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TOMORROW'S TIDES

(Pacific Standard Time)
Thursday, July 1, 1954

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The Daily News

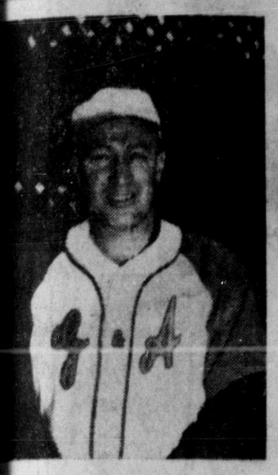
NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

Published at Canada's Most Strategic Pacific Port—"Prince Rupert, the Key to the Great Northwest"

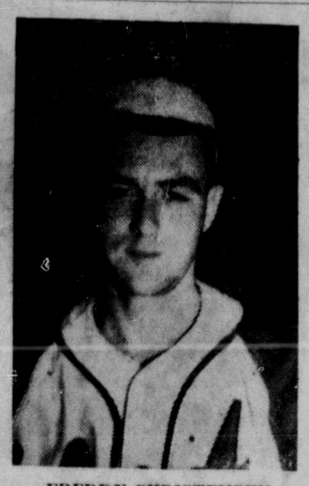
VOL. XLIII, No. 152 PRINCE RUPERT, B.C., WEDNESDAY, JUNE 30, 1954 PRICE TEN CENTS

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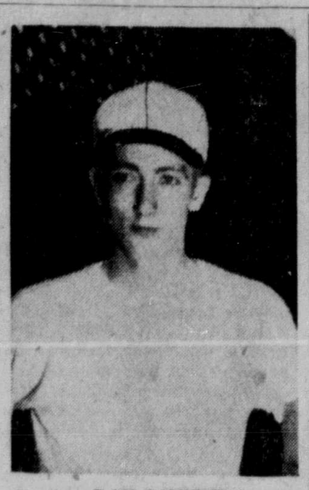
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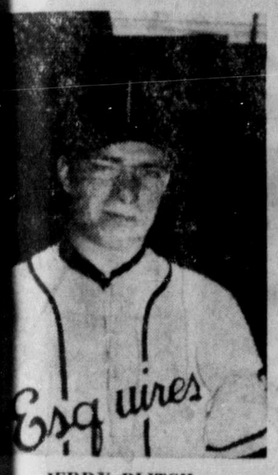
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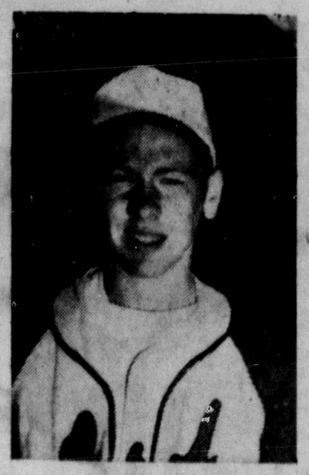
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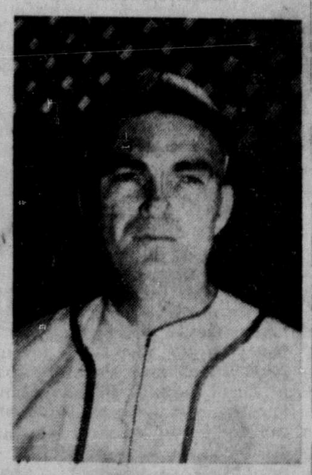
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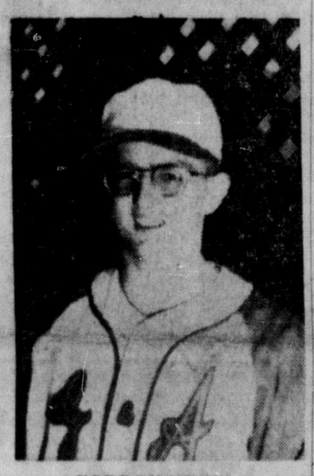
JERRY BLITCH



DENNIS REED



CLIFF DAHL



GORDON MUNDLE

New Guatemala Chief To Meet Rebel Leader For Truce Talk

Weather Wrecks Opener; ames Possible July 1

nce Rupert Baseball associ- officials, players plus s of baseball fans were at the weatherman today ontinued rain caused can- ion of the first game be- Ketchikan All-Stars and e Rupert All-Stars.

omoter Art Murray, who ed the drive for a "bigger better" Dominion Day In- tional Baseball series, said before press time that the ikan team, due to fly in afternoon, were told not to off from the Alaskan centre se there was little chance e weather clearing for to- 's opening game.

