

Built For Iron Ore Shipment

Modern Railroad in Labrador Wilderness

(This is the third of a series by Forbes Rhude, Canadian Press business editor, after a visit to the huge iron-ore development in northern Quebec and Labrador. In it he tells how the transportation problem is being overcome so the rich deposit can be mined successfully and sold.—Editor.)

By FORBES RHUDE
Canadian Press Business Editor
What makes up the \$200,000,000 iron-ore development in Labrador-Ungava?

In the first place, more than 400,000,000 tons of ore is known to exist right in the centre of the peninsula.

That is enough to start mining and to justify the \$200,000,000 expenditure; but geologists feel sure it is only the beginning of what will be found later.

The known ore bodies straddle the boundary of Newfoundland's Labrador and Quebec's Ungava—or New Quebec—with one-third on the Labrador side and two-thirds on the Ungava side.

Digging the ore is a relatively simple mining operation. You don't have to sink shafts or tunnel underground. You just take off a light overburden of rocks and earth, which averages about seven feet deep, and dig out the ore.

SERIES OF PITS
Open-pit mining, it is called. Small mountains will be dug away and their places taken by big holes; the ordinary surface of today will become a series of pits several hundred feet deep.

The problem, and the major expense, comes when you try to get the ore out of the centre of Labrador-Ungava and down to a shipping port.

For that job, a 360-mile railway, which is called the Quebec North Shore and Labrador Railway, is being built almost due south from Knob Lake, in central Labrador-Ungava, to Seven Islands (Sept Is), Que., at the



WINTER CAMP—Temperatures fall as low as 30 below zero in Labrador-Ungava but construction of the 360-mile railway to Seven Islands, Que., goes on. Some members of a day shift leave the warm shelter of their huts in the winter railway camp for work. (CP PHOTO)

wide mouth of the St. Lawrence River. The railway will cost \$100,000,000, and the ore-handling terminal at Seven Islands \$18,000,000.

From Seven Islands, most of the ore will go by ship to Montreal, where it will be transhipped at a terminal to be built there. It will be loaded on canal boats or railway cars and go to its markets in the United States mid-west. Some of the ore probably will follow an Atlantic route to United States seaboard points or Britain.

Initially, 10,000,000 tons a year will be shipped, but if the St. Lawrence Seaway is built, it is planned to ship 20,000,000 tons. Given favorable transportation and favorable markets,

the figure can be increased indefinitely.

CANADA'S NEEDS SMALL
There appears to be little market in Canada for the ore, until Canada has more population. Canadian steel mills consume 4,900,000 tons of ore a year, of which 4,700,000 tons is supplied by existing Canadian mines. The remaining 200,000 tons would require only a few days of mining once production starts in Labrador-Ungava.

Due to cold winter weather, which would freeze the ore, mining will be confined to about six months of the year, but stockpiles will be built at Seven Islands to supply the nine-month navigation season.

About half the grading has been done for the railway, and steel will be laid to Mile 199, more than half-way, by the end of the year. The railway will carry its first ore in 1954.

It will be a modern railway in every way, on communications and equipment. Rails will weigh 132 pounds a yard, heaviest in Canada. Four diesel-electric locomotive units, each unit 1600 horsepower, will haul 125-car ore trains, each train weighing 14,000 tons.

The 134½-hour run from Knob Lake to Seven Isles will be first an easy climb, and then mostly down-grade for the last 150 miles.

It is probably the first present-day railway venture in Canada to be built without government assistance.

HUB OF MINING AREA
It is expected to be declared a "common carrier," and so will be available for all traffic that develops in Labrador-Ungava.

W. H. Durrell, general manager of Iron Ore Company, puts "I see the northern terminus of our railroad as a point from which prospectors will radiate all over the vast territory of New Quebec and Labrador and locate and place in production minerals known to be there."

The ore-receiving, stockpiling and loading terminal at Seven Islands is a story in itself. N. J. (Monty) Vernon, borrowed from the Pennsylvania Railway Company, says it will have the "best, biggest, fastest, most modern ore-handling facilities in the world."

The terminal is 2½ miles long, and covers 525 acres. It will be able to put 8000 tons of ore an hour into the ore-carrying ships. It is a "hump" yard. Once the ore cars are pushed over the hump, they are in the hands of gravity, cables, and men in control towers. They are virtually untouched by human hands until after their ore is dumped into a ship or into a stockpile, and they are moved to the pick-up point for empties.

CAREFUL DIRECTION
Analysis of the ore in each car will have preceded it by tele-

printer from Knob Lake. The control-tower men will direct the movement of each car so the required blend of ore reaches each ship.

The dock for the project will be 2200 feet long—800 feet for a government dock, 800 feet of mooring space for ore ships waiting to be loaded, and 800 feet for the ship being loaded.

Two ore-carrying ships, each 650 feet, each to carry 30,000 long tons, are being built in Britain to supplement present ore-carrying fleets.

Two hydro projects, each costing \$5,000,000, will supply power—one at Menihok Lake, 30 miles south of Knob Lake, for mining operations; one at Marguerite River, 20 miles from Seven Islands, for operations at Seven Islands. Each will develop something like 20,000 horsepower.

Should greater power projects be needed in the future, there is a potential 500,000 horsepower at Eaton Canyon in the north, and another 1,500,000 horsepower at Hamilton River to the east.

Killed on Pipeline
KAMLOOPS — Omar Heavilin of Hardisty, Alta., was fatally injured Tuesday when he was crushed between a skidding truck and a pile of steel on the Trans-Mountain Ltd. pipeline.

