

Prince George

Coal Mining and P.G.E. Extension New Major Developments

(By Harry Bowman)
President, Prince George Board of Trade.
Distributing centre for a population of 30,000, Prince George has seen major expansion in the timber business, and is looking forward to two major developments: development of a near-by coal field by Bowron Coal Co., and completion of the Pacific Great Eastern Railway, promised by Premier Byron Johnson. There are 12 planing mills in Prince George (expansion program of just one of them last year reached \$300,000); along the CNR right of way, are 235 mills; 15 have been added since January 1, 1949. The wholesale houses have district headquarters there; recent construction includes \$50,-

000 wholesale automotive supply, two office buildings at \$50,000 each and three modern garages with total value of \$250,000.

Retail additions in 1948 included two groceries, going into operation this summer will be a reconditioned abattoir to handle 100 beef carcasses in cooler, 150 head in pens.

A new 250-pupil high school built since the war has been given an annex to take care of the current 413-pupil enrolment as population continued to increase.

The Canadian National Railway's great dry dock and shipyard at Prince Rupert furnishes a valuable peacetime function in catering to the repair and servicing needs of coastal shipping and the fishing fleet. During two wars it built many large merchant vessels as well as naval craft. It is equipped to lift all but the very largest vessels. Its capacity is 20,000 tons.

Prince Rupert Today

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The figures quoted show what an important factor Prince Rupert halibut is in the food production of Canada. But halibut is only one of the species of fish dealt with in quantity in this district. Harvesting the tasty salmon provides many men with an occupation and good returns. Last year 902 trolling licenses, 1843 gillnet licenses and 185 seining licenses were issued for this area.

Herring, cod, flatfish, clams, crabs and shrimps all add in various degrees to the total production of the area and the aver of the lowly and once despised dogfish now furnishes a harvest of real value to the fishermen, since science discovered its medicinal value. In 1948, largely through the activities of the Dominion Department of Fisheries, a major run of tuna was located in waters off Prince Rupert and these contributed a very substantial addition to the earnings of the fishermen and of the port.

Less than forty years ago Prince Rupert could be approached by one mode of travel only, coastwise vessels. Today coastal vessels still provide a popular and very pleasing method of travel to Prince Rupert. But the sea is no longer Prince Rupert's only approach. The Canadian National Railway, of which Prince Rupert is the western terminus, provides rail connection with the rest of the continent. The Skeena Highway (Provincial Highway No. 16) connects the city with all North America. A daily service by Canadian Pacific Air Lines to Vancouver, provides fast, modern transportation to those who prefer air travel, or to whom time is important.

Prince Rupert can, with real justification, lay claim to being the scenic capital of Canada. Situated near the mouth of the great Skeena River, on Tuck's inlet, which provides one of the world's most perfect harbors, the city is the centre of an area providing almost every conceivable type of scenery—in combinations hard to find anywhere else in all North America. The railway and highway approaches to the city are along the shore of the mighty Skeena, where the river cuts, through absence of files and mosquitoes, affording vistas of snow-clad peaks behind the broad sweep of river, which are admittedly unequalled anywhere. The sunsets over the islands at the mouth of Prince Rupert's harbor provide another example of unexcelled beauty and magnificence. In fact, artists have frankly admitted that, if they tried to reproduce these sunsets in the actual colors, no one would believe that they were not grossly exaggerated. Beauty spots reached from Prince Rupert include the following:

The Queen Charlotte Islands, with Canada's finest beaches, an equable climate and a total the Coast Range of mountains.

The Portland Canal, where a short motor trip from the town of Stewart takes the visitor to the very lip of mighty glaciers.

Terrace, the Garden City of Central British Columbia, with its marvellous hot springs on the shore of beautiful Lakeise Lake.

Further inland is the picturesque Bulkley Valley with the famous Bulkley Canyon, almost blocked by the "Bulkley Gate"—a natural rock barrier or door almost closing the gorge to the raging Bulkley River.

North, south, east and west, within easy reach of Prince Rupert, are to be found glaciers, mountains, picturesque islands, beaches, rivers, waterfalls, fjords, meadows, valleys and lakes—a veritable paradise including every conceivable type of Canadian scenery.

