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### Construction Here Holding Even On Basis of Business Building

While home construction has lagged in Prince Rupert during the first half of 1948, industrial building has taken something of a spurt and a large amount of repair work is being done on homes and business places, giving the city a more attractive appearance as the year progresses.

Illustrative of the gradual improvement which is taking place throughout the city, and particularly in the business district, was the recent comment of a former Prince Rupert resident who returned after an absence of slightly more than a year.

"This town certainly is changing," he said. "It looks much smarter than it did a year ago. Business places are getting new fronts and homes are being fixed up at a great rate. It certainly is an improvement."

It is this type of work which is responsible for the bulk of the building permits issued by the city engineer's office every month.

However, there also has been a fair amount of business construction in the first six months of 1948. Total value of this work so far exceeds \$50,000 and includes a new service station, a new meat packing warehouse, a new apartment house and a new oil company wharf building.

In addition to this are two large repair and alteration jobs.

**SALMON SEINING**—Here is an interesting view of action in the fishing industry. The fish such as pinks, now at their height, are taken in huge seines from which they are hoisted in this manner and hoisted on board the packers.

### Timely Recipe

#### Pear Salad

- 1 20-oz. can pears (8 halves)
- 1 tablespoon pear juice
- 1 tablespoon cream or top milk
- 1 tablespoon mayonnaise
- 1 3-oz. package cream cheese
- 2 tablespoons chopped nuts
- 4 lettuce cups

Drain pears. Add pear juice, cream and mayonnaise to cheese and blend. Fill centres of 4 pear halves with part of cheese mixture. Cover with remaining pear halves in sandwich fashion. Top each pear with more cheese mixture. Sprinkle with chopped nuts. Serve in lettuce cups with fruit salad dressing. 4 servings.

### Early Day Impressions

When Canada became aware that the Grand Trunk Pacific Railway would have as its Pacific terminus, Prince Rupert, less than a hundred miles south of Alaska, people were curious.

This was particularly true of those living in the older provinces. Forty years ago the number of Canadians east of the Great Lakes who had ever strayed to within sight of Alaska were comparatively few. They reasoned, and in their narrow, restricted range not without some logic, that being so close to Alaska, winters must be severe. There would be ice of course, in the new port of the north. What of harbor entrance, the mileage, the depth, and what shelter, if any? And tides?

The few who had ever been in Prince Rupert were mainly railway construction men, civil engineers, surveyors and others of kindred pursuits. All agreed there was a fine harbor, and that was a masterpiece of understatement. They might or might not be interviewed. Misconceptions continued. Private letters rarely gave the true picture. Not infrequently, much depended on what the writer had for dinner. Once a letter casually mentioned that in the distant, almost unknown haven, whales were often seen swimming around, chasing fish which was true enough. This was interesting stuff and played up in the eastern press.

But none of the papers, at that distance, and in that early day, really knew. There were no drawings or sketches. Mental pictures had to serve for a season, never having been here, here, could vision reality. No one could tell of the noble bay, with her islands, her safe far-spreading miles of blue waters winding among mountains, because so few knew. —W.J.

### OLD PAPER UNEARTHED

Trevor Hill was going through some old files left by his father, the late George Hill, when he discovered a copy of the Prince Rupert Journal's first issue. The Journal, published by O. H. Nelson, was at that time a twice weekly paper but later stepped up to a morning daily.

Editor Nelson chose Saturday, June 18, 1910, as the date for the launching of his Prince Rupert enterprise. On Wednesday, three days before, the new steamer Prince Rupert had made her first appearance in this port and the Journal went to town with six columns of the 24-column paper devoted to the event. Two pictures accompanied the story. One of them showed the ship's officers, among whom was Captain "Barney" Johnson, in command of the new ship. The other picture was an informal shot of the late Captain C. H. Nicholson, at that time manager of the Grand Trunk Pacific's Steamship service on the coast.

In the same paper another steamship company claimed that one of its vessels was "the only steamer on the run having water-tight bulkheads and double-bottom, thus ensuring safety of passengers in case of collision or wreck." This was the Union Steamship Co.'s Camosun. In the same advertisement the company quoted steerage fare from Vancouver at \$5.

Among the advertisers in the Journal of 1910, there were such familiar names as George D. Tite, furniture dealer, Thomas Dunn, Hardware and Supply Company and Fred Stork, general hardware.

