

Manson Medal—

(Continued from Page 1)

send, Washington, and later went to Vancouver, B.C. to visit friends. It was at Vancouver that we learned that we actually could drive to Prince Rupert.

"Actually, the idea of trying for the Manson medal was my wife's," he said. "She suggested that I continue on to Prince Rupert to try and win the medal."

The two travellers arrived at Blaine on June 12, after 11½ days of travelling through Florida, Alabama, Mississippi, Louisiana, Texas, Arizona, New Mexico, California, Oregon and Washington. They experienced no motor trouble, and only one flat

tire. The tire trouble occurred in Louisiana shortly after the start of the trip.

British Columbia roads, he said, were "not too bad" although they were harder to drive than the hard-surfaced highways in the United States.

Decorated with an American flag over the engine hood and a banner over the rear trunk reading "Tampa, Florida, to Prince Rupert, B.C., Canada," the medal-winning car was escorted to the city from Esquimalt Lake by Mayor Nora Arnold and was later joined at Galloway Rapids bridge by Sec-

retary E. T. Applewhite of the Public Relations Council and Chamber of Commerce President G. A. Hunter.

After formal greetings at the bridge, the cavalcade was led to the city by a provincial police car containing Sgt. L. A. N. Potterton and Constable Edward Anderson.

The procession drove through the downtown district and stopped at the Court House grounds where, before a gathering of about 100 citizens, Mayor Arnold welcomed Capt. Slayton and Dick to Prince Rupert.

Arriving in Terrace at noon Monday, Capt. Slayton, Dick and Mr. Robertson stopped at Campbell's auto court just east of the town.

Monday afternoon, they were taken on a fishing trip to Lake-else Lake by William Osborne, Terrace garageman, but had no luck with rod and reel. However, they were guests at a trout dinner at Mr. Osborne's home on Monday evening.

"We didn't catch any fish, but we sure enjoyed eating somebody's else's trout," Capt. Slayton said. "They were really good."

Tuesday morning at 4:30 they went to Kitsumkallum Lake in the hope of shooting a black bear but his expedition too, failed to bring the desired results.

The Slayton car entered the July 1 parade at Terrace, an experience all its occupants enjoyed. Mr. Black and Mr. Manson were with the travellers while they were in Terrace.

Capt. Slayton, who was brought up at Port Townsend, has followed the seas since 1917 when he entered the U.S. Navy. He served in the navy for two years, then transferred to the merchant marine. In the ensuing years, he served as chief and second mate on many deep-sea ships.

RAN TO MURMANSK DURING WORLD WAR II

For two years during the second World War, he was master of a Liberty ship which made two "long runs" to Murmansk with war cargo. His ship survived German undersea and air attacks although other vessels in the convoys were lost.

"My ship was on convoy on December 23, 1943 when the Scharnhorst was sunk by the British Navy," he recalled. "We could see the firing of the big guns just over the horizon, but could not see the ships."

He is ashore now because doctors have told him he has a heart condition, a situation which puzzles him because that organ has so far given him no trouble.

"If I can stand a gruelling trip like driving 5,100 miles, I can't see that there is anything wrong with my heart," he explained. "I think I'm perfectly fit to return to the sea."

The most difficult driving that he and Dick encountered was on the desert in Arizona and California when they encountered a sand storm. They drove 24 hours with only a two-hour stop when the sand became so thick they could not see the road ahead. On account of the heat of the day, the desert was traversed by night.

"We wanted to get out of that sand, and we drove hard to do it."

Later, in California, they encountered a plague of grasshoppers that covered the highway for a distance of 25 miles.

"Dick could not get over the size of the grasshoppers," he recounted. "They were about two inches long."

One of their most novel experiences was at Kwintisa, between Terrace and Prince Rupert where they saw snow at the roadside in July. It was only the second time in his life that Dick had seen snow.

The Terrace-Prince Rupert Highway was the most beautiful country they passed through on their trip, Capt. Slayton said.

Reminiscences and Reflections
By W.J.

Accommodation in Prince Rupert in the early days was provided about as soon as needed. The hostelry known as the Knox Hotel was one of the first, if not the very first. It was conducted by Mme. Artaud from Dawson and stood on Rupert Road—that rugged street (so-called) lined with shops and shacks, a fire hall, a theatre, a post office, cafes and what have you! Passing footsteps might be heard almost any hour of the 24.

The building that today houses the general offices of the C.N.R. stood looking toward the townsite and not facing the harbor as it has for many years. It was then the G.T.P. Inn, with George Sweet from Chicago in charge. Overlooking the waterfront was the Premier, a hotel long since dismantled. It was a roomy frame building of a rusty red hue, with George Morrow having general supervision and Fred Henning as clerk. The hotels and cafes sold good food well cooked and reasonably priced. Here's an average hotel menu of those days:—Fish chowder, salmon croquettes, roast beef, roast pork and apple sauce, baked beans and brown bread, boiled beef with radish, spuds, green peas, fig pie, mince pie, cabinet pudding with lemon sauce, tea, coffee, Kootenay Apples. And all for four bits!

The railway reserve between Fifth and Sixth Streets was once one of the finest livestock pastures anywhere in the north. It is yet for that matter. The grass was, and is, lush and rich. Dozens of sleek cows were turned out daily and they gratefully grazed. To watch them cropping their way across the green was hardly worth a second glance for it had all become so commonplace. This was prior to the war and before construction of the huge warehouse. One fine morning, a Holstein, intent on stowing away great mouthfuls of succulent provender, moved toward what was, verily, a danger spot. This was the edge of

a high cliff extending, almost sheer down to the railway yards. Bossy's forefeet must have gone through an overhang of muskeg. She shot downward and then and there, what had been a good milker became a source of beef and leather. After this, the C.N.R. reserve, as a ranch adjunct, was less used. For, a cow is a cow.

Few cities the size of Prince Rupert have started more organizations, societies and associations. But all did not last. How about golf? Why the long slumber? Why the virtual disappearance? Once, there was a start made and at first it looked like the real "McCoy." The problem of finding suitable ground appeared solved. Men who seemed to have the "know how" and

Rupert's Railway War Story Told

The war story of Prince Rupert, from a railway transportation standpoint, is told in a recent issue of "Railway Age," published in Philadelphia. There is also given some history of the port and its aspirations for ocean shipping and world trade. Excellent pictures include the armored train which ran on the railway out of here during the anxious days when the enemy Japanese were on the eastward march and heavy traffic of war goods on local docks.

requisite enthusiasm were among the leaders. Then, the great silence. For years, not a whisper. Time for revival? A \$15,000,000 enterprise on the horizon, you know, will bring more folks to town, and among them, more who are golf-conscious.

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