e weather forecast for to- ow is not much better with s and showers predicted, aseball officials hope that weather will clear in time morrow's two games, set for and 6:30 p.m.

any event, coach of the e Rupert All-Stars, Rusty has alternative line-ups for the opening game of series. Assisting him as es, Ford will have Benny e and Miner Simundson.

the first team Ford will Nick Pavlikis in right field, Enridge in centre and Petrow in left. Gordie le will be on third base, Giordano at short, Dave Hill cond and Syd Scherk at Don Scherk will be catch- and no starting pitcher has named for either team. the second string are Dave Hill at first, Mundle on second, Giordano, Bill Sundberg at third and Don Scherk behind the plate. The outfield is unchanged.

For pitchers Ford has Freddy Christensen, Dennis Reed, Jerry Blitch, Jackie Sharpe, Bill Donaldson, Gordie Cameron and Larry Mathews from which to choose. Also on tap will be Bill Gunn, Jack Lindsay, Bruce Simundson, Maddy Sedgewick, Cliff Dahl and P. Paulsen of Terrace.

Coaches and players worked late last night on completing the new fence at Roosevelt Park and it will be all erected, if not completely painted, by game time. Also set up are the two foul-line poles at the end of each baseline. A concession stand has also been built.

Baseball Commissioner Stan Moran is scheduled to get the series officially under way at 1:30 tomorrow afternoon. Ald. Phil Lyons will pinch-hit for Mayor George Hills, and extend a welcome from the city to the Ketchikan team and any visiting dignitaries.

Umpires for the series are listed as Johnny Comadina, Andrew Letourneau, Dido Gurvich and Steve Mintenko.

Should there be a game tomorrow afternoon it will be broadcast by the CBC's CFPR, with sportscaster Mel Thompson giving a play-by-play description of the game and Dick Ayres adding a commentary. Game times have been set for 6:30 tonight, 1:30 tomorrow afternoon and 6:30 tomorrow evening.

New Union To Use Love In Bargaining

VANCOUVER (CP)—A new type of labor organization which approaches negotiations on the basis that workers and management should "love each other" has been certified as bargaining agent for employees of two Vancouver firms.

A B.C. labor department report showed Tuesday that the Vancouver Christian Workers' Union has been granted bargaining right for employees of Stock Fixture Limited and Velden Construction Company, both in Vancouver.

The first certification covers shopmen and the second is for carpenters and laborers.

The VCWU is part of the Christian Labor Association of Canada which has about 1,600 members across Canada.

CLA president Frank Fuykschott of Hamilton, Ont., said his association "believes that love and co-operation are the powerful forces around the bargaining table."

He added, "We won't threaten. We will explain what our workers want and we believe we can get those things more easily with mutual love and understanding."

The CLA originated in Europe 100 years ago but did not spread to Canada until 1951. This is the first time the association has appeared on the West Coast.

Spy Ring Operated In Embassy

MELBOURNE (Reuters)—Former Russian secret police agent Vladimir Petrov today told how a Russian spy centre covering the United States, Britain, Canada, New Zealand and South Africa was run from the Russian embassy in London.

Petrov, head of the Russian spy system in Australia until he decided to seek political asylum, said the London centre was headed by a Soviet diplomat named Kukin who doubled as Russian secret police head in Britain.

Another department of the Russian espionage system headed by a man named Raina, he said, was charged with spying on atomic weapons and guided missiles.

Both Raina and Kukin have been removed from their posts, he added. Raina was ousted from his job during the purge which followed the execution of former Russian interior minister and secret police head Lavrenti P. Beria.

Appearing before an Australian commission investigating Soviet espionage in Australia, Petrov outlined for the first time in public the life history of an agent in Russia's dread MVD secret police.

Australian security men kept a careful watch as Petrov, grey haired and bespectacled, looking more like a banker than a spy, gave evidence.

Speaking in English he said four of his senior officers were executed or fired in various purges. The last of his superiors to die, he said, was a deputy foreign minister, Dekonsov, executed about the time Beria fell from power.

Petrov said that as a secret agent in the Russian embassy in Canberra his reports were not seen by the ambassador.

Tokyo To Mark Dominion Day

TOKYO (CP)—The Canadian flag will fly at American and UN command headquarters here on Thursday in honor of Dominion Day.

The Far East command has adopted the custom of flying the flags of each member nation, and of Japan, on the country's national days.

Judge Penalized

MORA, Minn. (AP) — What did municipal judge W. W. Tenney say to municipal judge E. A. Thompson?

"Five dollars and costs."