Central British Columbia is a land with everything, minerals, fish, forests, agriculture, scenic grandeur and last—but by no means least—people. The inhabitants of this area are nearly all primary producers, or their descendants.

Hardy, clear-eyed fishermen; optimistic, dauntless prospectors; lithe, self-confident lumbermen; hard-working nature-loving farmers, these, with a certain number of transportation workers and a proportion of business and professional men, form the population of the district served by Prince Rupert, and which, with Prince Rupert, is now entering its era of development. If, as is so commonly said, this is Can-



E. T. APPLEWHITE
Secretary, Prince Rupert Chamber of Commerce.

ada's century, it is equally true that the decade following World War II, is Prince Rupert's decade, and that of the whole region which comprises the Federal District of Skeena.

SPECTACULAR DEVELOPMENT

Latest and most spectacular proof of that development is the formation of Columbia Cellulose Co. Ltd. (a subsidiary of Celanese Corporation of America), and its establishment at Prince Rupert—or to be more exact, at Watson Island, eight miles from the city. The company is now proceeding at top speed with the construction of a cellulose mill with an initial capacity of 250 tons a day.

Time was when forests meant mostly sawlogs, shingles and poles; timber which was not suitable for those purposes was regarded as worthless. Modern science has proved that almost anything can now be made of wood, and thousands of acres of forests in this area, once regarded as worthless, will now become eventually fine textiles, curtains, or clothing, or possibly even fountain pen cases or artificial jewelry,—or goodness knows what.

Columbia Cellulose Co.'s Prince Rupert plant will provide the raw material for many of Celanese Corporation's factories. And the same mill will provide employment for several hundred men at the plant and about a thousand in the woods of the area.

Operating their forest leases on a sustained yield basis, so that a supply of raw material will always be available, this project will never exhaust its resources and literally will be able to produce in perpetuity. Actual figures are not available, but it is the general opinion that Columbia Cellulose's investment in this district will approximate \$35,000,000. Prince Rupert welcomes Col-

umbia Cellulose Co. to this area and confidently expects that the company's decision to locate here will prove of great benefit to the town and district, as well as to Columbia Cellulose itself.

Prince Rupert also welcomes the news that Ketchikan Pulp and Paper Co., a subsidiary of American Viscose Co., is to establish a plant at Ward's Cove, just outside Ketchikan, Alaska. Prince Rupert and Ketchikan might almost be described as twin cities, they have so much in common. A bare ninety miles apart, each is situated on an island on the Inside Passage, surrounded by a country rich in timber, minerals and scenic beauty, for which each acts as a distributing and commercial centre. We of Prince Rupert rejoice that Ketchikan's good news has followed so closely on the heels of our own good fortune. And of course this city knows that the additional major activities at Ketchikan must result in a vastly increased use of the port and transportation facilities at Prince Rupert.

The future still offers great things for this part of British Columbia: a great new aluminum plant is in the offing, our mineral resources are still to be developed, agricultural potentialities are barely touched, the visitor industry is still in its infancy here. But no longer do we look longingly to the future for prosperity, because good sound permanent industrial development is an established fact, here, in Prince Rupert today.

During the war 522 houses were built in Prince Rupert to accommodate the wartime industrial population. Every one of these homes has, since the war, become privately owned. A large percentage of the population of the city are home owners.

REVIVAL OF MINING SEEN

Portland Canal Area Still in The Picture

By W. S. ORR

STEWART — The ups and downs of the mining business are exemplified in the Stewart District of the Portland Canal. Just when it appeared that there would be a resurgence of the industry, owing to the high price of base metals, the vote to strike, at the Silbak-Premier Mine, threw a monkey wrench into the machinery and the mine was forced to close down, throwing about 300 men out of employment and almost bring the level of a "ghost town" to the town of Stewart.

