

Prince Rupert District is Rich in Natural Resources

STEWART

Its Present and Future

(By H. W. M. Rolston)

The world wide depression certainly has not left Stewart untouched, but the retardation, if it is such, has been more imaginary than real. Unquestionably the difficulty in securing development capital by a number of the smaller mining organizations, combined with low metal prices, reduced activity and postponed for the time being the devel-

opment of a number of promising prospects, some of which would doubtless have got on their feet if the depression had set in a year later than it did. However, depressions such as the world is now experiencing, bring in their wake readjustments essential to greater progress. Realignments, consolidations and savings that make for greater economic strength and stability are effected, and human society benefits accordingly. So it is with Stewart.

While as stated, it may be said that the mining development of the Stewart district has been retarded by the present world depression, I doubt very much if this is strictly the case. The district has just paused to catch its breath, as a preliminary to still greater things, for which the foundations are being well and solidly laid.

In the first place the Premier Gold Mining Co. has continued to operate and pay a high rate of dividend. In addition to this since the world slump set in, Premier has put into production the Porter Idaho and Prosperity properties, shipments from which are stated to have netted handsome returns in spite of the phenomenally low price of silver, in which metal these two properties predominate. B. C. Silver has continued development, increasing its ore reserves.

The Consolidated Mining and Smelting Co. has a situation on Big Missouri that has warranted the installation of a 100-ton pilot mill, and if developments of the future prove that this mill is justified, as there is ample reason to anticipate, the district will have another and a large tonnage shipper.

In addition during the past summer, a number of smaller properties have reacted favorably to the small amount of work done, and offer sufficient promise to warrant development capital as soon as metal prices, and money markets recover to somewhere near their former levels.

From the standpoint of mining development, Stewart and district has no cause for pessimism. There are few mining districts anywhere that have made the progress during the past year and a half that has been made by this district. The number of men permanently employed locally in the industry has increased at least 40%. During the period two more properties have been put into production, and developments promise at least two more, with a number of very promising prospects to follow. To facilitate the work of the future the district is much better understood geologically, and there are rumors of important savings having been effected in mill practice.

Power Corporation Comes
Two years or so ago the strongest Hydro Power group in Canada, the Power Corporation of Canada, entered the district, and in spite of the slump has never for a moment curtailed its persistent policy of expansion, examination and surveys, in the Canadian area. As a mark of still greater confidence in the future of the district, an American Power Co. recently acquired very valuable water powers on Davis River, which empties into the Portland Canal some 12 miles south of Hyder, on the Alaskan side. This latter company has since late summer, had a large crew of men at

work preparing for the installation of a power plant that is estimated to cost some \$3,000,000.

Some two years ago the Canadian Pacific Railway Co. through its subsidiary, the Consolidated Mining and Smelting, secured a charter and very valuable waterfront rights for a line of railway from Stewart to the Finlay River. Since then extensive survey and reconnaissance of the various routes available, have been carried on.

From a mining standpoint the Stewart district was never sounder than it is today, and few districts, if any, have equalled its development during the past year and a half.

It is safe to say that no district in Canada of similar population has attracted the investment of such a variety of powerful financial interests during the past two years, as has this Stewart district at the head of Portland Canal.

THE FUTURE

Stewart, the most northerly port of Canada, that is free of ice the year round, up to the moment is strictly a child of the mining industry, but born to play an important part in many other industries of Northwestern Canada. This is easily verified by a glance at a map. Situated just south of the 56th parallel, Stewart is no farther north than many great cities such as

Edinburgh, Copenhagen and Moscow. As a matter of fact these three European cities are also situated on the 56th parallel, and many great and prosperous cities in Europe are situated still farther north.

What has been done in Europe can surely, to some extent, be repeated on this continent. At the moment we have within the following described area, a vast expanse of undeveloped country, rich in natural resources, lying idle, awaiting only the labor, capital and ingenuity of man to convert them to human use. Commencing at Stewart and following the 56th parallel east, to the eastern boundary of Alberta, a distance of some 800 miles, thence north to the Arctic Coast, a sealed distance of 850 miles, thence west to the northeast boundary of Alaska, 1000 miles, thence south to Stewart, 1100, comprising a total of 379,000 square miles. This area embraces as great a variety of resources possibly as any other known similar area of the world's surface, containing millions of acres of rich agricultural lands, water power, oil, natural gas, salt, asphalt beds, gypsum, every variety of coal from lignite to anthracite, timber, fish, gold, silver, lead, zinc, copper and a wide variety of other minerals. This schedule of natural resources is hard to equal, and is one which with exploration and development of the territory, may very easily be considerably added to.