Judge Thompson got a tag for going through a stop sign and appeared before Judge Tenney. Judge Thompson said he was thinking of his real estate business. He hit a truck in the process and did $400 damage to his car.

WEATHER

Forecast

North Coast Region:—Cloudy today and Thursday with scattered showers mostly along the mainland coast. Not much change in temperature. Winds light. Low tonight and high Thursday at Port Hardy and Prince Rupert 50 and 60, Sandspit 50 and 55.

— EDITORIAL —

Look To The North

AFTER weeks of preparation, The Daily News today is proud to offer perhaps the most complete, and certainly the most up-to-date, story of our northland ever published.

This is the story that all too few know about. In the great metropolitan centres of Canada one finds a profound ignorance of the opportunities that exist up here. It sometimes seems that other countries have more interest in this part of Canada than do Canadians themselves, as witness the comparatively large number of new citizens who are making their home in the north.

The publication of our Northland Empire special edition is an attempt to throw a little light on the subject. With compliments of The Daily News, the paper is being distributed to hundreds of selected organizations and individuals from Victoria, B.C., to St. John's, Newfoundland. We are sufficiently sold on the story to believe it rates nothing less than a nation-wide readership.

In addition, the supplement is being given thorough distribution in this area by weeklies which have assisted in its publication. It may help to quicken our own awareness of the bounty that is ours.

So we take this occasion formally to introduce The Northland Empire. We hope you will find it of interest.

★ ★ ★

Daily News Supplement Lists Northern Progress

Readers of The Daily News get a bonus in today's edition of the paper, in the form of a 26-page, three-color supplement.

Entitled "The B.C. - Yukon Northland Empire" and dealing with the progress of the north country and the centres lying north of the 53rd parallel it also includes many articles describing the growth of the areas around Prince Rupert, Prince George, Kitimat and Terrace.

"The Northland Empire" edition was published by the Prince Rupert Daily News in co-operation with the Prince George Citizen, Terrace Omineca Herald, Smithers Interior News, Nechako Chronicle, Cariboo Observer, Dawson Creek Star, Peace River Block News and Whitehorse Star.

Larry Stanwood, well-known Prince Rupert newspaperman, was the editor, and was responsible for nearly all of the writing, page layout and make-up.

Circulation of "The Northland Empire" is 25,000 copies, which means a readership of probably more than 100,000. In addition to the 14,000 copies being distributed by weekly newspapers in the northwest area, 2,000 are being circulated in Kitimat by special arrangement. The remainder is going to Daily News readers and to selected addressess in Canada, the U.S.A. and overseas.

INCREASE IN PRICE

Because of the special supplement, today's Daily News will be sold on the streets at 10 cents a copy. There will, of course, be no extra charge to subscribers.

Additional copies of The Northland Empire may be obtained from The Daily News office at 25 cents a copy. As the supply is extremely limited, however, those wishing to place an order are advised to do so early.

No Paper Tomorrow

The Prince Rupert Daily News will not publish tomorrow, Dominion Day. Publication will be resumed Friday.

Banks, stores, business houses and government offices will be closed for the July 1 statutory holiday, and there will be no local mail deliveries. However, wickets at the post office will be open from 8 to 10 a.m. and the lobby will be open from 8 a.m. to 6 p.m.

Governing Junta Believed Probable

GUATEMALA CITY (Reuters)— Guatemala's new head of state, Col. Alfredo Monzon, meets rebel leader Col. Castillo Armas in neighboring El Salvador, probably today, to negotiate a truce in the 12-day fighting.

Diplomats here in the Guatemalan capital believed the two, anti-Communists both, would join in still another new governing junta. The general feeling was that Castillo Armas could dictate his own terms.

The rebel's rear headquarters said late Tuesday Castillo Armas was ready to discuss truce terms but insisted on assurance that the anti-Communist drive would continue.

The Vatican's nuncio to Guatemala, Msgr. Gennaro Verolino, has agreed to be the third party at the armistice conference.

The truce call came after a quick series of political changes which shoved Col. Carlos Enrique Diaz out of power less than 48 hours after he had ousted ex-president Jacob Arbenz. Monzon was internal affairs chief under Diaz and minister without portfolio under Arbenz.

Diaz, first reported arrested, later gained political asylum. Arbenz, who yielded power to Diaz Monday, now is in the Mexican embassy with a large number of other refugees.

Kinross Rites Set for Friday

Funeral services for James Stirling Kinross, who died in Prince Rupert General Hospital Monday night, will be held at 2:30 p.m. Friday at Grenville Court Chapel.

