the Bank's business. Money may be deposited or withdrawn in this way as satisfactorily as by a personal visit to the Bank.

J. M. CHRISTIE, Manager Prince Rupert Branch

Cheaper than the Cheapest*and as Good as the Best*

Lot 36, Block 17, Section 1, \$7,500; 1-3 cash, bal. 1-2 years.

Lots 14 and 15, Block 15, Section 8, \$800 for both; 1-3 cash, bal. 6-12-18 months

Lots 1 and 2, Block 12, Section 7, \$2,500; 1-3 cash, bal. 1-2 years.

Offers wanted on Lot 24, Block 13, Section 5, and Lots 7-8-9-10-11-12, Block 29, Section 8.

Thomas McClymont

523 Third Ave.

Nothing Will Please Him More For Christmas

THAN A BOX OF

Regal or Bella Rupert CIGARS

They are made in Prince Rupert and are as good as any domestic or imported cigar you can buy at the same prices.

Boxes of 25 or 50

On Sale at All Cigar Stores**The Largest Dry Dock on the Pacific Coast**

Active operations have commenced in Prince Rupert on the construction of the gigantic dry dock, which when completed will be the largest on the Pacific Coast, and of its type one of the largest on the American continent. With a lifting capacity of 20,000 tons, a length of 604 feet 4 inches and a clear width of 100 feet, it will be able to accommodate the largest ships on this coast, or any that will come through the Panama Canal.

The dry dock will be supplemented by shops, wharves and ship building yards.

The site of the plant is the small cove on the south side of the harbor at the mouth of Hays Creek. Wharves will extend around three sides of it, thus forming a basin which will be for the accommodation of small ships, scows and smaller craft. To the west the wharf will parallel the shore line, and it is here that the big dock will be moored.

Starting at the extreme western end, pile drivers have been at work for several months, until now the piling for the wharf has almost been completed as far as the back of the cove. Meanwhile, grading operations are being rushed to reclaim the rugged shore line and provide building sites for the machine shops and other buildings. So much of this has been finished that the concrete foundations for several of the houses have been started.

On the east side of the cove a pier will extend out into the harbor, and farther east again the ship yards will be established. The shore works will be completed first and then with these facilities the work of building the great dock will be proceeded with.

The dry dock is to be built in three sections, which may be used singly, in pair or all three as one. This greatly simplifies the handling of small vessels, as any one section can easily accommodate any of the small coasting vessels calling at Prince Rupert, and for some time ships large enough to require the use of all three sections will only be occasional visitors. This construction also makes it self-docking for repairs, as one of the sections needing attention may be docked within the other two.

The lifting power will be derived from twelve pontoons, four to each section. Each one will be 130 feet long, corresponding to the overall width of the dock, 44 feet wide and 15 feet deep. Their design calls for exceptionally strong construction and there has been left no possibility of strain without sufficient strength to meet it.

To guard against the inroads of tories, those water pests which do so much damage to piling, and other marine insects, all

the lumber, timbers and piling that comes in contact with the water is creosoted. To further protect the pontoons and preclude any possibility of damage from this source they will be first coated with tar, poisoned with arsenic. Over this will be a sheeting of hair felt saturated with the same mixture and then again sheathed with creosoted and arsenicized lumber, held with galvanized nails. When the pontoons are complete they will be assembled and the steel superstructure will be built upon them.

The pumping plant will consist of very powerfully driven centrifugal pumps. The entire lifting force will be available in two hours' time after the pumps have been started.

Two years is the time allotted in the contract for the completion of the dry dock, which is estimated to cost when finished nearly three million dollars. Used in the building of it will be over 2,200 tons of steel and over 1,000,000 feet of selected Oregon pine.

The work is being carried on by the Grand Trunk Pacific Railway, the bonds for the money being guaranteed by the government of Canada. This it is thought will guarantee it the government work, and in the event of naval work starting on the Pacific Coast it is thought that Prince Rupert will be the centre of the industry.

Port Edward, Prince Rupert's Industrial Suburb

Port Edward, Prince Rupert's industrial annex, is located eight miles south of Prince Rupert, on the shores of Porpoise Harbor. The townsite is slightly over one thousand acres in extent and is divided into residential sections, business sections, industrial blocks and waterfront property. It is designed to accommodate a large number of industries desirous of locating near Prince Rupert, and anxiously awaiting the development of a site suitable for and supplying the needs of industries.

Modern industries demand a location offering water and rail transportation, cheap power and water in proximity to the coast line, short trade routes and a fertile back country to draw from. Port Edward supplies all these requirements.

Porpoise Harbor is second to none on the Pacific Coast, and has a channel sufficiently deep to accommodate the largest vessel afloat, for the channel is forty-two feet deep at low tide and has a width of 550 feet between the six fathom lines. It has a remarkably low tidal current—a maximum of two knots.

The waterfront of Port Edward offers facilities for the erection of pier wharves with sufficient depth of water at the wharf's side to permit any vessel afloat today to dock easily and quickly. Eleven pier wharves and a quay wharf are projected with a total docking length of 16,960 feet. One of the piers is used by the Prince Rupert Hydro-Electric Company, which has already purchased two industrial blocks and 125 feet of waterfront at Port Edward and which are now erecting a power plant at that point, for the construction of which it has appropriated \$183,000. This company has an agreement with the townsite company whereby it is bound to offer Port Edward power at no greater rates than offered Prince Rupert.

Immediately back of the wharves is projected a bulkhead line following low water mark approximately and parallel with the main line of the Grand Trunk Pacific Railroad, which runs along the entire shore line of Port Edward. The townsite company holds an agreement with the railroad calling for the erection of a station and all necessary sidings as the traffic demands and containing the railroad's consent to the construction of four grade crossings.

