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But the effervescent promoter was never to hear of his railroad's destiny. He was one of the many who perished in the sinking of the Titanic in the North Atlantic in 1912. The railroad was pushed through to completion, but when two years later the first locomotive chugged into Prince Rupert it seemed like a ghost train without Hays at the throttle.

Opening of the railroad service also marked the firing of the first guns of the First World War. Together with Hays' death, the situation was too much for the infant line. It succumbed in 1922 and was taken over by the CNR.

Punctured hopes and dreams settled over the embryo port like the pall of death. Men and women who had rushed in on the first news of the boom left, and the town of shacks and tents drifted into a doldrum, alleviated only by seasonal activity in fishing.

Left in the wake were a large, well-equipped drydock and shipyard, miles of waterfront railroad spurs, and blueprints of a townsite planned to house a population of one hundred thousand.

Slowly, commercial fishing companies expanded and located plants on the ideal waterfront, bringing greater economic stability to the town and pushing back the curtain of pessimism. By 1939 and outbreak of the Second World War Prince Rupert had developed into a fairly solid fishing community of some 5,000 persons.

A brief flurry of excitement came in 1926 when the Canadian government began construction of a large grain elevator on the waterfront, but hopes of renewed shipping activity were short-lived. Following the echo of depression's crash in 1929, the elevator closed up, not to reopen for steady business until 1951.

The Second World War was

the birth of a new Prince Rupert, bringing to it large contingents of Canadian and American army forces and first major shipbuilding for the 30-year-old shipyard. In all, some 40 ships were built during the five-year period of wartime activity, including navy mine sweepers, Liberty freighters and China-coast-type vessels.

Construction of a highway through the interior gave Prince Rupert its first road link with the rest of the province. Population zoomed to 27,000 and all commodities were at a premium.

But that bubble broke, too, and a year after war's end and the mass exodus of service and shipbuilding personnel, only the original nucleus of Prince Rupert remained.

