



DIAMOND-DRILLING northern miners work day and night in some of the highest grade mines on the continent. Much of the mineralized territory, how-

ever, has not been prospected yet, and much more of it has shown deposits but has not been developed because of remoteness and inaccessibility.

Yukon's Keno Hill Silver Mine Developed Into Major Producer

One of North America's rich silver mines is the Keno Hill mine near Mayo Landing, Yukon, a recently-developed district by placer gold miners flowing from the Klondike made in 1898.

While rich, hand-sorted shipments of ore and some milled have come out of Keno since early discovery, it was not until after the Second World War that regular production

property was taken over by Keno Hill Mines Ltd. In 1946, production reached over \$12,000,000. The mine reported 612,937 tons in reserve, and a milling of 429 tons a day.

The mining area lies on the northern flank of the MacKenzie mountains, an extension of the Rocky Mountain system, about 300 miles north of Whitehorse. Operations are concentrated on two main hills, Keno and nearby Galena, 5,000 and 10 feet in height, respectively.

HAULING In 1952, concentrates were milled during the winter and barged down the Klondike River to the Yukon, then to Whitehorse and via the Klondike & Yukon Route to May; by steamship to Vancouver, then furthered by rail to Seattle.

The tremendous handling of ore and round-about transportation has been largely alleviated by construction of a highway from Whitehorse to Mayo. Concentrates are now trucked to head in the Yukon, but on shipping route remains the

back convoys of 26 units day and night for nine months of the year moving thousands of concentrates daily. For other three months, the highway is impassable, during freeze-up and break-up, for rivers have to be crossed.

During the summer, such crossings are made by ferries, but in winter, by ice-bridges. The Canadian government is studying construction of one permanent bridge to cross the Stewart River, near Mayo.

Other operations were given another boost with the construction by the North West Territories Power Commission of a 3,500 horse-power hydro plant, supplying industrial electricity to the mine, also domestic lighting for Keno City, the company townsite, and for Mayo Landing.

COAL MINING Because of high price and scarcity of cordwood in central Yukon, United Keno also oper-

PGE to Buy New Equipment Pacific Great Eastern Railway will purchase one Diesel locomotive, 25 flat cars, 25 gondola cars and five refrigerator cars this year, officials have announced.

The rolling stock is to be used to handle traffic which has been increasing steadily. Some 20,650 cars loaded on the PGE and received loaded from other connections were handled in 1953 compared with a total of 15,534 in the previous year.

The PGE, British Columbia government-owned railway, runs from Prince George in the north to some 400 miles to Squish on the coast, just north of Vancouver. Work is already underway to extend the Vancouver link to the coast. The railway is to be extended into the Peace River valley to its northern terminal.

'Northern Nectar' Popular As National Yukon Drink

By FRED PETERSEN

It is widely claimed that one bottle of over-proof (OP) rum will cure more snake bites than at least two bottles of any other liquor, but in view of the dirth of snakes in the north, it is unique that the Yukon and the Northwest Territories are the only places in Canada where over-proof can be purchased in government liquor stores.

Old-timers are naturally quick to defend this novel arrangement. They say it all began in 1925, when the train was snow-bound in the White Pass during an extremely cold spell and a carload of ordinary rum was frozen. This, they contended, was a sad state of affairs and to avoid a similar tragic recurrence OP was imported as the staple Yukon rum.

Since the various other liquors sold in the Yukon are of the same strength as those distributed "outside," the story seems somewhat unrealistic but it has gained conviction with the telling.

History, however, conflicts with the tale of the frozen rum. OP, it seems, has always been available along with a vast variety of other liquors dispensed in the territorial government liquor stores.

During the Second World War there was a conference of provincial and territorial liquor controllers at which a resolution for the preservation of alcohol was passed. The group agreed to limit the alcoholic content of all liquors dispensed to 30 under-proof. The controller for the Yukon was not present at the conference and hence did not feel bound by the resolution.