For all this great country, its towns, cities and industries, of the future Stewart is so geographically situated, as to be the natural seaport, and with the development of this great hinterland will grow from a mere village to a great and thriving port, with its shipping plying the seven seas, to accommodate which no engineering difficulties would be experienced in providing at least 16 miles of dock frontage.

Not Fantastic Dream

To some the foregoing may seem like a fantastic dream, but is it? Let us draw a few comparisons. Remember, the area described contains some 379,000 square miles; remember also its resources. Doing so, let us take a look at Europe. Sweden, Norway and Finland, compris-

ing 447,710 square miles, with many cities, towns and industries but without the same variety of resources, sustain a population of some 12,125,000. Put 12,000,000 people into the hinterland of Stewart, and some conception is gained, of what sort of town Stewart would be.

Such countries of Western Europe, as Portugal, Spain, France, Italy, Holland, Switzerland, Germany, Belgium, Denmark and Great Britain, comprise some 884,600 square miles, with a combined population of some 232,000,000 people.

In other words, the area described as the hinterland of Stewart is about the size of western Europe, but possibly richer in natural resources, though it must be admitted the severer climatic condition of our hinterland is not conducive to a congested population.

The marked difference between this hinterland of Stewart, and Europe, is that it has not even a fraction of the sea coast, that has Europe or the Scandinavian countries. This immense undeveloped country has, geographically, access to only a very few ports through which to market its future surplus products.

Nature has dictated that its chief port will be Stewart.

The Pacific Ocean, by virtue of its size and the immense populations on its Oriental shores, and growing populations in the south, will one day be the world's greatest trade ocean.

Western Canada is an immense country richly endowed in natural resources, with a very limited coast line, on which the future will have to find ports through which to ship its surplus products to the markets of the world, and through which to import those vast quantities of commodities which it does not or will not produce.

With this in mind, it stands to reason that the future growth and development of Western Canada will be such as to make large and thriving cities at Vancouver, Prince Rupert, Stewart and other points on the coast, for these three cities will not be able to serve the teeming millions of the future.

A Potential Great City



STEWART TOWNSITE

Provided by nature through which to market the products the future will derive from the vast resources with which Northern B.C. and Alberta have been so richly endowed.



STEWART — The embryo port that, with Prince Rupert and Vancouver, will have, in the future, to take care of the vast Pacific trade of Western Canada.



OCEAN FALLS—Paper mill, one of largest producers in this district.

Q. Charlottes Are Valuable Island Group

Depression in Lumber Market Has Hit District But Future Is Assured

Some day the Queen Charlotte Islands will be a very important part of British Columbia. They will be settled by many thousands of prosperous men and women and will have a daily steamship service with Prince Rupert, both the northern and southern sections.

Today, the islands are suffering because of the depressed condition of the lumber market, the temporary falling off of the local fish supply and the isolation which comes to districts that are not thickly inhabited. All the mills are closed just now and most of the logging camps inoperative. The Queen Charlotte Islands have the finest stand of Sitka Spruce logs in the world, rich mining prospects that will some day be utilized and fisheries that provide employment for hundreds of men who are good earners and good spenders.

There are oil seepages at a number of places and oil shales in abundance but so far the supply of oil has not been discovered. In fact very little boring has been done but one well that was bored many years ago is still giving a plentiful supply of natural gas.

Some day Prince Rupert will look upon the Queen Charlottes as most valuable trading territory. British

SKEENA AND THE BULKLEY

Farming and Mining Chief Industries But Pole and Tie Cutting Also Important

The Bulkley and Skeena Valleys east of Prince Rupert are steadily developing. The farms of the Bulkley provide most of the cream and milk supply for the city and are valuable industries. There are also a few farms along the Skeena which give promise of greater things in that line in the future. In both valleys there are thousands of acres of unoccupied lands that will some day produce heavy crops and sustain a large population.

Mining is also very important but just now the drop in the price of silver has hit the district hard with the result that little is being done. The shipping mines have closed temporarily and development of the prospects is slow.

The pole and tie market is also depressed with the result that hundreds of men usually occupied in the camps are today without employment.

The depression is only temporary. The mines will reopen just as soon as there is a demand for the ores; the pole camps will operate again soon and the farmers will then have a better market for their produce.