Canon Basil S. Prockter will officiate.

Interment will be in the Masonic plot at Fairview cemetery.

PC Factions Rebelling Against Drew

VICTORIA (CP)—Deane Finlayson, British Columbia Progressive Conservative leader, said in a statement Tuesday night that sections of the provincial party are rebelling against the national leadership of George Drew.

In another statement to the Victoria Colonist, Maj.-Gen. G. R. Pearkes, PC member of Parliament for Esquimalt-Saanich, said reports of a forthcoming alliance between the Progressive Conservative and Social Credit parties were "nonsense."

Both men admitted there was a rift in the party in B.C. They pin-pointed the trouble as disagreement over party organization.

DISAGREE WITH DREW

Gen. Pearkes said some party members felt that "all matters connected with the federal and provincial organization in B.C. should be vested in the provincial leader."

Mr. Finlayson said "there is a group of responsible people in the Victoria area which disagrees with the national leader's views on party organization.

"I might say that the disagreement is more widely expressed than in Victoria alone."

The provincial leader said the issue will be thrashed out at the provincial executive meeting at Vernon July 17.

Cloudy Prospect Faces Canadians For Holiday

By The Canadian Press

Canadians will head for beaches, summer cottages, ball parks and race tracks Thursday for the Dominion Day holiday. In many parts of Canada they face the prospect of cool and cloudy weather.

It will be largely a day for family celebrations and local sports events with few large-scale celebrations planned. Highway traffic is expected to reach a mid-summer peak and police and safety officials have urged the public to take it easy.

Fifteen persons died violently during last year's one-day holiday, most of them victims of traffic accidents and drownings.

In British Columbia, all forms of transportation to the United States border and interior resort centres are heavily booked. Main attractions are the Canadian cycle championships at the British Empire Games oval in Vancouver and a cherry festival at Chilliwack.

Alberta, like B.C., probably will have cloudy weather with risk of showers.

The Highland Games Association annual track meet is scheduled for Edmonton along with a Western International League baseball game, and Calgary will hold its annual motorcycle hill climb on the Banff highway. Many children and military cadets will leave Saskatoon for summer camps.

WATCH FLOOD WATERS

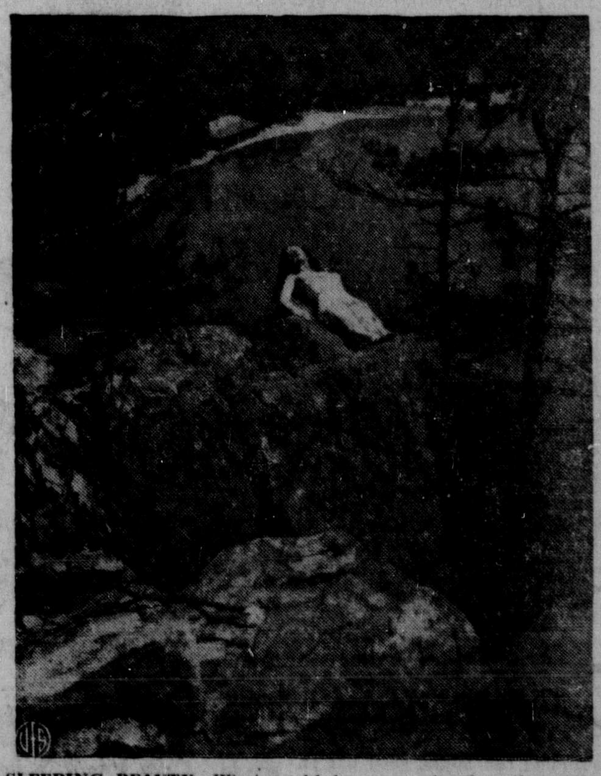
Manitoba also was fatality-free last Dominion Day but Brandon area residents will have their eye on another danger—rising flood crests on the Assiniboine river.

In Toronto and Montreal, where cloudy weather and possible showers are forecast, International League baseball games will be the feature. A Dominion Day invitation tournament has been scheduled at Hamilton's Chedoke Golf and Country Club.

Quebec province traffic officials fear a high accident toll on the highways with thousands of Montrealers flocking to the country and the mountains.

TROOP THE COLOR

In Ottawa, the governor-general's foot guards will troop the color on Parliament Hill and there will be a marchpast of the Cameron Highlanders, but civic ceremonies will be confined to a fireworks display at Lansdowne park in the evening.



SLEEPING BEAUTY—What could be more pleasing than the sight of this pretty miss napping in the sun on a rock high above Devil's Lake, near Wisconsin Dells, Wis. The sleeping beauty looked so peaceful the photographer didn't wake her to find out her name.