In the local news column Editor Nelson informed his readers that Mayor Stork, Alderman Barrow, City Solicitor A. M. Manson and Engineer A. W. Agnew had gone to Victoria to press the claims of the city for water rights at Woodworth Lake before the provincial government.

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By ANNE ASHLEY

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Q. How can I prevent pockets of house dresses and aprons from tearing so easily?

A. When sewing these pockets, double a small piece of the material and place it underneath at the top of the pocket.

Q. How can I remove ink stains from colored fabrics?

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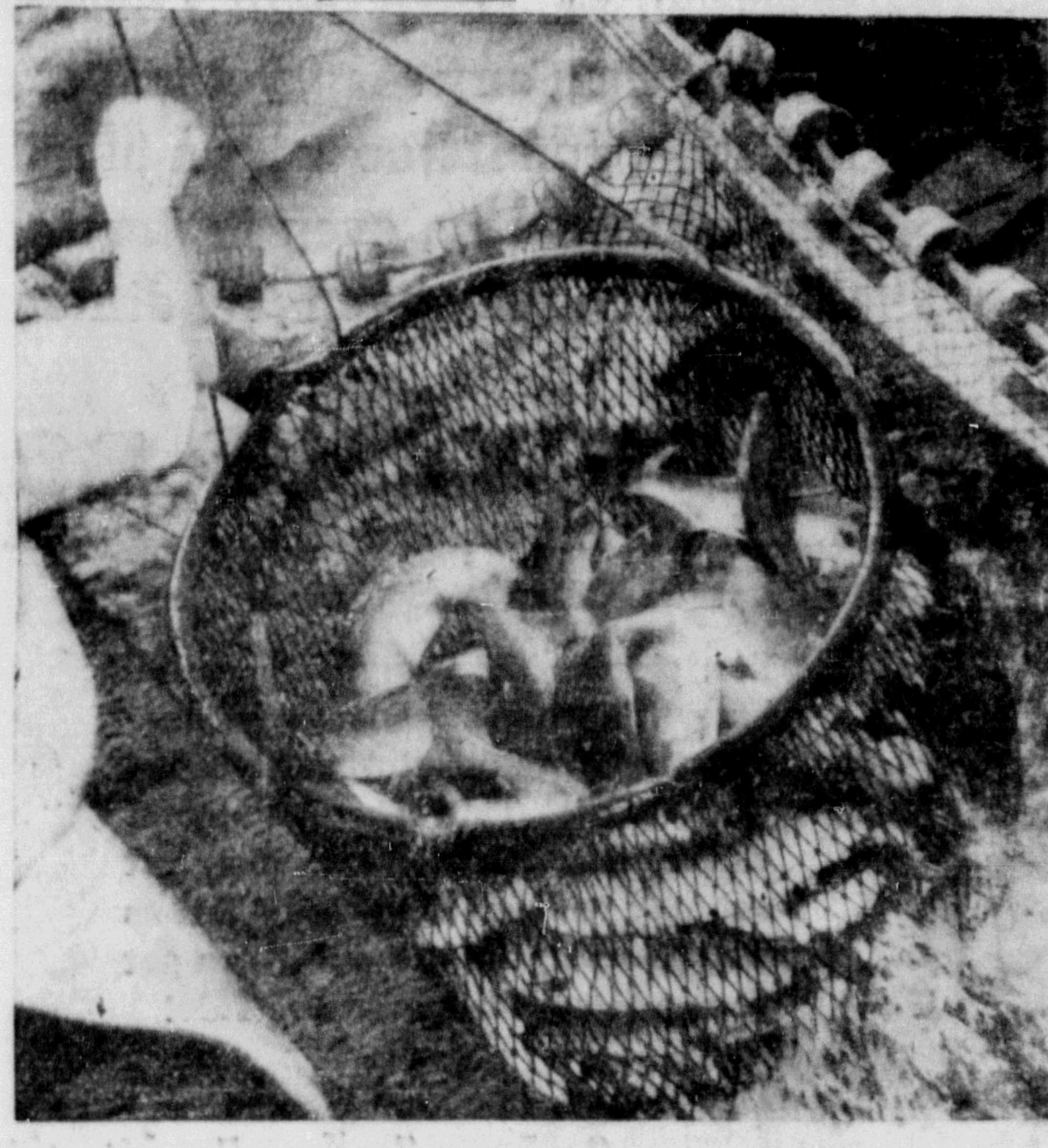
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