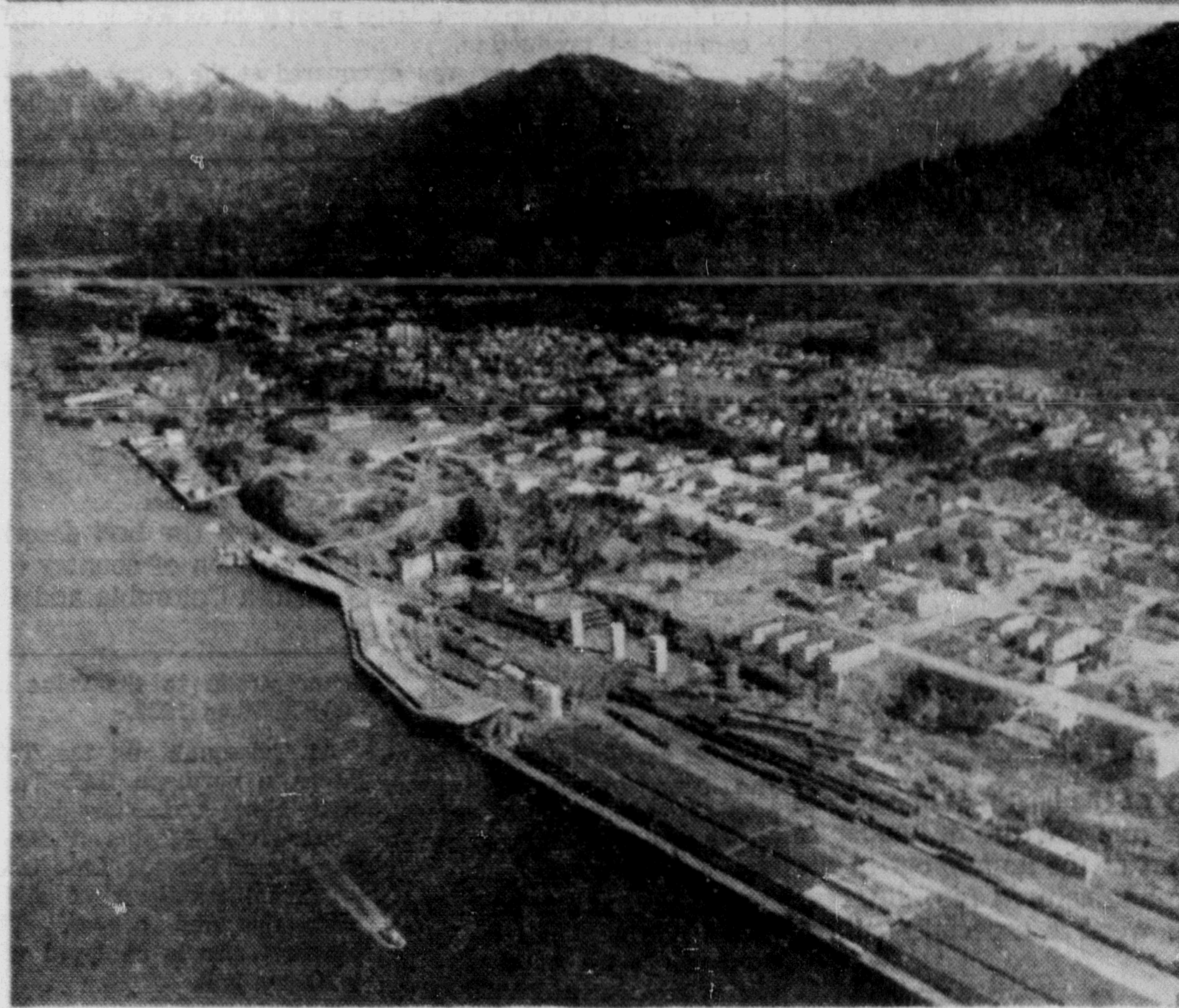
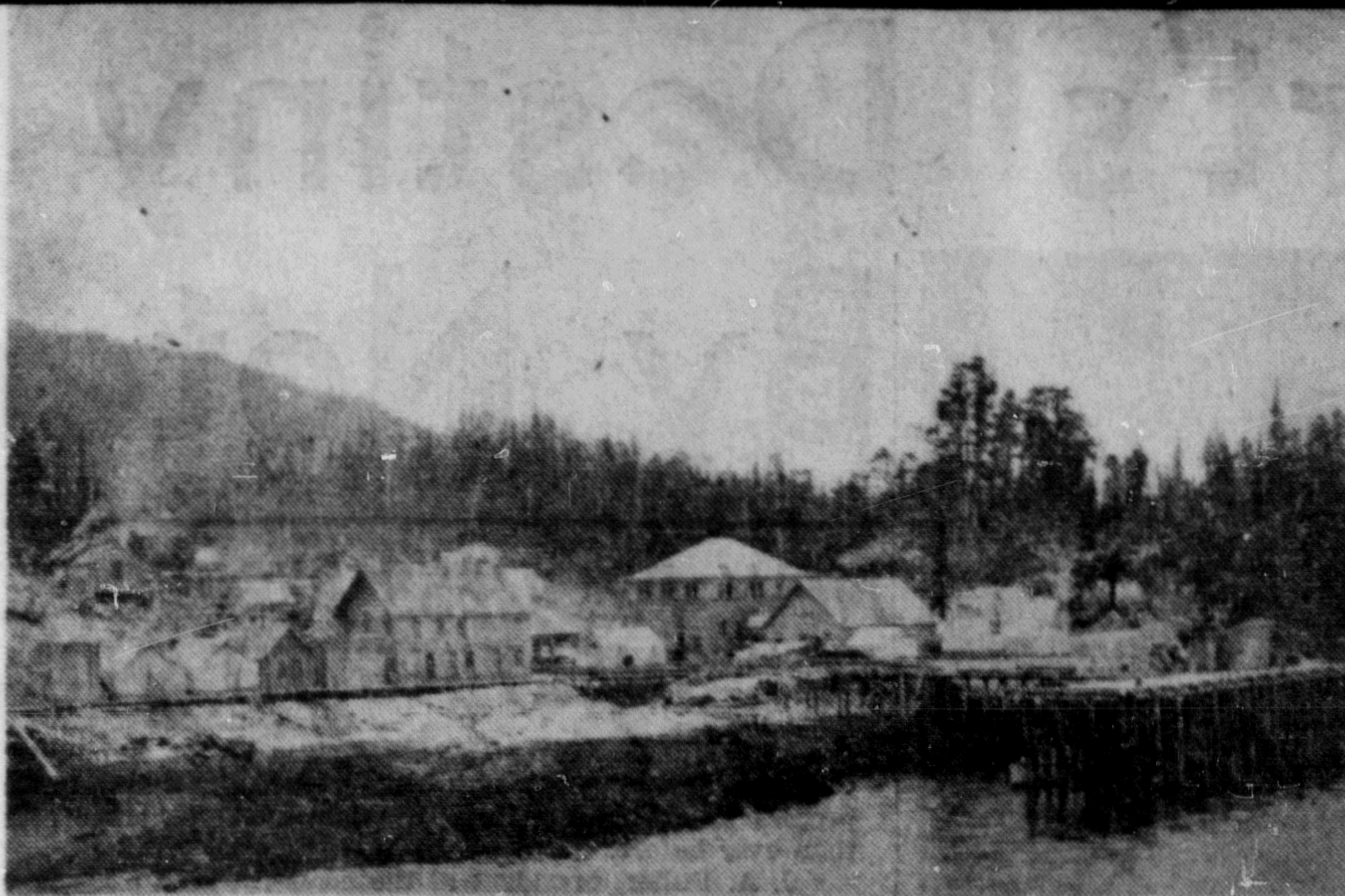
The city's stock in trade had risen greatly, however. Its potentials had been witnessed by thousands as a result of the war. It did not come as too much of a surprise to townsfolk then, when in 1947 American Celanese Corporation announced plans to construct a \$40,000,000 pulp mill in the area.