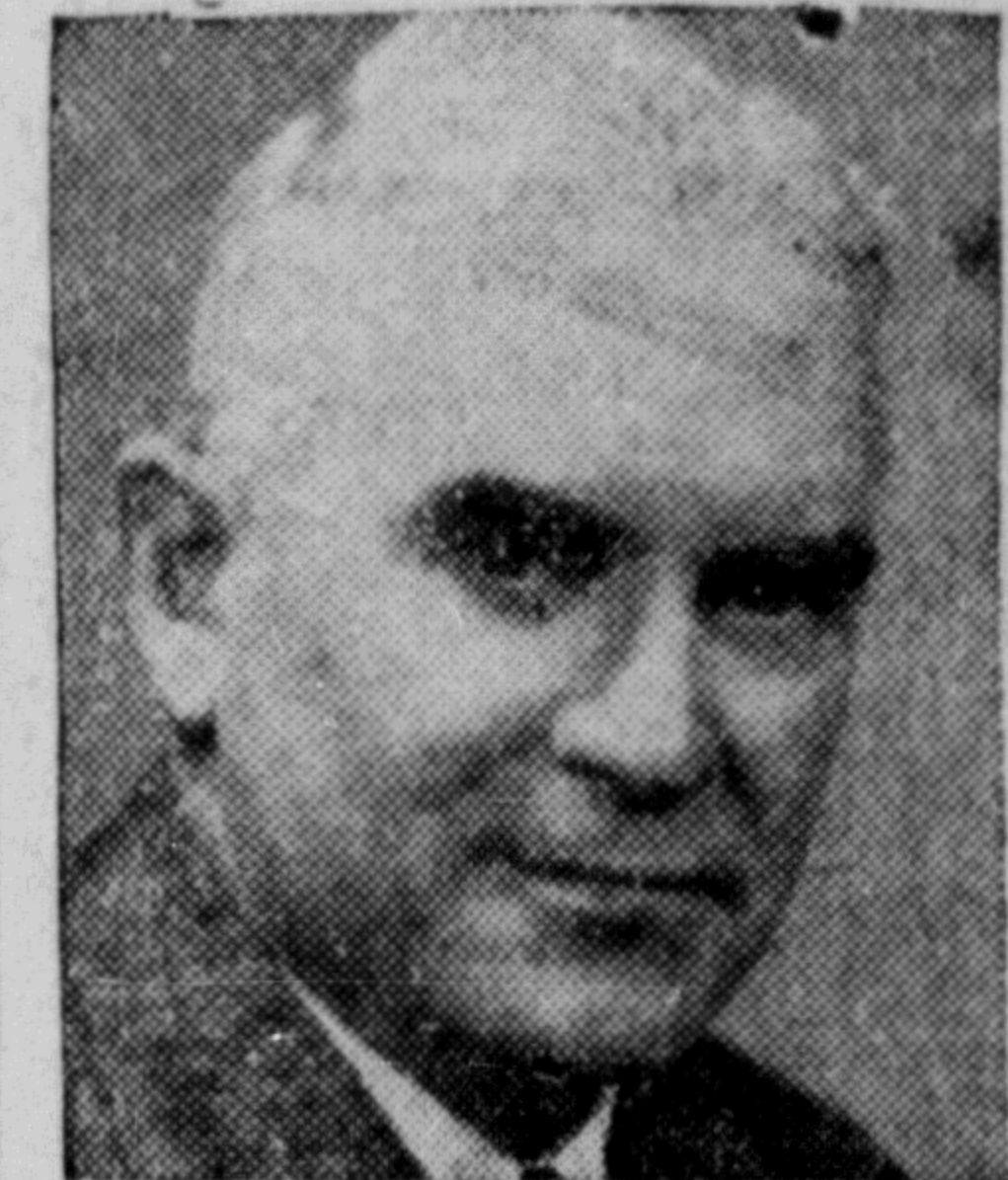
The proverbial optimism of those associated with the mining industry still prevails and the residents of the area cling to the belief that Stewart will stage a come-back in the not too distant future.

There is every indication that there will be considerable activity, in the way of high-grading, this summer, as several prospectors have stated that they intend to take out ore from their claims during the year. It is officially stated that many applications have been made to the Provincial Department of Mines for assistance in putting the roads and trails to their properties in condition for packing ore out, and for the transportation of supplies.

The Morris Summit Mine, at Summit Lake, in the upper Salmon River area, is expected to continue operations in the near future. This property, according to reports, has all the earmarks of becoming a big producer and, it is confidently asserted, will amply justify the faith of the officials and shareholders.