RCMP TO USE GHOST CARS TO CUT HIGHWAY MISHAPS

VICTORIA (CP)—RCMP "Ghost Cars," manned by plain-clothes constables, will start patrolling British Columbia highways on the Dominion Day holiday.

Announcement of the move, first of its kind by RCMP in the province, was made here by assistant-commissioner C. E. Rivett-Carnac.

The measure is "an attempt to curtail accidents and deaths," he said.

The "ghost cars" will be in radio communication with a uniformed constable in a marked police car who will arrest offenders.

ommers Says Oil Discovery est Northern News in Years

ICTORIA (CP)—Lands Minis- E. Sommers has followed ier Bennett's announce- of a commercial oil dis- ry in the Peace River dis- with an enthusiastic state- which calls it a "find of greatest importance."

his is the best news to come of northern B.C. in many s," he said. "It holds tremen- promise not only for a ic area but for the general re of everyone in B.C."

Sommers said: "Unques- bly drilling throughout the will be intensified and the er of operators will be ly increased.

his widespread and stepped- activity will be reflected in s of additional employment, rgement of traffic and transportation facilities, and gratifying economic growth both within and without the settlement centres of Fort St. John and Dawson Creek."

Meanwhile, the Pacific-West Buick Creek No. 3 light gravity crude oil discovery may well indicate British Columbia's first major oil field, L. M. Clark, vice-president, exploration for Pacific Petroleums Ltd., reported at the company's 15th annual meeting in Calgary.

The discovery well gave up a large recovery of high gravity crude oil, rated at around 35 degrees API, and indicated approximately 28 feet of oil zone in the nikanassin formation, from 3,884 to 3,912 feet.

The discovery caught the government with its regulations down.

Drawn up some weeks ago with the proclamation of the new Petroleum and Natural Gas Act, the regulations were still in the hands of the Queen's printer Tuesday.

The Act and regulations provide for strict government control of drilling and production. They are similar to those in Alberta.

Honor Discoverer

ONDON (AP)—Britain Tuesday oted Sir Alexander Fleming, verer of penicillin, at a cere- marking the 25th anni- y of the wonder drug. The of Edinburgh presented Sir nder, who now is emeritus sor of bacteriology at Lon- University, with a pair of George III tureens.

Denies Damage From Smoke

Hugo Kraupner, proprietor of Ideal Cleaners, said today that no damage from smoke occurred in the cleaning plant Monday as first reported.

The smoke, caused, fireman say, by a flashback from the furnace, occurred in the boiler room.

Nab 'Killer' Gang

SINGAPORE (AP) — Singapore police report they arrested 16 Chinese youths believed to be members of a Communist "killer squad" operating in the colony.

Prince Rupert Daily News Ltd.
Wednesday, June 30, 1954

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Action For Cow Bay Floats

IT IS welcome news that action at last has come to the Cow Bay floats. Although it is late for the current season, the uncertainties have been so numerous that it is a joy to see them disappear no matter what the timing.

The concern aroused by condition of the floats is proof again that anything affecting the operation of our fishing industry has a reaction directly or indirectly on most of the city. Although Prince Rupert is not so exclusively the fishing port it used to be, the men who make their living from the sea still count for a vital part of our economy. If their needs are neglected, the city as a whole is going to feel it.

While the Cow Bay floats have gone unattended for too long a time, it is probably not fair to place all the blame—or even most of it—on the federal government. When the floats were damaged by storm they were the property of the provincial government. Consequently the responsibility for at least temporary repairs should have been borne by Victoria.

In any transaction there is a natural reluctance to accept damaged goods, but apparently the provincial government was not disturbed by this. Evidently it considered caginess a better policy than direct action.

It is hoped the Cow Bay floats will be handled with more respect by their new owners.

Alaskan Comment on Power

SINCE Alaska, with its wonderful water power facilities, will play an important part in the aluminum industry of the future, some figures released from Portland, Oregon, by Standard Research institute ought to prove interesting.

It said that already more than 85,000 northwesterners owe their livelihood directly or indirectly to the aluminum industry.

It is claimed this industry in the northwest now amounts to a total of 292 million dollars.

Carleton Green, a researcher, said, "Looking into the future, the study estimates that the northwest will have a population of about 6,250,000 by 1963 . . . compared with 4,676,000 in 1959 . . . power has been a major factor in the region's unusually rapid rate of economic development."

He said there is a lot of power yet to be developed.