While the grade for development since then has been uphill, so has been the trend of the city's economy. Population has increased to 12,000, production in each industry has increased, new shipping facilities, such as a car barge ferry service to Alaska, have been provided.

Businessmen have organized to "sell their potentiality." Prince Rupert has been much in the news during the past five years. Nobody will say there is a boom on, or that the city and its port are due for revolutionary expansion. But neither are local residents worried about the future. Expansion, industrial growth, all-round development is "a matter of course," they say.

A new power plant to boost

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OLD AND MODERN are seen in these two pictures. Top is what Prince Rupert looked like on New Year's Day, 1907, a few shacks, a few tents, and a wharf. But the little settlement of fisherfolk boomed overnight at the an-

nouncement of a railroad. Today, some 12,000 people comprise the population of a growing port, with miles of excellent dockage space. In the upper left-hand corner can be seen the drydock and shipyard.

CANADIAN LUMBERMEN DEVOUR 7,000 TONS OF EGGS ANNUALLY

Canadian lumbermen consume more than \$18,000,000 worth of food annually.

This is the finding of a survey conducted by Dr. D. L. Gibson of University of Saskatchewan, who by coincidence has since gone on a diet of fluids and iron pills.

Dr. Gibson says that if all the 25-pound pails of jam used in lumber camps were piled on end they would soar two miles beyond the top of Mount Everest.

Camp cooks prepare more than 7,000 tons of meat, fry some 7,000 tons of eggs and cook more than 3,600 tons of vegetables, not including the 15,000,000 pounds of potatoes polished off annually.

Per capita food cost for the workers varies between \$450 and \$900 a year, while the average Canadian spends only \$247 to satisfy his appetite.

MINING EMPIRE

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posits to prove large tonnages of ore that will be produced at some future time when transportation and smelting facilities have been improved, and possibly when the price of some metals is at a higher level than today.

Carrying on a vigorous prospecting program out of the Prince Rupert field office is the Consolidated Mining & Smelting Co., which will again have a number of parties in the field. It is understood this company has obtained some favorable results from prospecting activities conducted in the area of the old Anyox copper camp near Alice Arm.

Other companies active in the north include British Yukon Exploration Co. Ltd., subsidiary of the White Pass & Yukon Railway Co., which has several parties prospecting along the route of the railway; Selco Explorations Ltd., offspring of the Selection Trust Co. of London, which has been exploring ground in the Atlin area; Conwest Exploration Co., which has widespread holdings in the northern area, including interest in Cassiar Asbestos, United Keno Hill and other prospects such as fluorite near Liard Hot Springs, copper near Carmacks, and other properties in northern B.C.; Berens River Mines Ltd., subsidiary of Newmont Mining Corporation, which has exploration parties in the Yukon; Karl J. Springer and Associates of Toronto and Vancouver, who will be sending out several prospecting groups; Northwestern Explorations Ltd., financed by Kennecott Copper Co. of the United States, which has been doing extensive exploration work in search of large base metal deposits.

Others are Noranda Exploration Co. Ltd., subsidiary of Noranda Mines Ltd. of Quebec; St. Eugene Mining Corporation

Ltd., subsidiary of Frobisher Ltd., which has been exploring large magnetic iron deposits at Klukwan, near Haines, Alaska; Transcontinental Resources Ltd., which has prospecting parties in the Klukwan and Pelly River areas; American Metal Company, one of the largest United States mining companies, which has been doing extensive prospecting southeast of Mayo, Y.T.; Teck Hughes Gold Mines Ltd. of Ontario.

OIL, HYDRO

Prospecting and development of oil and gas-bearing areas continues on a large scale with favorable results in the famous Peace River district, along the Mackenzie River and in the Peel River area of the northern Yukon.

One of the most valuable assets possessed by Canada's Pacific Northwest is its vast potential of cheap hydro-electric power that can be developed in such areas as along the Yukon River and the Atlin-Sloko Lake now under investigation by Frobisher Ltd.

