

## Charlottes, Source Of Valuable Are Exceedingly Pleasant

(By HARRY SEAMAN)

Benefit By Being Made Really  
ary to Prince Rupert, Logical Port

ally, and literally speaking, timber is the  
ing on the Queen Charlotte Islands. Long  
tain Dixon explored the Islands' coast line  
the "Queen Charlotte," and gave that  
erly bit of Canada its name, the famous  
re well-known among the coast tribes for  
trees of their

Queen Charlotte  
large scale logging  
e instituted to  
eeded in the  
raft that would  
warriors into bat-

of strife and even more mil-  
lions went out during the last  
World War when Sitka Spruce  
was used in the speedy Mos-  
quito bomber.

Today the logs, bundled into  
Davis rafts, continue to flow  
from the shores of the Islands.  
The large, high-grade sticks go  
to down coast mills to be sawn  
into lumber, small inferior trees  
are utilized by coast pulp mills,  
two of which operate logging  
shows on the Queen Charlottes.

To the province as a whole,  
logging on the Islands is big  
business but to the Islands  
themselves, there is very little  
visible gain. Company camps  
are self-contained communities  
and for the most part have very  
little effect on the economic life  
of the Queen Charlottes. How-  
ever, it is thanks chiefly to the  
loggers that a daily return plane  
service now exists between  
Prince Rupert and Sandspit,  
Sandspit and Vancouver.

### TRANSPORTATION SOLUTION

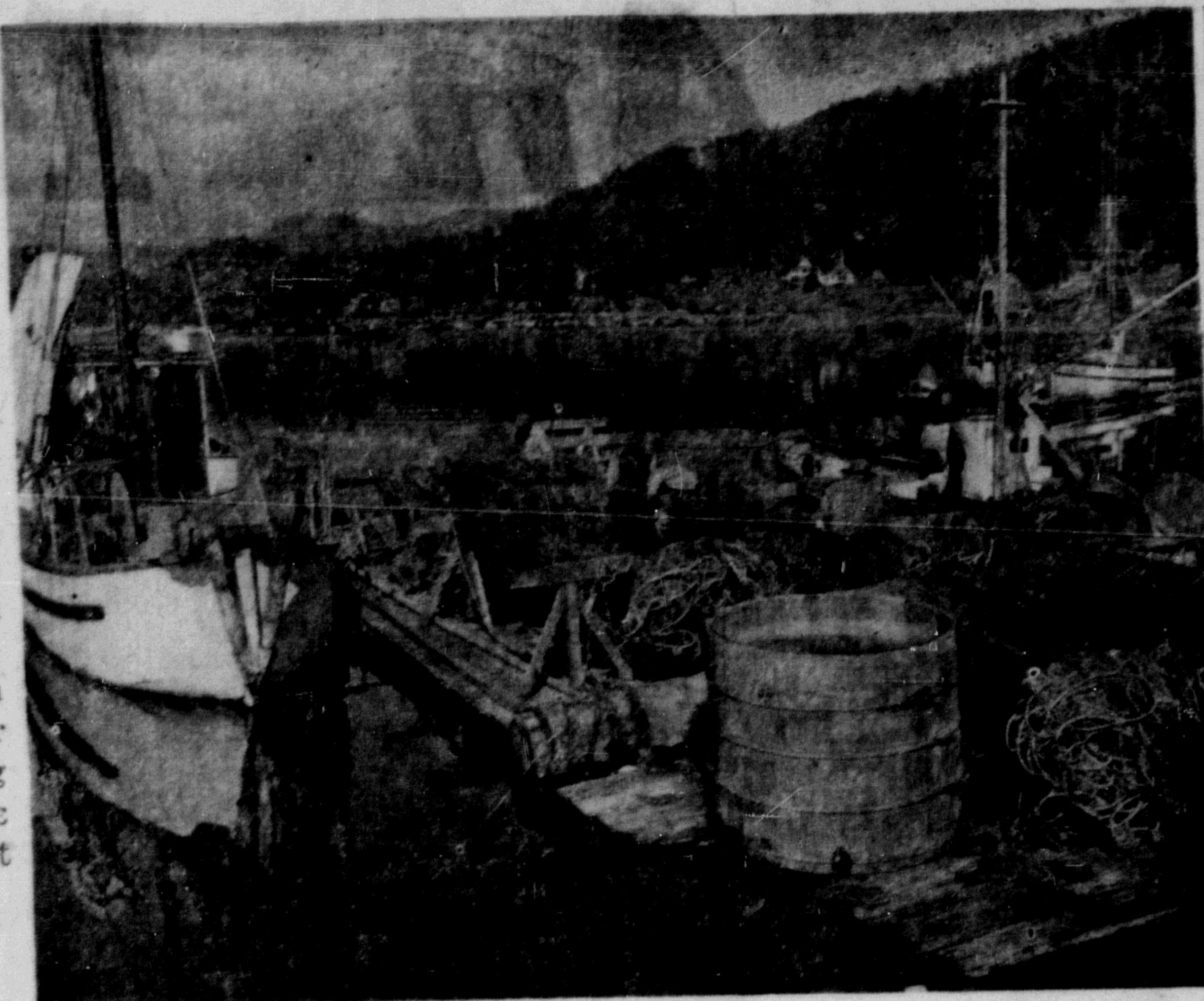
Transportation has always  
been a problem for Queen Char-  
lotte residents. For many years  
a 14-day steamer service was the  
accepted thing. Right now they  
are enjoying a 10-day schedule  
but that was only designed as  
a summer special. The Prince  
Rupert Chamber of Commerce  
has asked the steamship com-  
pany to service the Island ports  
with a steamer running from  
Prince Rupert instead of from  
Vancouver. If this recommenda-  
tion becomes a reality the Queen  
Charlottes and Prince Rupert,  
both stand to gain. With a  
shorter run Island settlements  
would benefit by more frequent  
steamer service which would be  
an encouraging feature to the  
present residents and others  
who might be contemplating set-  
tling on the Queen Charlottes.  
Prince Rupert would benefit by  
an increased trade with the  
people of the Islands.

