TODAY'S city council is considerably smaller than the one which first governed the newly-incorporated city of Prince Rupert in 1910. Council was reduced in size at wish of voters last year. 1958 council, top picture, left to right is Alderman A. Donald Ritchie, Alderman Kay Smith, Alderman Norman Bellis, Mayor Peter J. Lester, Alderman R. G. Large, Alderman Darrow Gomez and Alderman T. Norton Youngs (single column picture) who was unable to be present when council picture was taken. At left is city council as of December 31, 1910. Council consisted of Mayor Alfred Stork, F. H. Mobley, William P. Lynch, C. V. W. Smith, G. R. Naren, A. A. McIntyre, A. R. M. Barrow, John H. Hilditch and T. D. Pattullo who later became MLA for Prince Rupert and premier of B.C.

FUTURE
(Continued from Page 7)

centrator and maintenance buildings.

Anyox had a six-mile electric railway, wharves and a coke plant to supply the smelter—the biggest pyritic copper smelter in the world. It was a company town, built half at the mine and half at the shore with a mile and a half of muskeg separating.

Though smelter gases killed all vegetation in Anyox, and it was cut off from the outside world except by twice-weekly steamers, it was a town of comfortable homes—all rented by Granby. There was a fire department and a complete sewer system, public and high schools, a hospital, theatre, gymnasium and company department store.

The town died suddenly in 1935 through dropping copper prices. A 100-ton concentration of blasting powder was exploded in 1935, collapsing the whole side of a mountain, in a search for richer veins, but the search failed.

There is still copper there, but not in large enough quantities per ton of ore to make mining it a profitable venture.

Still further north, the Portland Canal is another B.C. Waterway which gave access to mineral wealth. It led to establisment of Stewart and Premier on the Alaskan border. In 1898 a Seattle promoter named Burgess is said to have brought 64 men into the head of the canal then led them overland to the headwaters of the Nass, where they hoped to strike it rich.

It was a fruitless trip. But one of the returning prospectors staked the mud flats at the head of the canal—a claim later developed as the Grizzly Mine.

The find attracted other gold seekers. J. Wardlaw Stewart took a claim and later with three brothers formed a real estate firm, staked a townsite, which still bears their name.

Portland Canal Mining and Development Company in 1907 installed an aerial tramway and laid 14 miles of steel for what was hoped to be a new access to the Peace River country. It was known as the Canadian North Eastern Railway—but very briefly. It collapsed, dock, station and round-house were abandoned.

The Premier Mine, 13 miles from Stewart, proved in, in 1916 and operated to the benefit of the community until 1953 when it closed after paying stockholders, $16,000,000 in profits. Stewart boomed to a town of 10,000 in 1910. Today the population stands at 435.

It was Klondyke fever which caused Stewart to be founded—the same fever that brought about the boom at Atlin Lake where 1,000 miners camped in 1900 and 706 live today. The gold find was on Pine Creek on the Yukon border. Most of the prospectors came in from the coast at Skagway over White Pass. Placer prospecting still goes on at Atlin Lake and a road connection with the Alaskan Highway in 1949 had increased settlement.

Telegraph Creek, 150 miles from Atlin, 168 miles up the Stikine River from Wrangell, Alaska, was another B.C. community born on the gold trail. The rush to Cassiar in the 1860s and the rush to the Klondyke in 1898 both followed the Stikine.

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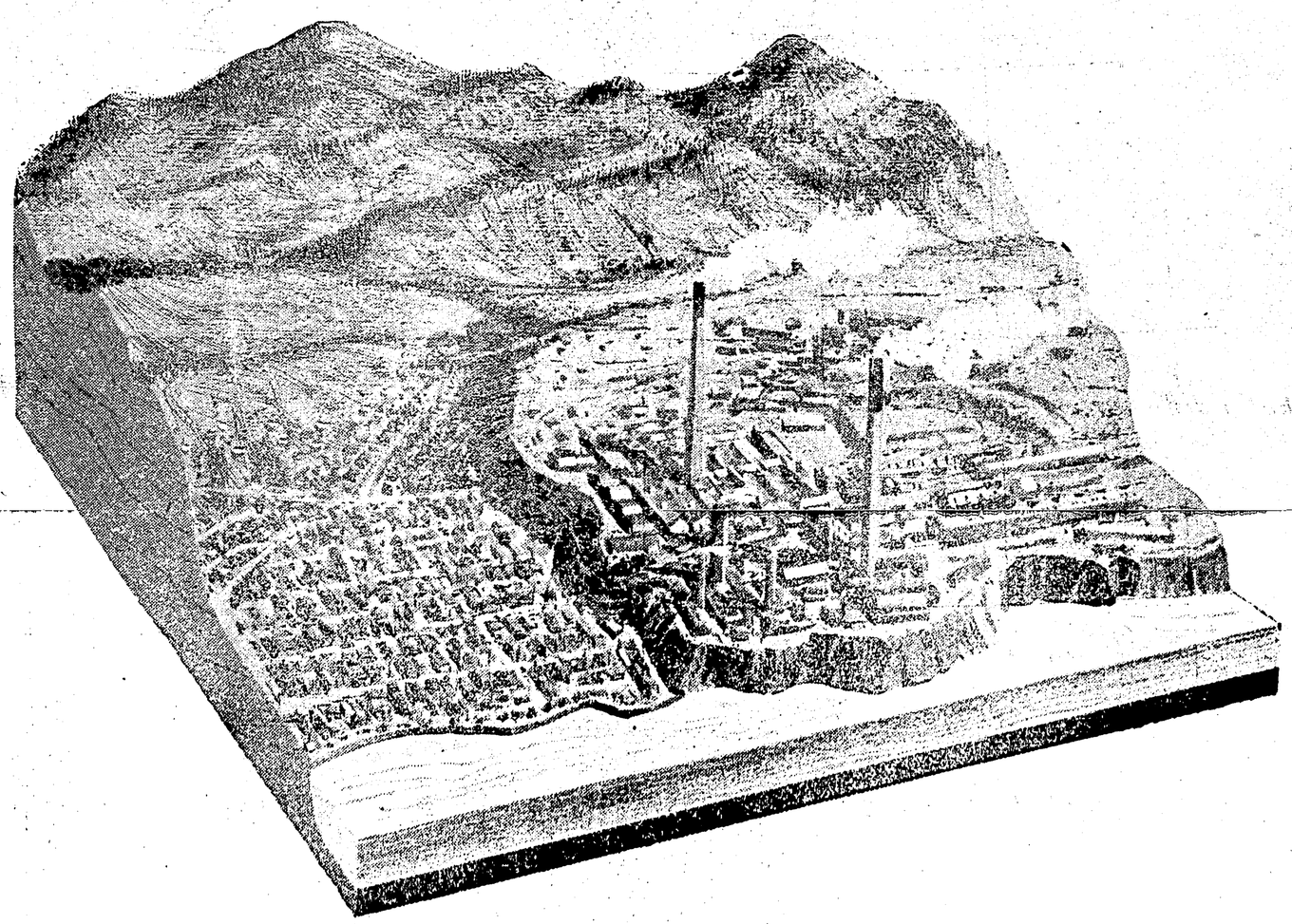

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