One fact is very obvious. This cheap hydro-electric power will be the very foundation of the industrialization of northern B.C. and the Yukon. Cheap hydro-electric power will make it possible to operate the mines and mills that will during years to come be established in our northland; it will make possible the establishment of smelting facilities not only for silver, lead, zinc, copper, nickel, cobalt, etc., but possibly for the production of iron and steel.

But without these smelting facilities, the large low-grade mines cannot afford to operate. Developed hydro would also likely bring about secondary industries such as production of

Baby Chick Got Quick Raw Deal

A chick that belonged to Meint Hisman of South Dakota led a brief crazy, mixed-up life.

The chick was hatched by a pigeon that thought the egg was one of its own. The actual mother apparently had selected the upper confines of the hog house to lay the egg, and the pigeon took over from there.

So Hisman placed the chick in a box with a baby pig to keep the chick warm until it could be moved elsewhere.

The pig rolled over. End of the chick.

Company Nets Profit

Union Steamship Company of British Columbia and its subsidiaries had a net profit of \$149,021 last year, according to the annual report.

Profit from operations during the year was \$67,270 after charging \$562,552 for depreciation and capital cost allowance, and providing \$10,000 for income taxes. Profit from disposal of capital assets was \$81,750.

Balance in the earned surplus account at Dec. 31 was \$1,652,232. Directors have recommended a dividend of 30 cents a share.

Gordon Farrell, president and chairman of the board, said the company has been successful in maintaining its position in coastal shipping despite increasing costs and competition. Airline services continue to affect passenger vessel operations and the completion of major construction projects on the coast "is expected to be reflected in the results for the second half of 1954."

With a view to improving its freight fleet, the company is considering "acquiring new modern tonnage as the situation warrants and converting units from steam to diesel."

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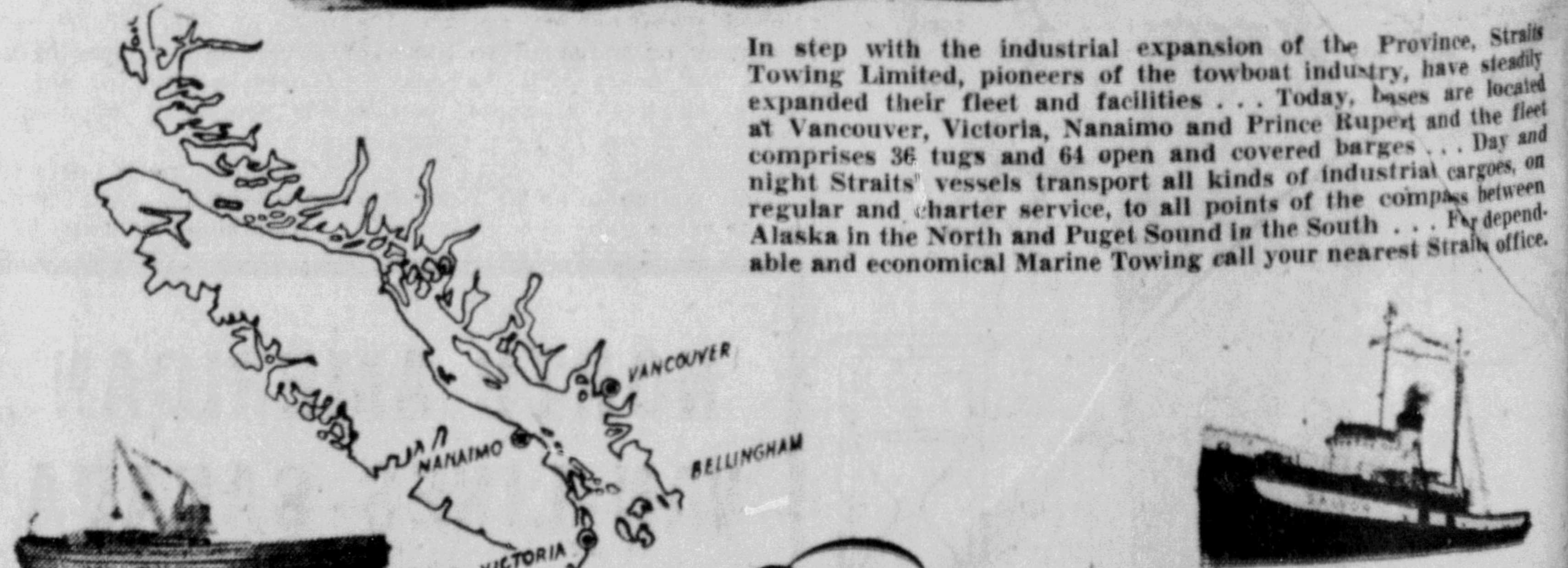
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