



VANDERHOOF boasts a main street today twice the magnitude it was a few years ago. The rapidly-advancing community spent a million dollars in building in 1953, installed a new water and sewage system and is planning a

new ice-skating rink. Forestry is a major industry but agriculture—principally beef and mixed farming—is the backbone of the Nechako Valley of which Vanderhoof is the central trading area.

## Vanderhoof Stakes Claim In Fast-Growing Northland

Located near the exact geographical centre of the province of British Columbia, Vanderhoof today is seen as another fast-growing community, staking its share in new developments in the northern half of the province.

Most representative of its booming growth is new construction which last year topped the million-dollar mark, greater than that of any other central B.C. community.

Construction of a new federal building at a cost of \$278,000 heads the building list. At the same time, 15 new business places built quarters and another 25 established businesses and industries added to or extended their quarters.

### WATER SYSTEM

A new water and sewage disposal system—taking advantage of a notable artesian well—was constructed at a cost of \$247,000, and a \$174,000 expenditure to increase power production heads the efforts for expanding existing facilities.

Home construction accounted for most of the balance spent on building.

Meanwhile, population of the village of close to 1,000 has increased by more than 100 per cent in the last 10 years.

Sharp upswing in lumbering, and keener participation in agriculture are held as reasons for the growth of Vanderhoof. Heavy activity in the area by the Aluminum Company of Canada Ltd. during stages of surveys and construction of the famous Kenney Dam on the Nechako has ceased.

"But no doubt, a lot of prosperity of those recent days has rubbed off on us," says George Ogston, foremost Vanderhoof booster and past secretary of the local Board of Trade.

But while lumbering has flourished and farmers have in-

creased production, the resources of the Nechako Valley "haven't been tapped as yet," says Mr. Ogston.

Only a small portion of the 832,000 acres of agricultural land have as yet been developed, although Vanderhoof boasts the only grain elevator on the Canadian National Railway between Edson, Alberta and Prince Rupert on the west coast.

Crop failures have never occurred in the Nechako, and besides the production of cereals, legumes and vegetables, it yields a heavy tonnage of honey and milk.

Soil in the Nechako is a deep silt and very fertile. Crops of wheat yielding 50 bushels to the acre and of oats, bringing 70 to 100 bushels are grown regularly.

Developed farms as well as raw Crown land are available to new settlers.

## Gold Rush Trail Becomes Highway Into Mining Area

Prospectors Hail Road Completion As Start of New Wave of Prosperity

An army of men and equipment is pushing its way more than 200 miles northward from Vanderhoof, B.C., into the heart of what mining experts believe is one of the richest mineralized areas on the continent.

Completion of the joint provincial-federal government road into Aiken Lake, a 100-mile extension of the Manson Highway, will provide access into that part of northern B.C. between the Rocky Mountain trench and McConnell Creek, the Cassiar mining district.

Prospectors, geologists and mining men who know the area being opened by the new road hail its completion as a start of

Prior to 1945, lumber produced in the Nechako district was consumed locally. Today, 2,000 carloads of lumber are exported annually providing a payroll of \$800,000.

### MINING

Vanderhoof is also a jumping-off spot for prospectors seeking to explore the mineralized area to the north. A road which runs 185 miles northward is being still further extended in an attempt to open up a territory where such deposits as copper, lead, zinc, nickel, antimony, asbestos, molybdenite, silver and gold have been discovered in favorable quantities.

Optimism is rife among the residents of Vanderhoof. Forty years ago when the first settlers looked over the site, they were impressed and stayed. Today they are glad they did and invite others to share their optimism and "look ahead."

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## B.C. UNEMPLOYMENT TO BE SOLVED NEXT YEAR

TRAIL, B.C. (CP)—The British Columbia government feels the unemployment problem will solve itself within the next year, says Lands Minister Robert Sommers. Mr. Sommers explained that projects that will be of immediate aid to alleviate the situation include the resumption of logging operations and work on the government-owned Pacific Great Eastern Railway.

He also looks to the development of northern B.C. as a means of doing away with unemployment.

## Silver Mine Gives Steady Employment in Hazelton

A steadily producing silver mine which had its beginning in the early railroad construction days is one of the most stabilizing influences on Hazelton's economy.

Providing a year-round payroll for 85 men, the Silver Standard mine has been operating continuously since its re-capitalization and installation of its mill in 1947.

Development of the original property dates back to 1910, when it was backed by Foley, Welch & Stuart, railroad contractors. The mine closed down 11 years later, but was reopened briefly in the '30s.

Two years ago it paid 28 cents dividends during its peak production. "This is no sensational mine," says William Dunn, superintendent. "The veins are narrow and operations have to be carried out on small-scale basis. But our recovery is good, 95.7 per cent."

Production in 1953—highest in the mine's history—totalled 31,492 tons mined of which 9,833 tons were sorted as waste, leaving a net tonnage milled of 21,559 tons.

One yields about 50 per cent silver with the balance in zinc and lead.

"We keep development work well ahead of our mining. We do about \$10,000 worth of drilling each month," said Mr. Dunn.

"Freight high At the same time, the superintendent voiced a strong opinion against high freight rates, main problem confronting operation of low-grade and base metal mines in central B.C. All the ore is shipped to a smelter in Tacoma. Freight via rail through interior of B.C., thence into the U.S., costs \$35 a ton. Supplies shipped into the mine also are costly.