Heavilin, who was working on the line 109 miles from here in the North Thompson valley, died within five minutes.

Mill Owners Find Machines Grow Ancient Waiting For Permission

MEXICO CITY (AP)—A rayon mill here is seeking a court order to force the government to let it start up its machines.

The company's petition told this story: The government says the mill can't run because its machines are not the latest type.

The machines were up-to-date when the millowners first asked for the government okay—two years ago.

The government took so long to give the go-ahead, the machines now are obsolete.

Today's Stocks

(Courtesy S. D. Johnston Co. Ltd.)

VANCOUVER

American Standard	20
Bralorn	6 60
B P X	03
Cariboo Quartz	1 40
Congress	07
Cronin Babine	41
Giant Mascot	90
Indian Mines	16 1/2
Pioneer	2 06
Premier Border	22
Privateer	05 1/2
Reno	04
Sheep Creek	1 41
Sibak Premier	48
Taku River	07
Vananda	03
Salmon Gold	03
Spud Valley	06 1/4
Silver Standard	1 90
Western Uranium	4 20

Oils—

Anglo Canadian	7 80
A P Con	44
Calmont	1 65
Home Oil	14 50
Mercury	23
Okalta	3 75
Pacific Pete	11 75
Royal Canadian	17

TORONTO

Athona	09 3/4
Aumaque	17
Bevcourt	1 23
Buffalo Canadian	21 1/4
Consol Smelters	36 00
Conwest	3 75
Donalda	3 75
Eldona	38 1/2
East Sullivan	8 15
Giant Yellowstone	10 00
God's Lake	53
Hardrock	14
Harricana	10
Heva	09
Duvex	32
Joliet Quebec	40
Little Long Lac	68
Lynx	13 1/2
Madsen Red Lake	2 05
McKenzie Red Lake	40
McLeod Cockshutt	3 45
Moneta	37
Negus	45
Noranda	81 50
Lowlicourt	23
Pickle Crow	1 66
Petrol Oil & Gas	1 07
Senator Rouyn	15
Sherrit Gordon	4 60
Steep Rock	6 75
Silver Miller	1 88
Upper Canada	1 86
Golden Manitou	6 20

Grain Lacked For Shipping In Montreal

MONTREAL — Shipping sources said today an acute shortage of grain—particularly wheat—exists here for shipping.

More than 80 ships lined the docks, with at least 25 waiting a rival he e of grain from western Canada.

"There just isn't any wheat here," an official said.

The shortage was blamed on the fact that most ships arriving from Great Lakes grain-loading centres are carrying barley instead of wheat. Also to blame, they said, was the almost obsolete equipment used to unload grain from railway cars.

DANCE

JULY 25
ODDFELLOWS HALL
Four Dukes Orchestra
Admission \$1.00
9:30—

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STRUCTURAL STEEL

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FABRICATION
ERECTION

DANCE Saturday Night

at
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EVERYBODY WELCOME
ADMISSION \$1.00
Modern and Old Time Dancing
MUSIC BY THE WESTERNAIRES

Rum stories...



"There was a coldness between the bear and myself when we first met on the ice-floe," said the bosun confidentially.

"However, by a fortunate chance I had with me a quantity of Lamb's Navy Rum. After several tots of this dark and heart-warming fluid, his attitude distinctly thawed. Before long we were fast friends.

"Crisis came when I discovered that we had food and water for fifteen years and rum for only a fortnight. I imposed rationing, of course, and this testing time exposed the dross in my companion's character. One night, I detected him searching me for the cork-screw. Taking the only manly course I slipped over the side with the rum while he was sleeping and, sustained by the body-building beverage, swam to the nearest licensed premises."

"A Rum story!" murmured the wedding guest thoughtfully.

"Most generous!" replied the mariner with seamanlike alacrity. "A Lamb's Navy Rum, if you please."

Lamb's Navy Rum
Imported from Britain

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DEBRA PAGET JEFFREY HUNTER EDWARD ARNOLD

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Evenings 7: - 9: p.m.
Matinee Saturday 2: p.m.

TOTEM
A Famous Players Theatre

Legions of Thrills with the Foreign Legion

BURT LANCASTER

JODY LAWRENCE

TEN ALL MEN

Cartoon - News

Evenings 7 - 9:02

TODAY and SATURDAY—Saturday Mat. 2 - 4:30

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Friday, July 25, 1952

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Per Pair

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Boys and Girls!
ROY ROGERS WESTERN RINGS FREE

One in every package of POST'S GRAPE-NUTS FLAKES marked on the front "Roy Rogers WESTERN RING"

You'll want them all — TWELVE splendid picture rings featuring Roy Rogers, Trigger, Bullet and other exciting Western subjects. In bright colors — fit any finger. Get them at Mom's favorite grocery store.

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Grape-Nuts Flakes are extra delicious because they're SUGAR-ROASTED. And they provide the nourishment of sun-ripened wheat and malted barley... of TWO grains, not one! Try Grape-Nuts Flakes today.

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Distilled from grain mashes and rectified over finest quality imported botanicals. The ideal Gin for cocktails, Collins, etc.

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What Percentage of Your Gross Business Do You Spend on Advertising?

There are Lots of Ways to Spend Your Dollar
BUT
You reach more people for the LOWEST COST

THROUGH
Putting a set percentage of your gross business back into your business through advertising is one sure way to make your business grow. Advertising ALONE will not make your business successful. But planned consistent advertising will HELP you to do more business, much more than the cost of advertising. Good consistent advertising builds a business. Keep plugging away! Pick out YOUR PERCENTAGE to spend on advertising and STICK BY IT.

THE DAILY NEWS