What Mr. Green said is true and he might have added that there is more potential water power in Alaska than in all the northwestern states. What are we waiting for?

—Ketchikan Alaska Chronicle.

Ray REFLECTS and REMINISCES

Short visits make long friends.

TEEMING WITH FOOD

Mr. Ferguson, speaking in Hansard: On every hand we have abundance of everything. We do not know how to dispose of our abundance of wheat. Ontario is teeming with foodstuffs. Our cattle are standing up to their knees in lush pasture. Beef has dropped 35 per cent. People are unemployed across Canada. Shipyards are closed down. Let us pray to God that what we are seeing now is not a repetition of the 30's. What is the cause of all this? Let us give some of our surplus to a starving world.

A hotel in Jackson, Miss., advertises: "Convenient to everything, including better hotels."

Why is it folks who want to leave parties early, and the folks who don't are always married to each other?—Kitchener Record.

OTHER TROUT

Of course, we're going to hear a lot about British Columbia's trout before long, because this is vacation season. Yet, one can become a bit weary of home and all that. Ever go in the Andes? Rainbows are said to flourish there. They can overtake the fastest fish in the Rockies, and enjoy them for breakfast.

Overheard outside a movie house: We want to see that picture called "From Here to Maternity."

Provincial authorities are reported to be making plans, becoming effective in 1955, to make grade crossings less dangerous. This is a matter that may possibly widen to embrace the Dominion. There are tens of thousands of grade crossings, and not one can be said to be free of death, danger or damage.

BACK IN BYTOWN

Said Churchill, leaving Washington for Ottawa, after conferences with Eisenhower: "War? The thought is terrible. We must have co-existence. Can there be victory? Yes, save victory on a heap of ruins."

Canada's longest and dullest session of parliament concluded less than a week ago. It was generally agreed to be a fact, without any accompanying statement that could be called an explanation. And this reminds us that Canada's capital city will soon be approaching its 100th birthday. Already, many historic pictures are in circulation. You just can't imagine what Bytown looked like in 1853.

There remains a strong feeling that cigarette smoke has no business whatever with the lungs, but that, for present purposes, is neither here nor there. Meanwhile, further study and investigation must continue in the general war against cancer. And as for cigarettes, men and women everywhere appear to be finding the same, good old enjoyment.

Why is it that most people would rather have their way about things than be happy.—Sudbury Star.

As I See It



by Elmore Philpott

Blankee—Go Home

HERE in Vancouver we have just voted to reopen our stores on Wednesdays.

We are all out for the fast buck, of course, and want to drag in more of those dollars. Anybody in Vancouver who chalked up a sign "Yankee—Go Home" would be likely to be picked up by two men in white Essondale hospital uniforms.

It seems hard for us in Canada to realize that we are one of the few countries left in all the world where there is no strong move afoot to chase foreigners home.

All across eastern Europe people yearn for the day when the Russian Red armies will be swept back in Russia. A good many people in those countries would gladly give up their own lives to speed the day of the liberation of their homelands. But the sentiment is not confined to the other side of that ill-famed Iron Curtain.

In western Europe are many chalked up signs "Yankee Go Home" or ::Ami Go Home." In my own visits to Europe for instance, I have seen vast numbers of these slogans. I have also learned that there would be many times more of those slogans but for the fact that the Germans, Italians and French know very well that if the Americans did go out the wrong way, the Russians would be coming in. As between an American and Russian occupation it does not take most Europeans long to make up their minds.

✣ ✣ ✣

BUT consider these facts. The last few years of British imperial rule in India were symbolized by two almighty words "Quit India."

Persia almost literally killed the goose that laid the golden egg when she chased out the Anglo-Persian Oil Company, at the cost of terrible economic consequence to herself. Egypt had already exploded once or twice, to get the British out of their country. She ticks away now like a time bomb.

The Dutch got out in time from Indonesia. The French did not get out in time from Indo-China—and they show few signs, to date, or a much more timely and enlightened policy in North Africa.

✣ ✣ ✣

WE ARE living in times of great change—much of which is good and all of which is inevitable, because it is necessary.

But I hate to see our good neighbors, the Americans, raise the boomerang slogan at UN of "America For the Americans."

That sentiment is now raging like a forest fire in so many parts of the world already that I just don't think it is good business, for the Americans, of all people, to raise it, re Guatemala.

For the natural answer to the cry "America For the Americans" is "Asia For the Asians" "Africa For the Africans."

No doubt the world has to go through this stage of chasing out the foreign intruder.

But as fate has decreed that the USA must do most of the job of building One World, if it is to be based on western-style freedom, it seems like poor tactics for Uncle Sam to raise the cry "Blankee—Go Home."

