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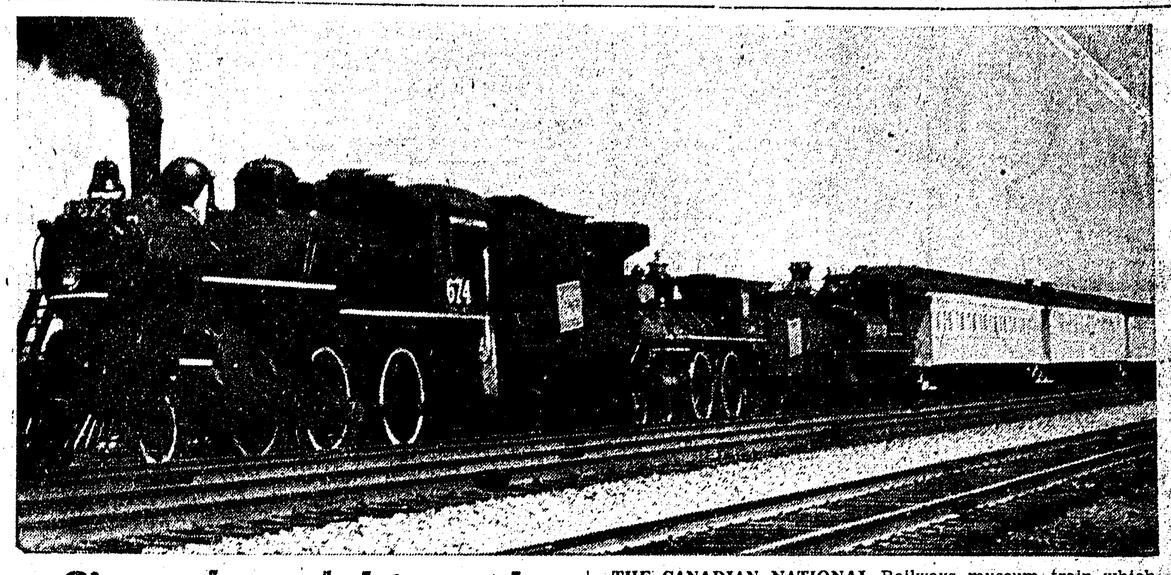

THE CANADIAN NATIONAL Railways museum train which is being sponsored in Prince Rupert by the Gyro club will be on public view from Sunday afternoon at 2 p.m. until Wednesday night at 9 p.m. The train is made up of Locomotive No. 674, which supplies the power for the mobile museum; No. 40, woodburner of 1872; No. 247, a saddle tank switcher of 1894; a sleeping car of 1890, dining car of 1875, day coach of 1860 and three 19th century baggage cars in which are housed hundreds of exhibits of early railroading. (See more pictures and stories of Page 5.)

—Canadian National Railways photo.

Rupert grain shipments second highest for B.C.

Last cargo sets six-year high

Grain shipments from the port of Prince Rupert are second highest of the four main port in the province and yesterday's shipment cargo of barley on the Greek vessel MV Argo Ollandia was the highest single cargo since 1952, it was learned here today.

For the crop year August 1, 1957 to date a total of 9,090,060 bushels of barley have been shipped from the Canadian Government elevator here.

Only port with greater shipments is Vancouver which by the end of May had shipments totalling 132,724,975 bushels.

Victoria has shipped 3,164,662 bushels and New Westminster 3,086,922 bushels up until the end of May.

The MV Argo Ollandia was the 13th vessel to call for grain at Prince Rupert this year with still five and a half months left to go until the end of 1958.

Last year only 16 grain ships called at this port.

The MV Argo Ollandia took 14,140 tons of No. 1 and No. 2 barley to set a new high since 1952. Previous biggest shipment was on November 15, 1957 when the SS Trinity took on 13,925 tons of barley.

The 9,090,060 bushels shipped thus far this year already surpasses the total shipments for the 1956-57 crop years of 8,650,870 taken by 19 ships between August 31, 1956 and July 31, 1957. Already between August 31, 1957 and today, there have been 18 ships at Prince Rupert for grain and the end of the crop year still a month and a half away.

The 1955-56 crop year shipments only totalled 4,415,530 bushels and was taken by only 10 ships.

A YEAR'S SUPPLY of medicine for a TB patient in B.C. is shown above with Miss Yvonne Nedlec of the Division of TB Control. Miss Nedlec recently was in Prince Rupert to assist with the tuberculin testing program for school children. See Page 4 for story on "miracle" drugs now used in treating tuberculosis.

City played big role in history of CNR

History of the Canadian National Railways shows that Prince Rupert loomed large in the minds of the men were were high up in the railway planning of more than 50 years ago.