"But we are beating the cost of shipping supplies to some extent. For two years we have trucked in almost everything from Prince Rupert."

Meanwhile, representations are being made to the Canadian National Railways for cheaper rates, both for ore hauling and incoming supplies.

CLOSING DOWN Only one mine operating in the area—the Red Rose tungsten mine on the Rocher DeBoule mountain which towers over Hazelton—is being forced out of business for the time being due to high cost of production and bringing ore to market. Red Rose has been milling 100 tons daily in last two years.

Besides operating their mine, Silver Standard have done considerable prospecting between Terrace and Burns Lake and in

Artesian Wells Supply Water To 2 Villages One of several "wonders" of B.C.'s northland is the singular use of artesian wells being made by two villages for their community water systems.

Vanderhoof village commissioners recently made a final inspection of its \$250,000 water and sewer installations which followed capping of its artesian which, sunk at a depth of 528 feet in 1952.

The well spouted a four-inch stream of water five feet high. Installation of a 122,000-gallon storage tank is expected to provide water for 6,000 consumers. Present population is around 1,000.

The water's constant temperature as it leaves the ground is 48 degrees. It is crystal clear and has no major impurities, but is slightly mineralized.

Another village to make use of an artesian well for its water is Fort St. James, 40 miles north of Vanderhoof, lying in the same geological belt. But in this newly-incorporated village of 600, two wells are operated as a private enterprise—one from each end—to supply village homes.

Other artesian wells have been sunk by farmers, some using the wells for private water systems and irrigation purposes, although the Nechako Valley of which Vanderhoof is the centre, seldom sees drought weather. There has never been a crop failure.

In Vanderhoof and neighboring districts have resolved that the road should be still further extended into Telegraph Creek, then to Dease Lake and Lower Post to connect with the Alaska Highway.

The latter section is already in the hands of construction crews, with an annual \$200,000 allotted for the project work.

The Vanderhoof-Telegraph Creek route has also been mooted for an Alaska-B.C. rail road.

## First Trading Post in Province

Fort St. James—first white settlement in British Columbia and designated as first capital of the province—corners the historic sagas of the discovery and early development of Canada's newest and potentially wealthiest province.

Here, in the summer of 1953, officials of the University of B.C. unveiled a cairn in a ceremony conducted by Dr. Walter Sage, designator of historical sites of the province.

Dr. Sage marked Fort St. James as "the first capital of our province..." It was there that Simon Fraser in 1806 established the first post for the North West Trading Co. west of the Rocky Mountains.

Located 40 miles north of Vanderhoof, the Fort nestles on the shores of Lake Stuart, a body of water more than 40 miles in length and headwaters of the Stuart River which runs into the Nechako.

The early days of Fort St. James recall a colorful and dramatic past, and progress during the past 147 years may not seem striking. Today, however, a modern village has replaced stockades and tents.

Situated on the shores of Stuart Lake, Fort St. James boasts a population of more than 600. A power plant provides electricity for each home where once a tallow candle was a prized possession.

Until a few years ago, the Fort was an outpost of civilization where men with bearded faces passed through with poles of gold panned during a summer in the wilds.

Today, hammers are ringing and saws are buzzing with a new tune. And again the answer to the new era is in lumbering, and industry which takes to the wilderness when its accessible supply is exhausted, and often leaves civilization in its wake.

The Fort St. James Board of Trade is an active body with 50 three of them—headed north after the war and started an outfitting business for mining parties. They're doing well.

And Roy Spencer, who drilled a well on his village lot, hit an artesian well at 300 feet, piped the water to supply village homes, and recently sold his business to buy a 400-acre farm.

The land is good, rich soil which grows good northern crops. Thousands of acres are available through purchase or preemption from the government.

Besides water and power, the Fort has most other modern facilities today, such as garages, churches—the Indian mission is 100 years old—hotel and auto courts, boats on the lake, cafes and stores, telephone connection with Vanderhoof and medical services.

Fort St. James, first the oldest, now the newest community (the village was incorporated in 1952) declines to bask in a setting of history and beautiful surroundings.

"It takes incentive and determination," says Dr. G. Mooney, young physician who is building a medical clinic. "Good things are in the future. I don't see how we can miss."

The Blackburn brothers and others—how we can miss."

## ALUMINUM PROFITS DROP—ONLY \$19 MILLION IN '53

MONTREAL (CP)—Net profit of Aluminum Limited for the year ended Dec. 31, 1953, was \$19,475,087, a drop of nearly \$3,000,000 from the net for 1952.

Earnings per share, computed on 9,013,994 shares of capital stock outstanding, were \$2.16, compared with per share earnings of \$2.48 on a net of \$22,372,289 in 1952.

Profit before depreciation and taxes was higher than in 1952, being \$55,800,000 in 1953 and \$55,200,000 in 1952. Allowances for capital costs, however, were \$50,600,000 in 1953 against \$37,500,000 the previous year.

Current assets at the year end were \$195,700,000 compared with \$174,200,000; current liabilities \$94,100,000, \$79,400,000, and working capital \$101,600,000, \$94,800,000.

# VANDERHOOF = BRITISH COLUMBIA

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