Although saloons flourished in the Yukon in the days of '98, it wasn't until 1921 that the first territorial liquor ordinance took form. Up until about 1919 the saloons procured their liquor anywhere they could and the demand was such that at times almost anything could be sold.

ONLY TO THE SICK There are numerous "parlor" yarns on the subject of OP and liquor generally in the Yukon.

Liquor was at first imported from Alaska and—the story goes—when prohibition hit the U.S. liquor became in such short supply in the Yukon that it was sold only to the ill inhabitants of the Territory.

One version states that the liquor store attendant had to take the customer's pulse to ascertain the reality of his need before selling him a bottle. Having your friends carry you into the store is said to have helped convince quite a few reluctant vendors.

There are also a variety of yarns regarding the thoughtless tenderfoot who took a hearty slug from a bottle that was 30 below and suffered a seriously frost-bitten stomach.

According to authorities on the subject, 30 under-proof will begin to crystallize at 40 below zero but will not freeze or break the bottle, and upon reaching room temperature again is as good as ever.

OP CURE-ALL

To the old-timers, OP is a respected medicine to be used freely for a wide variety of ailments, including the common cold, snake bite (there are no snakes in the Yukon), poison ivy, spring fever, fall fever, malaise, insomnia or somnolence.

Over-proof also is quite an attraction to most of the tourists. It has a formidable reputation and usually more than holds its own with those optimistic tyros who challenge its strength.

There is, reputedly, at least one "outsider" who joined his ancestors through an overdose of OP. It seems he won a wager that he could drink 12 ounces without pausing. Unfortunately he never lived to spend his winnings.

OP is a basic ingredient of the famed "moose-milk," and has played an important part in many business transactions of the Yukon. Perhaps ever more important is its influence on romance in the Territory. It is said that quite a number of the cabins on the lonely hill-sides were in one way or another inspired by the invigorating effect of OP.

STEAMER DAYS IN DAWSON

(The following lines of verse describing the steamer days in gold-rush frontier Dawson City first appeared in the Klondike Nugget, May 17, 1899. Author is believed to have been one Fred J. Eaton.)

Thar is joy in Dawson City when we hear that cheerin' note
From the nozzle of a tooter on a Yukon River boat;
For we know she brings our bill-of-fare, 'n' all the latest news,
With a batch of green prospectors, 'long with barrels full
Of booze;
And the thought uv that thar cargo sends our spirits soarin' high,
When we think of green prospectors, whiskey-flip 'n' codfish pie.

Oh, the scene in this here village when that welcome sound
Is heard!
Why, the sickest man in Dawson grows as chipper as a bird.
Then the never-quiet business in the bar rooms booms abrisk,
Fer thar's life in them thar diggin's when a Yukon steamer toots,
And the flies keeps offen Dawson, you kin bet yer bloomin' boots.

It's a holiday in Dawson and we do the job for fair;
And twixt the licker, lungs, 'n' guns, thar's music in the air;
And ye talk about receptions! Why, thar ain't no craft afloat
Kin stack up enthusiasm like a Yukon river boat!
So we drink a health to Cap'n, to the steamer, 'n' the freight,
And we blow the dust like feathers, 'n' defy the hands uv fate.

Ya-as, a steamer day in Dawson brings festivities galore,
And at sound uv that first distant toot the boys begin to soar;
Fer we know that steamer fetches balm fer hunger, thirst
'n' blues—

Oh! Supreme human blessin's—plug terbacker, grub 'n' booze!
So we blow the blessed nuggets when a Yukon steamer toots,
And the flies keep offen Dawson, you kin bet yer bloomin' boots!

Australian Fleets Welcome Return of Japanese Divers

BROOME, Australia Industrious Japanese pearl divers have been gratefully welcomed back to Broome because they are helping to revive Australia's pearling industry.

Here in this colorful "port of pearls," 35 Japanese divers are proving effective ambassadors for their country in the midst of former foes who elsewhere in Australia generally still regard Japan with a deep suspicion born of wartime atrocities.