Shortly after the turn of the century, Charles M. Hays, newly appointed general manager of the Grand Trunk Railway, made a hurried trip to the company's headquarters at London, England.

He met with the directors and spoke of a proposal for a new railway to the Pacific Coast, running through entirely new country, north of the CPR, and capable of being conveniently linked to the existing Grand Trunk network.

He also pointed out the desirability of establishing a new port on the B.C. coast, offering unlimited scope for future development and "securing to this enlarged system an unassailably dominating position."

Hays' proposal drew avid interest in London and on July 29, 1903, the Canadian Government entered into a contract with the Grand Trunk for construction of a second transcontinental railway, much along the lines as proposed by Hays.

INCORPORATED IN 1903

The Grand Trunk Pacific Railway was incorporated on October 24 of that year and surveyors were already at work throughout the west locating a right-of-way and attempting to determine a new port on the Pacific Coast—one that would cut the shipping distance to the Orient by some 500 miles.

Several routes in B.C. were considered. The GTP routes were all projected through the Yellowhead Pass as far as Prince George.

Terminal sites were suggested at Port Essington, Kitimat, Kaien Island (at the mouth of the Skeena River and Port Simpson (close to the Alaska) boundary!).

Finally, in October, 1906, Hays met with his engineers and decided that the terminus would be at Kaien Island. Seven months earlier, following a nation-wide contest, the name, "Prince Rupert," had been chosen for the Pacific terminal.

By 1907, the GTP surveys in British Columbia were completed and on May 7, 1908, the first sod was turned at Prince Rupert to begin eastward construction. It was not until 1910 that westward construction of the Grand Trunk Pacific reached the Alberta-B.C. boundary.

The last spike was driven at Fort Fraser, April 5, 1914, by Edson J. Chamberlain, president. Unlike the quiet, almost unnoticed ceremony that took place at Basque almost one year later on the Canadian Northern Pacific, there was a great flurry of excitment the day Chamberlain pounded home the last spike. Standing beside him for the momentous occasion was A. W. Smithers, chairman of the board, London.

The first through train reached Prince Rupert three days later and regular passenger service was inaugurated September 6th.

By the fall of 1915, the GTP was beginning to feel the pinch of the First World War. The Government took receivership of the Grand Trunk Pacific on March 7, 1916. On August 23, 1920, the GTP was turned over to the Canadian Northern board for operation, and on January 30, 1923, became a part of the growing Canadian National Railways system.

On June 6, 1919, the Canadian National Railway Company was incorporated for the purpose of "managing and operating a National System of (Government) railways."

DIESEL RECORD

CNR's diesel-electric car number 15820 shattered transcontinental speed records in 1925 when it arrived at Vancouver after a 67-hour, non-stop run from Montreal.

Residents along CNR's "north line" will probably recall the odd looking train that was used for a time during the early part of the Second World War in the vicinity of Prince Rupert. It was Canada's first and only armored train. One unique thing about it was the engine—a pioneer diesel-electric locomotive built by CNR in 1928.

In the spring of 1952, CNR surveyed a line from Terrace to Kitimat—a line first considered by the Grand Trunk Pacific as early as 1909—and completed their surveys that fall. Construction began at once and the 41-mile line was in operation during the winter of 1954-55.

Canadian National first appeared afloat in B.C. in 1908, when the Grand Trunk Pacific acquired MacKenzie Brothers Steamships, Vancouver—a tug and barge operation. The GTP used the vessels to transport men, machinery and equipment from Vancouver to Prince Rupert. Among those first ships were the "Henriette" and the "Escort No. 2."

In November, 1909, the GTP received a Dominion Government contract to provide steamship service between Prince Rupert and the Queen Charlotte Islands. The SS Prince Albert, formerly "Bruno", was purchased several months later and placed on that run.

The Grand Trunk Pacific Coast Steamships was incorporated on May 26, 1910, and within months, the first two passenger ships, the SS Prince Rupert and Prince George, arrived to begin service between Vancouver, Victoria, Seattle and Prince Rupert. Dock facilities at those ports were constructed that year.

The SS Prince John, formerly "Amethyst", joined the fleet in 1911. The following year, the vessels "Rupert" and "George" were converted from coal to oil. Construction of the Prince Rupert Drydock began in 1913 and was completed four years later.

Service to Skagway, Alaska commenced in June, 1916, and was discontinued in 1918. The "Henriette" was sold in 1917. The "Escort No. 2" was retired in 1918 and replaced by the tug "Lorne."

The "Lorne" was sold in 1922 and the next year the triangle service between Vancouver, Victoria and Seattle was discontinued. The SS Prince Albert was sold in 1923.