Report From PARLIAMENT By E. J. Applewhaite,

Some of the changes in Veterans' Legislation made at this Session should be of interest to veterans in the Skeena District. Recipients of War Veterans Allowance who live on farms with the wider latitude now allowed under the heading of "farm income." Veterans who have adopted children will be glad to know that at last the Pension Act permits payment of pension on behalf of legally adopted children, which it did not do before. There has been an extension of the time limit for the use of re-establishment credits to January 1, 1960, or 15 years after discharge, whichever is the later; and December 31, 1954 has been fixed as the deadline for application for war service gratuities. The broadening of the Veterans Land Act is so extensive that I have no roomhere to cover it, but I have sent an outline to every branch of the Canadian Legion in Skeena.

From what I can gather here, great interest will be taken in the proposed helicopter service, Prince Rupert-Kitimat-Terrace, if, of course, their application to the Air Transport Board is successful. This I believe will be certainly the longest, if not the first, scheduled helicopter service on this continent, although I understand several are in operation in Europe and several are being considered in North America. It is assumed that if this service is inaugurated helicopter-men and aviation people from many parts will be in attendance at the inauguration.

There seems to be no reason whatever to believe that this service will prove detrimental to the airport project—it may demonstrate very vividly the need for fixed-wing air transport. In any event the airport project, in which there is a real revival of interest, could not, under most favorable circumstances, be completed for at least two to three years, and this service would help fill that time gap. Incidentally, I should mention here the excellent work being done by the Airport Committee, not only on the practical side, but also in proving to all and sundry, how real and genuine is local interest in the project. With respect to the helicopter service the present position is that Okanagan Helicopters Limited (the firm which supplied helicopter service at Kitimat and Kemano) has its application before the Air Transport Board. If the application is granted Prince Rupert will definitely be the first Canadian city served by regular helicopter passenger service.

As this Session draws to a close there is an uneasy feeling in the air caused largely, I think, by the fear that Red tactics are meeting with some success in trying to drive a wedge between Britain, the United States and France. Never was there a greater need for restraint on everyone's part in reference to the alleged shortcomings of our NATO partners. Together the nations of NATO can withstand and overcome attack from any quarter. But if we don't stand solidly together we can not do so.

Pierre Mendes-France is the new French Premier, confirmed by a swift and emphatic vote in the National Assembly. There will undoubtedly be disagreement outside France with the conclusions which French parliamentarians have drawn from M. Bidault's failure at Geneva, but the nation has certainly pulled itself together. Mendes-France has long been a vigorous and effective critic of French policy in the Far East; urging negotiations with Ho Chi Minh, leader of the Indo-Chinese Communists, and opposing intervention by the United States in that area. On the issue of the European Defence Community, the new Premier has been less precise. That gives us all grave cause for worry but we must—we just must—work out a solid international frame-work in Europe—and that, soon.

We here are a tired and weary crew. We've been sitting from eleven in the morning till nearly midnight trying to get home before all the summer has gone. I think the end is in sight and that before these words are printed we shall have wound up the session. So this will be my last report for this session. My thanks and appreciation to the papers which have made it possible for me to send these rambling reports. See you soon.

OTTAWA DIARY By NORMAN M. MacLEOD

When the post-Parliamentary Cabinet shuffle takes place—it may come almost any time now—real political tears will be shed amongst the PCs as well as among the Liberals over the retirement of Defence Minister Brooke Claxton.

The PCs have always regarded Claxton as the Minister in the Cabinet most vulnerable to attack. And because he is a modest fellow and patient rather than truculent in Parliament, they consistently have underestimated him. They will be sorry to see him disappear, as they regarded him as one of the definitely weak chinks in the Liberal Cabinet armor.

The Liberals, on the other hand, have looked upon Hon. Brooke as one of their most effective key figures. The late Colonel Layton Ralston was recognized as essentially a soldier's Defence Minister. When he retired at the height of the conscription controversy in the late war, rank-and-file Liberals never hoped to find another like him. But their luck held, whether or not they deserved it, and Hon. Brooke landed in the post. As a Defence Minister he has won more popularity with the armed forces than probably any of his predecessors.

With close to 120,000 persons now enrolled in the armed forces, the political strength which the three services represent is fairly obvious. And a Defence Minister who can command a loyalty that expresses itself in the polling booth at election time is a real ace-in-the-hole for any government. Hon. Brooke has been that sort of a Defence Minister.