The Silbak - Premier Mine should also resume production

Premier's Greeting



HON. B. I. JOHNSON

It is with genuine pleasure that I, as Premier of this Province of British Columbia, Canada, extend very cordial Greetings to the cities of Ketchikan, Alaska, and Prince Rupert, B.C.

It is inspiring to know at this stage in world affairs, that two great peoples—the people of the United States of America and the people of the British Commonwealth—have been able to dwell together in harmony and peace working together for the welfare of mankind.

Between us, we offer an object-lesson to the world.
BYRON I. JOHNSON,
Premier.

Victoria, April 9, 1949.

When trouble between the company and the union is cleared up. Since the close-down last fall there has been a small crew at work keeping things in shape at the mine.

The George Enterprise, on the upper Bear River, is also expected to do considerable development work this year. The Gold Drop on Marmot River, the Mountain Boy on American Creek and the L. L. & H. on Bit-

ter Creek should be continuing as usual, development work year. A recent examination of the Dunwell Holdings may, it is hoped, bring some action this summer. The Riverside Mine, the Alaska side, will in all probability, be operating again this year.

The overall picture seems to justify the optimism expressed for the future of the district.

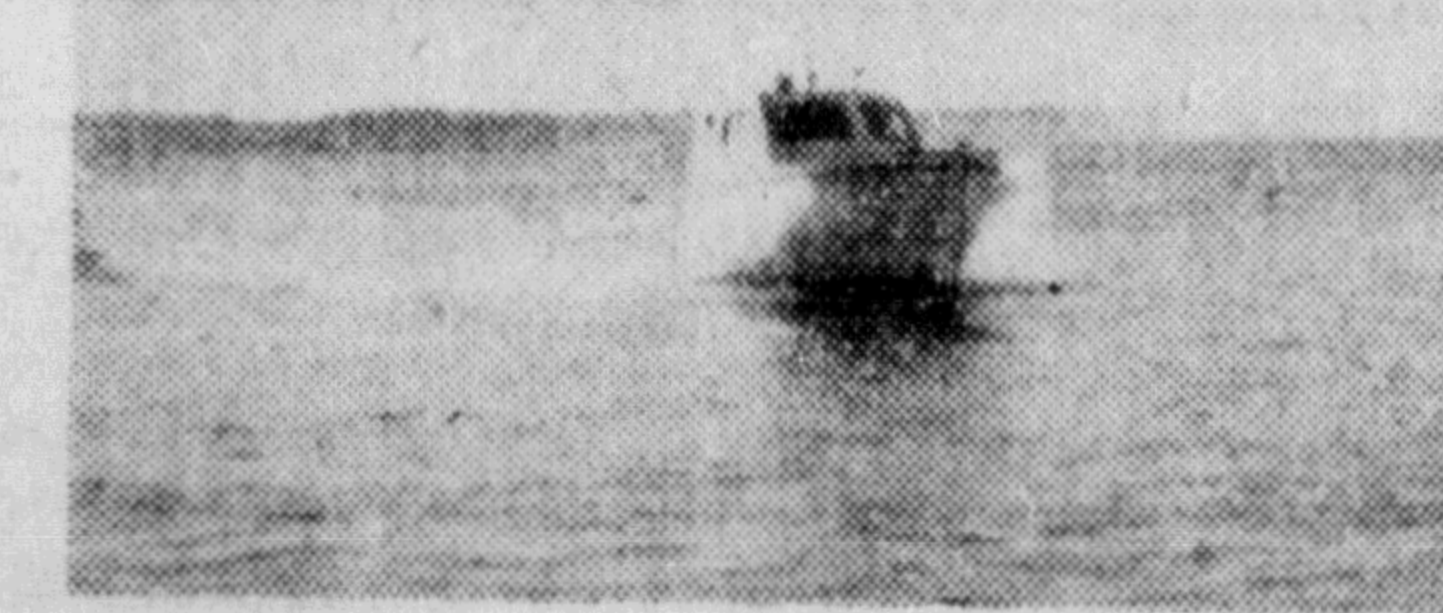
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NORTH BEACH OF GRAHAM ISLAND, QUEEN CHARLOTTE'S — Seen as potential watering place of British Columbia coast. Development now being undertaken.