PART OF CNR IN 1925

The Grand Trunk Pacific Coast Steamships became a part of the Canadian National System on February 26, 1925. The SS Prince Charles was purchased that year.

(Continued on Page 7)
See — CITY

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600 YEARS OF HISTORY

Museum train opening set for 2 p.m. Sunday

Prince Rupert residents will be able to have a first hand look at some of the objects which helped make British Columbia's history so colorful after the Canadian National Railways Museum train is officially opened at 2 p.m. Sunday.

George Cook, Museum train chairman for the Prince Rupert B.C. Centennial Committee and representative of the Gyro club which is sponsoring the museum train's visit here, said today that the world's only rolling railway museum will be open to the public free of charge during the following (daylight saving time) hours.

Sunday: 2 p.m. until 9 p.m.
Monday, Tuesday and Wednesday: 10 a.m. until 9 p.m.

The Museum Train which will be at the CNR railway station Sunday, will be officially welcomed by William H. McIlroy, superintendent of the CNR's Smithers division. Mr. McIlroy will greet the train and museum train manager J. A. McIsaac on behalf of the company.

Alderman R. G. Large, chairman of the city's Centennial Committee will ask Mayor Peter J. Lester to cut a ribbon and declare the train officially open.

Also in the official welcoming party will be K. L. Robertson, general CNR passenger agent here and William H. Murray, MLA.

Three local young women dressed in 1857 costumes provided by the Centennial Committee will greet visitors to the train.

Music for the opening ceremonies will be provided by the Prince Rupert Civic band under the direction of bandmaster Peter Lien.

The Museum train will be made up of three locomotives and six cars which represent a combined railwawy history of more than 600 years. All three locomotives and the oldest of the cars were built for the Grand Trunk Railway which was incorporated in 1852.

Gillnetters on Nass River averaging six fish daily

Salmon gillnetters on the Nass River averaged daily catches of about six springs at 20 pounds each during the first part of this week, the Department of Fisheries reported today.

Yesterday, 74 out of 100 boats operating in the Nass area delivered an average of six springs. Wednesday the average was seven springs at 21 pounds, while Monday and Tuesday an average of six fish were caught at 21.4 pounds each.

On the Skeena Wednesday, 30 gillnetters landed approximately five springs each at 20 pounds.

In the Bella Coola area, 55 boats netted an average of five springs each per day since Monday.

In the Rivers Inlet grounds, fishing was comparatively slack as during the week from June 2 to June 6, 10 gillnetters totalled 53 springs, one sockeye and one steelhead.

Doctors fail to get boost

VICTORIA (CP) — B.C. doctors have failed in a bid for an increase in the fees paid by the provincial government for welfare cases.

The cabinet Thursday authorized Health Minister Eric Martin to enter into an agreement with the B.C. division of the Canadian Medical Association on the basis of the same $22.50 yearly fee per welfare case.

The agreement states no future social assistance case can obtain a medical identity card qualifying the person for coverage until that person has received social assistance for three months.

TORONTO (CP) — Herbert A. Ogilvie, 75, a pioneer Northern Ontario lumberman and one of the first men into the Porcupine mining camp in 1912, died Thursday night.

No compulsory arbitration says Wicks

VICTORIA (CP)—Labor Minister Wicks made it clear Thursday night that the government will not introduce compulsory arbitration into its labor legislation.

"I am convinced that radical changes from present procedures would be fundamentally wrong," Mr. Wicks, author of the 1954 B.C. Labor Relations Act, told the Victoria Chamber of Commerce public affairs committee.

Herring strike at end

VANCOUVER (CP) — A nine-month strike of 2,000 B.C. herring fishermen over prices ended Thursday night when the union voted to accept an offer by James Sinclair, new president of the Fisheries Association.

Homer Stevens, president of the United Fisheries and Allied Workers Union, said the offer was not as much as the union hoped to get but the executive recommended acceptance to "get the industry going."

The members voted 63.7 per cent to accept the offer, made Wednesday.

The agreement provides a price of $13 a ton for herring to be used for reduction for meal and oil, a cut of 25 cents from the previous contract.

The association will pay $16 a ton for food herring, the same as in 1957. The company's original offer for reduction fish was $9.60 a ton.

SEASON LOST

The strike began Oct. 27, 1957, and resulted in complete loss of the winter herring season. The 2,000 men affected included those on ships and in the shore operations.

A spokesman for the association estimated that the strike cost the province approximately $5,000,000.

The agreement states that shares for each seine boat will be divided eight ways.

If there are fewer than eight men on a boat, the extra shares will be donated to the union's welfare fund. This is to discourage crews from trying to obtain larger shares, said Mr. Stevens.