Australian pearl fleet owners and others told me they were delighted to have the Japanese back in Broome, where they figured prominently in the pearling industry for many years prior to the Second World War.

LOTS PROVIDED In Broome's heyday in 1912, some 350 sea-going luggers won 1,500 tons of pearl shell with the help of 2,000 Asians. Broome had a Chinatown then, and the mixture of its races provided endless plots for Australian and other authors. Local color included the Japanese store Hasimoto, religious rites at the start of the pearling season, and a notorious alley of brothels known as "Sheba's Lane," which included Japanese women.

Even before Japanese air attacks destroyed some of the Broome pearling industry buildings, the pearl business languished, beginning in the 1930s. Now there are only 23 luggers which will produce about 400 tons of shell for the New York market, worth A£700 (\$1,568) per ton.

At the end of the war, Malay divers produced most of the shell, averaging 14 to 15 tons per season per diver. Then several Chinese divers imported from Hong Kong averaged 20 tons each per season.

But the small handful of Australians who control the Broome pearling industry remembered fondly the records of the Japanese who worked for them in better days. After prolonged representations to Canberra for Japanese help to restore this dollar-earning industry, 35 carefully picked Nipponese were imported last March. Virtually all had lived in Broome before. These divers are expected to bring up about 35 tons each for this season, even though they got a late start.

"No wonder," a fleet owner said "we are glad to have the Japanese come back. They are extraordinarily keen about their work."

GET ALONG FINE "They are the greatest divers we have ever had here. We need them and we are glad to have them. We get along fine—just as we did in the old days."



DOG TEAM WAITS while much-looked-for mail by outpost residents of the north is being unloaded from a Canadian Pacific Air Lines plane at Yellowknife airport. Mail for the out-

posts will be carried by dog and sled, still the only means of transportation through much of the northern isolated sectors within the Arctic Circle and its vicinity.

Duke Announces Visit to Canada

LONDON (Reuters)—The Duke of Edinburgh will return from his visit to Canada this summer in the royal yacht Britannia, it was announced by Buckingham Palace.

The visit is from July 29 to Aug. 17. The duke leaves London July 28 in an RCAF plane.

He is spending four days at the British Commonwealth and Empire Games in Vancouver and will visit the Kitimat power project in British Columbia and the Knob Lake iron mine in Labrador.

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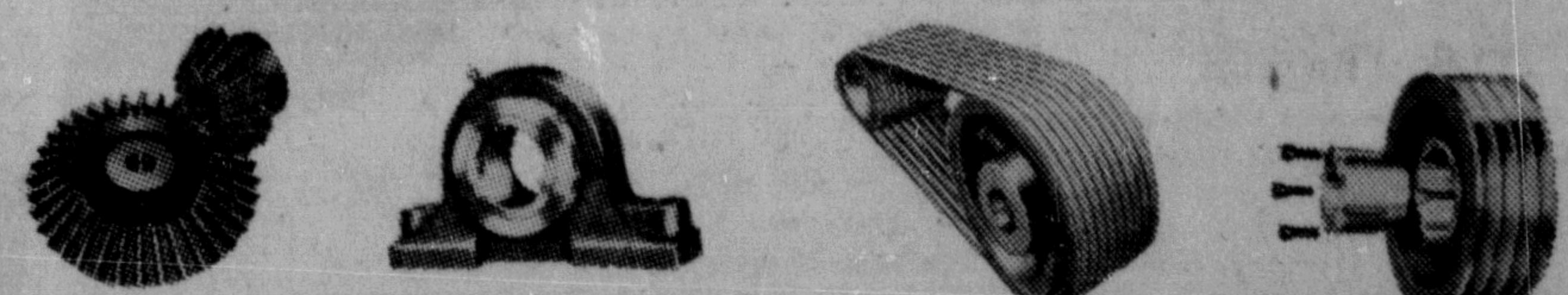
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