There is a wonderful future for this district through which the Canadian National Railway passes. Time is needed to develop its resources but it will not be many years before it will be the richest part of British Columbia.

Several coast towns in the Prince Rupert district are very important. There is Anxox with its large mine and smelter, and its neighboring mining town of Alice Arm where there is promise of several good producers in the near future.

Southward there is the paper town of Ocean Falls where one of the big paper mills of the west is located.

Terrace Is Fruit Centre

Terrace, the nearest town to Prince Rupert on the railway, about one hundred miles inland, is a fruit growing centre and also does considerable mining, lumbering and logging. Many Prince Rupert people holiday there in the summer time. The people are keen and progressive.

Two lumber mills are operated at Terrace and others in the neighborhood.

TOWNS ARE IMPORTANT

Anxox Mining Centre—Ocean Falls Pulp and Paper Mill

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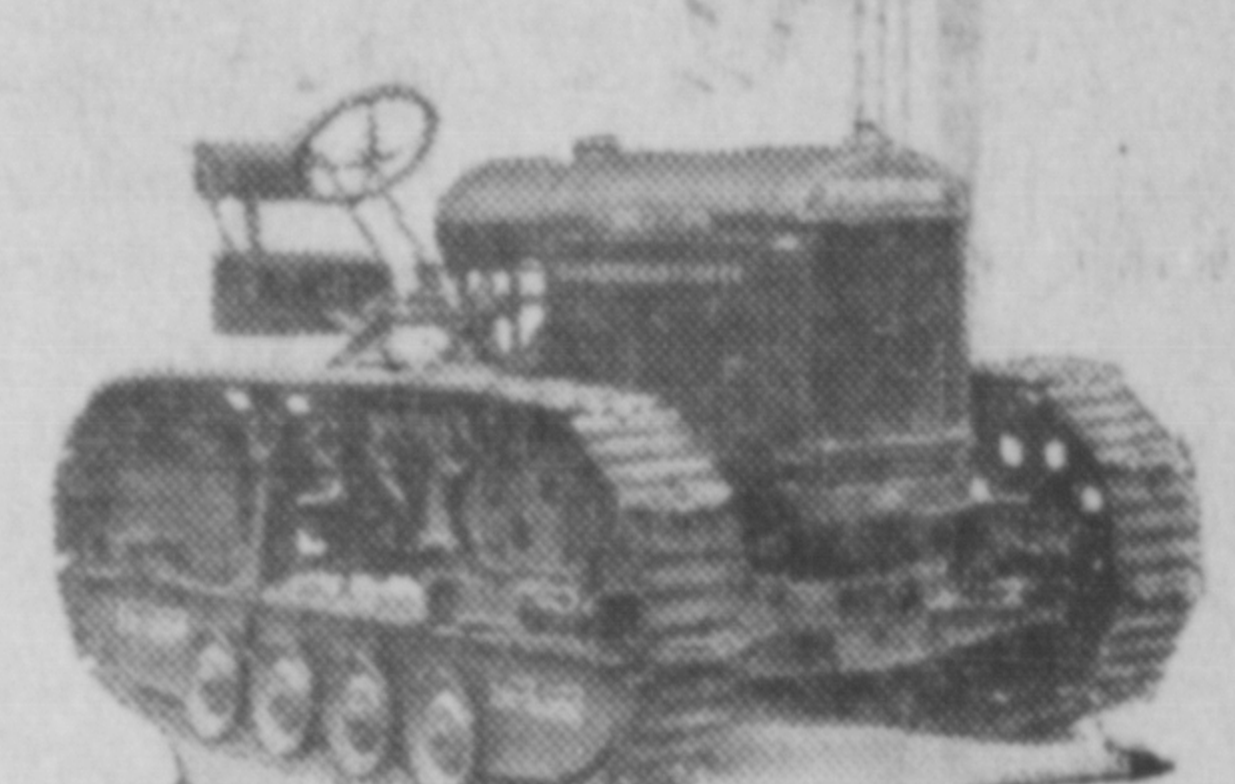
Southward there is the paper town of Ocean Falls where one of the big paper mills of the west is located.

Excellent Opportunities Exist for Mining Investments today:

BUT—Deal with conservative companies with knowledge and experience.

Stewart Land Co., Ltd.
(Est. 1906)
Fifth St. Pemberton Bld.
Stewart, B.C. Victoria, B.C.