The new agreement will be signed Monday and the fleet will leave at noon the same day, he said. Fishing will begin Tuesday at 2 p.m.

Mr. Sinclair informed the union Thursday night he was prepared to immediately open negotiations with the union executive over salmon prices. A meeting has been called for Monday afternoon.

The salmon season begins June 22.

To make bid

VANCOUVER (CP) — Gowan Guest, 30-year-old lawyer and president of the B.C. Progressive Conservative Association, says he is seriously considering the race for leadership of the party in B.C.

Board rejects certification application

Application for certification by employees of Eby and Sons Limited in the section of the province bounded by the 53rd parallel in the south and the 124th meridian has been rejected by the Labor Relations Board.

The Department of Labor in Victoria reports that the application by Local 384 of the Construction and General Laborers Union was turned down because not more than 50 per cent of those eligible voted in favor of the request.

The new unit would have covered general laborers, labor foremen, pipe layers, brush burners, dumpmen, spotters, jackhammermen and vibratormen.

APPEAL STARTS MONDAY

Local Scout association seeks $1,000 in funds

The Prince Rupert district of the Boy Scouts association will launch an appeal for financial support in a campaign for $1,000 in funds starting Monday.

Campaign chairman Gordon Fraser said that the drive formerly held in February along with other associations across Canada, was held off here this year because of unsettled conditions and the quota was brought down from $1,500 to $1,000.

"Scouting is first and last a community effort and is the business of everybody in the community. When everybody gives, everybody benefits by the turning out of young men trained to be good and useful citizens," Mr. Fraser said.

The chairman said that as Scouting continues to grow with 270 members in Prince Rupert and the district, it costs more money for the administrative costs on the provincial and national level, for the provision of an annual Scout camp and for financial assistance to send Scout and Cub leaders to training camps.

"Good Scouts not only become good citizens of Canada but also good citizens of the world, because the Boy Scout movement is part of a national and international endeavor which gives the boys a feeling of unity with other Scouts all over the world," Mr. Fraser said.

FIRE EXTINGUISHED

A mattress fire in a room at the Royal Hotel was extinguished before the fire truck arrived at 6:20 last night. Only one mattress was destroyed.

$150 IN PRIZES AT END OF SURVEY

3,284 persons X-rayed in big survey

With only seven days left before the big Christmas Seal X-ray van completes its mass survey of Prince Rupert on June 21, as a precaution against tuberculosis, Operation Doorstep is only about 1,700 persons short of its anticipated goal of 5,000 X-rays.

Until last night 3,284 persons had taken advantage of the block by block coverage being given by the survey.

At the end of the survey there are three prizes of $50 each awaiting three city residents who have had their X-rays taken. The $150 in prizes has been offered by the Prince Rupert Rotary club, in suporting the anti-TB drive.

The block-by-block canvassing will continue tomorrow with **Mrs Harold Anderson** as captain for Zone 6. Area to be covered tomorrow consists of both sides of Third Avenue, Second Avenue, First Avenue from McBride Street to Third Street including the Civic Centre, Pacific Place and the Canadian Legion Building. Night stop Saturday night will be in the Canadian Legion grounds.

Zone 14 captain for canvassers Monday will be **Mrs. George Fowlie** whose area covers both sides of Seventh Avenue East from Immanuel Street on Sixth Avenue East from the 1750 block on; Fifth Avenue East and Jeffery Street including Seal Cove Circle and the Aero club. Night stop will be at St. Peters church, Sixth Avenue East.

MRS. HAROLD ANDERSON
. . . Zone captain tomorrow

MRS. GEORGE FOWLIE
. . . Zone captain Monday

Hospital to enforce rules on maternity ward visitors

Now that the maternity section of the Prince Rupert General hospital is in the west wing of the building and separated from the women's medical and surgical section, the proper regulations governing visitors to maternity patients will be enforced, administrator Edward H. Knight said today.

Mr. Knight said that the regulations concerning maternity patients restrict visitors to husbands and mother's of the maternity patients.

He said that when the maternity, women's medical and surgical sections were all in the east wing of the hospital, visitors included brothers, sisters, friends and many other visitors.

"Such a wide scope of visitors to the maternity section will no longer be allowed," Mr. Knight said.

"Just the husband and the mother of the maternity patient can visit," he stressed.

WEATHER—

Variable cloudiness today and Saturday with light rain and drizzle. Little change in temperature. Winds westerly 15. Low tonight and high Saturday at Prince Rupert 52 and 62. Yesterday's high 65.7 and low 51.6.

TIDES—

Saturday, June 14, 1958
(Pacific Standard Time)

High	11:52	16.6 feet
	23:36	10.7 feet
Low	5:42	5.1 feet
	17:33	8.3 feet