To the rear of the waterfront are found industrial sites capable of accommodating a great variety of industries, such as fish canneries, saw mills, grain elevator, fisheries and factories of every type. Ample facilities for railroad truckage from the industrial sites to the main line of the Grand Trunk Pacific have been provided.

A carefully laid out business section lies back of the industrial blocks. The entire townsite is remarkably level, but special attention has been given to easy grades in the business section, and all its streets have been laid out so that the maximum grade will be 6 per cent. A civic centre

is provided where the public buildings are to be erected. Two parks have been reserved for public use, and, in fact, everything possible has been done to guarantee the orderly and rapid development of the town.

Back of the business area the residential sections are located. There are a large number of splendid view lots overlooking the harbor and the sea beyond and there is ample room on all sides for the homesites of those who may be employed in the industrial locations on the waterfront.

Two lakes which lie back of the east boundary of the townsite furnish a water supply for a good sized city, and it is the company's intention to see to it that a water system is installed within a very few months. No expense has been spared in the platting of this city. Everything has been carefully considered and nothing has been left to happen.

There are a large number of the business men of Prince Rupert proper interested in the townsite company. Many of these men have heavy investments in Prince Rupert and one of their main reasons for joining in the development of an industrial city next to Prince Rupert is that they feel that their holdings in Prince Rupert will greatly enhance in value if the industries anxious to settle in these parts are offered sites where they may build their industrial plants and do their share in the development of this great northern country.

Banking Institutions of the City

The financial standing of any city is indicated by the banks it possesses. That Prince Rupert is a "money town" and that it has the best prospects before it is evidenced by the fact that there are five banks in the city, all doing an excellent business.

The Canadian Bank of Commerce was the first bank to locate in Prince Rupert. The business of this institution has grown so that several moves have had to be made. The latest one was to the palatial new building on Second Avenue, recently completed. Mr. J. M. Christie is the manager.

The Union Bank of Canada, under the capable management

of Mr. H. E. Broderick, has an excellent clientele and transacts a sound business.

The Bank of Montreal is the institution with which the City Council conduct their business. They have an excellent building on Third Avenue. Mr. J. M. Clancy is responsible for the large business conducted by this bank.

The Bank of British North America, better known as the Bank of B. N. A., is situated on Fulton Street, opposite the city hall. Here, under the direction of Mr. F. S. Long, the genial manager, a large and ever increasing financial business is conducted.

The Royal Bank of Canada has

an excellent location in the Helgerson Block, on the corner of Sixth Street and Third Avenue. Here Mr. H. P. Wilson and his staff of clerks carry on a desirable banking business to the satisfaction of the customers and with profit to the institution.

The Continental Trust Co., Ltd., is an institution of which the city is justly proud. Their building on Second Avenue is handsomely fitted up and they are fortunate in having one of the largest and safest vaults in the city. This concern conducts the ordinary business of a trust company. Mr. M. J. Hobin is the popular and capable manager.

Bank of British North America

ESTABLISHED BY ROYAL CHARTER 1836

Capital and Reserve Over \$7,500,000.00

Head Office in Canada: Montreal

H. B. McKENZIE, General Manager

Complete Banking Business Transacted

Branches Throughout Canada

SAVINGS DEPARTMENT**F. S. Long****Manager**

Prince Rupert Branch

Continental Trust Co., Ltd.

Second Avenue, Prince Rupert, B. C.

4 Per Cent. Paid on Deposits

**SAFE DEPOSIT BOXES
STORAGE FOR SILVERWARE
REAL ESTATE & INSURANCE
COLLECTIONS**



**Executor
Trustee
Administrator
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Receiver
Liquidator or Assignee
Transfer Agent & Registrar
Financial Agents
Custodian**

Correspondence Department

We Will Be Pleased to Answer Any Inquiries Regarding Investments in Prince Rupert and Northern British Columbia

WALLACE'S**Our New Department**

A recent addition to our store gives us fourteen hundred feet of extra floor space. In this new department we now have on display a splendid showing of fine Chinaware, Glassware, Crockery, etc., and also Toys, Dolls, Games and everything from Toyland to gladden the hearts of the little ones. Dolls from 5 cents to \$14. Iron Toys, Wooden Toys, Mechanical Toys—and we have marked them all at most reasonable prices so that the Christmas stocking may be filled here at a minimum cost.

Rare and Beautiful

are many of the things in Chinaware that we have imported from some of the most celebrated potteries of Europe and the Orient. Hundreds of different designs in beautiful cups and saucers ranging in price from 25c to \$5 each. Wedgewood, Limoges, Royal Bayreuth, Royal Saxe, Royal Doulton are some of the lines of chinaware that we are showing in Tea Sets, Dinner Sets, Jardinières, Vases, Bric-a-Brac, etc., all of which make Christmas presents that are much coveted and the variety is so wide that selections can be made to suit any purse.

Dry Goods Department

This department is full to overflowing with the season's best offerings and includes many dainty articles that make desirable Christmas gifts—Handkerchiefs, from 5c to \$2.50 each; Jabots, Lace Collars, Shawls, Scarves, Gloves, Furs, Silk Hosiery, Knitted Goods for infants and children of all ages, Evening Gown materials, Manicure Sets, Toilet Sets, Fancy Work, Drawn Linens, etc., and many other things we have not space to enumerate.

In our eighty-five feet of plate glass show windows may be seen some of the gift goods. We welcome visitors to our store. We are glad to have you come and "look around" whether you buy or not. We keep open every evening from now until Christmas.

H. S. WALLACE CO., LTD.

Corner Fulton Street and Third Avenue, Prince Rupert