Settlement on the Queen Char-  
lottes has not been rapid. Chief  
reason for this may be placed  
on the lack of permanent in-  
dustries. At present there are  
two canneries and two small  
sawmills operating on the Is-  
lands. Off the Islands' shores  
lie some of the best fishing  
grounds on the British Colum-  
bia Coast but most of the fish-  
ermen engaged in this industry  
don't live on the Queen Char-  
lottes. They are too isolated to  
satisfy the average person and  
in Massett at least, accommoda-  
tions for fishing craft are poor.  
The only sheltered spot is a salt  
slough which dries at low tide.  
Residents hold that, if the gov-  
ernment were to have the slough  
dredged, an ideal small boat  
anchorage would be provided and  
there would be some inducement  
for fishermen to settle in the  
community.

Before the First World War  
the Islands had an influx of  
settlers. They came to till the  
land but first they had to clear  
the soil of its timber, the mus-  
keg of moss and most of them  
were licked in the first round.  
Many of those who did manage  
to raise crops found they couldn't  
sell their produce anyway. There  
wasn't any market. It is doubt-  
ful whether half a dozen full-  
time farmers exist on the Islands  
today. Not that the soil will not  
produce. Kitchen gardens prove  
that it will.

For a number of years the  
Cooperative at Massett oper-  
ated a cannery in which the  
rare razor clams were packed  
but this year those in con-  
trol decided the clam beaches  
to the east of the community  
needed a rest. However the  
cannery hasn't been idle. Three  
boats have been supplying it  
with crabs and Sam Sibpson

QUEEN CHARLOTTE—  
Queen Charlotte City and  
Masset, the former on  
the south end of Graham  
Island and the latter on  
the north end, are im-  
portant fishing centres in  
Prince Rupert district for  
trolling and the seining  
fleets. Our picture shows  
a net-mending scene at  
Queen Charlotte City.



expects to have a sizeable pack  
by the end of the season.

Judged in the light of present-  
day industrial expansion, the  
Queen Charlottes are undoubt-  
edly trailing the field but on the  
Islands a visitor finds much to  
envy. Residents have adjusted  
themselves gracefully to their  
environment. None appear to be  
rich, few poor. Many of them  
follow seasonal work but prac-  
tically all have fine gardens in  
season.

Deer (no closed season this  
year), geese and ducks are  
plentiful and make a welcome  
addition to the family larder.  
And for those that like shell fish,  
a little effort on the huge sand  
beaches at the right tide will  
usually result in a substantial  
catch of crabs or clams.

Altogether, the people of the  
Islands appear to live the type  
of life secretly longed for by  
those who are geared to the de-  
manding pace of city living. They  
have an independence about  
them and have time to be friend-  
ly with their neighbors as well  
as having a genuine interest in  
the welfare of their fellowmen.



PORT DAY QUEEN— Pretty  
twelve year old Agnes MacIn-  
tosh of Borden Street School.  
She is the daughter of Mr.  
and Mrs. Angus McIntosh,  
Angus Apartments.



LAST YEAR'S QUEEN—Bar-  
bara Wilson who reigned over  
Port Day and Civic Centre  
Carnival in 1947.

## AGNES MacINTOSH PRINCE RUPERT'S NINTH QUEEN

Twelve-year old Agnes Mac-  
Intosh, who will reign this year  
as Prince Rupert's Port and  
Carnival Queen, is the ninth  
Prince Rupert girl to hold that  
coveted position since the con-  
tests began in 1940. She is also  
the youngest.

In earlier years, the contest  
was carried out through the  
sale of "votes" for particular  
candidates. These votes were  
cast with the purchase of en-  
try tickets to the Carnival and  
some impressive vote totals were  
run up in the pursuit of royal  
honors for the candidates.

This year, however, the Queen  
contest was based on a popular-  
ity contest held on three nights  
in July at the Capitol Theatre.  
The contestants were all girls  
from the city's five schools.  
Agnes MacIntosh was the rep-  
resentative of Borden Street  
elementary school.

Here is a list of the girls who

have been Port and Carniva  
Queens since 1940:

- 1948—Agnes MacIntosh.
- 1947—Barbara Wilson.
- 1946—Marjorie Wilson.
- 1945—Beatrice Didericksen.
- 1944—Eleanor Storseth.
- 1943—Olga Sather.
- 1942—Phlomena Murray.
- 1941—Lillian Jones.
- 1940—Judith Jerstad.

On May 10, 38 boats landed  
almost a million pounds of hal-  
but at Prince Rupert, and on  
May 11, the first carload lots  
of fresh halibut started to roll  
east over C.N.R. lines. B.C. Pack-  
ers' boat Fisher Lassie was high  
boat on May 10 with 43,000  
pounds.

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