McCormack Deering Tractors
Gardner-Denver Compressors
Novo Engines, Hoists and Pumps
S. K. F. Steel



Model D. H. Tractor

Were used in the construction of

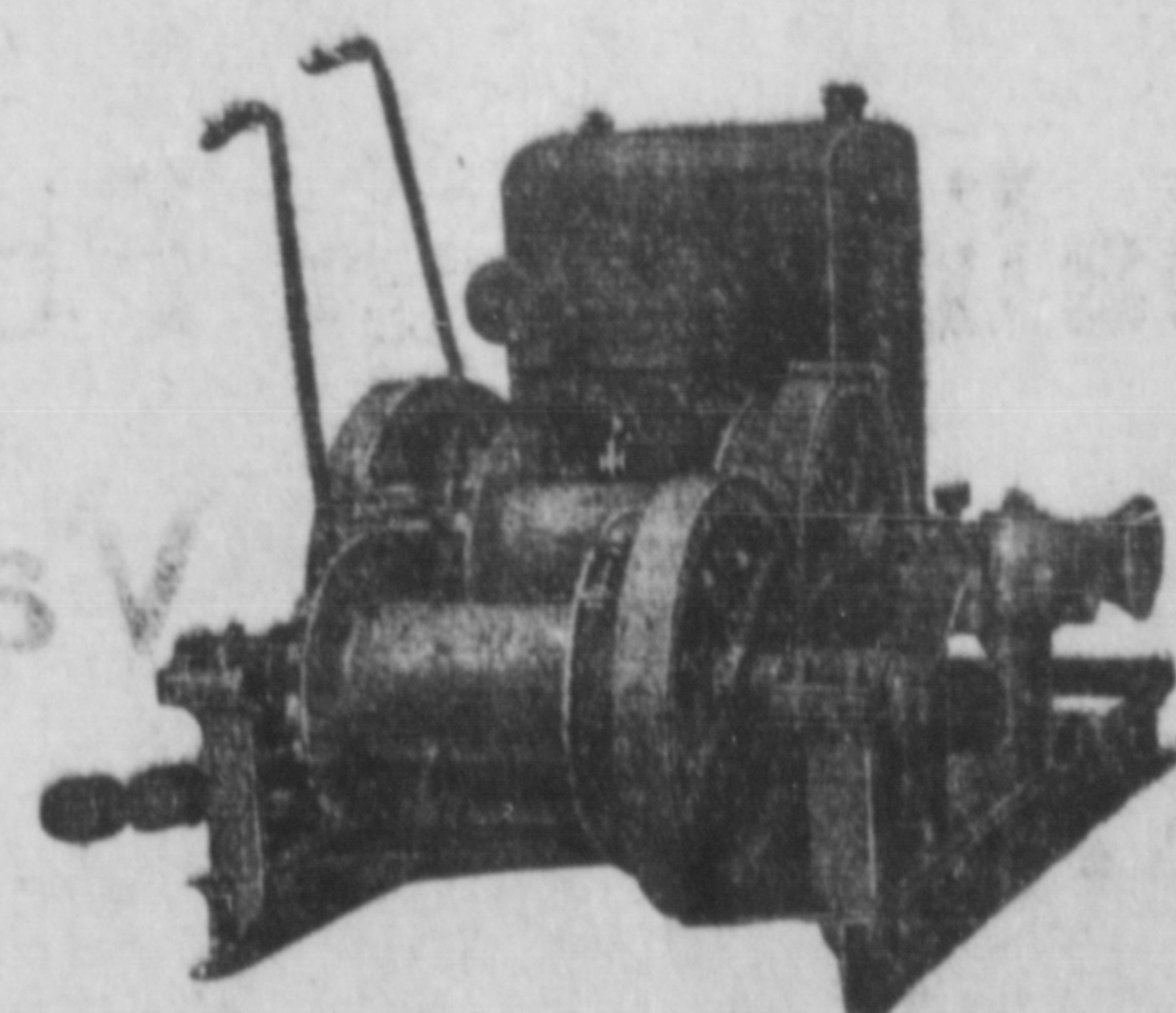
The Falls River Dam and Transmission Line

— By the —

Power Corporation of Canada

Supplied by

B. C. EQUIPMENT CO. LTD.



D. D. Novo Hoist

551 Howe St.
Vancouver, B.C.

614 Baker St.
Nelson, B.C.