The moral of the open record of the Claxton performance is that it is the tears of the Liberals that are warranted over the Claxton retirement. The PCs should be wearing wide smiles over their faces. One of the most persistent of their many mistakes over past years has been to under-estimate the Defence Minister and single him out for attack. Last year's general election proved this. Claxton bore the brunt of the PC offensive. But when the votes were counted the service vote in almost every constituency in the country had gone heavily Liberal.

The Liberal government will miss Hon. Brooke for his solid administrative abilities no less than for his political strength. Under him the armed forces have given a performance that has done much to silence public criticism over the huge cost of recent defence budgets. In terms of efficiency, esprit de corps, and maintenance of Canada's reputation abroad, the post-war army which he has created has been just tops. In addition, he was the Defence Minister on the NATO Council with the longest record of continuous attendance. That gave him a unique international value. He is really going to be missed on many counts.

Vancouver Starts Decking Streets

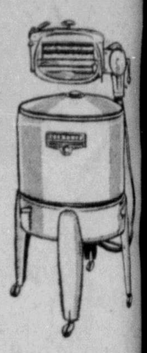
VANCOUVER (CP)—Visitors to the British Empire Games here starting July 30 will see a city bedecked with flags. The city is putting up 5,000 union jacks on all main streets, and residents will add thousands of their own.

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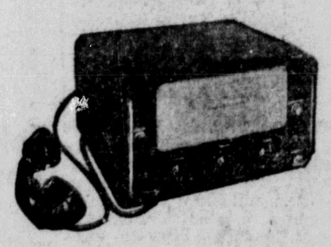
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MILK Any Brand
2 Tins **31c**
CASE **$7.19**

LIPTONS SOUP Chicken Noodle— Pkt. **10c**

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LIBBY'S SPAGHETTI 15-oz.	2 tins 33c	BLACK PEPPER Nabob, Pure ..... Tin	21c
PORK & BEANS Nabob, 15-oz.	2 tins 25c	EXTRACTS Nabob, Pure, 2-oz. ..... Bottle	21c
MODESS	2 pkts 77c	SWEET MIX PICKLES Lynn Valley, 16-oz. ..... Jar	33c
PABLUM Mixed or Oatmeal ..... Pkt.	43c	PABLUM Rice or Barley ..... Pkt.	23c
GUM	4 pkts 19c	EVERY WOMAN'S MAGAZINE Each	5c

EGGS Grade "A" Large, Cartoned—DOZEN **54c**

SARDINES Brunswick. Ideal for Picnics ..... **2 tins 19c**

PLUM JAM Nabob, Pure, 4-lb. Tin **59c**

CRAB MEAT Queen Charlotte—Tin **59c**

CREAM of WHEAT Regular or 5-Minute—Pkt. **29c**

COFFEE MAXWELL HOUSE Best Quality—Lb. **$1.25**

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Fruits and Vegetables

GRAPEFRUIT	Medium Size	4 for 25c
ORANGES	344's—3 Dozen	99c
WATERMELON	Cut and Cello Wrapped—2 lbs.	19c
BEETS	.....	2 bunches 25c
RHUBARB	3 lbs.	25c
CELERY	No. 1—Lb.	15c
LETTUCE	Large Solid Heads	2 for 25c
BANANAS	Golden—2 lbs.	45c

SPECIALS GOOD TILL WEDNESDAY, JULY 7th

TOP QUALITY Meats

GRADE "A" FRESH . . .

FRYERS	..... lb.	79c
BOILING FOWL	..... lb.	49c
ROASTING CHICKEN	..... lb.	59c

Head and feet off—While They Last

VEAL ROLLS	No. 1 Swift's—Lb.	63c
PORK RIBLETS	No. 1—Lb.	29c
FRANKS	No. 1 Cello—Lb.	49c
STEAKS	Delicated—Lb.	69c

CIGARETTES All Popular Brands PKT. **30c** CTN. **$2.80**

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KITIMAT SHOPPERS! WATCH FOR THE GRAND OPENING IN KITIMAT THIS FALL OF SHEARDOWN'S SUPER-VALU

Miss Wrathall Off on Trip

Miss Audrey Wrathall, popular secretary to the mayor and city clerk, will leave here tonight, starting a trip to the United Kingdom.

She will visit various points in the Old Country and stay with relatives of her father at Morecambe, Lancashire.

Travelling with Miss Wrathall are her cousins, Mrs. Percy Keighley and her daughter, Mrs. Don Parnell of England, who have been visiting at the Wrathall home for the past two weeks. They have also visited other points in Canada and Mrs. Parnell has enjoyed her stay so much that she hopes to return to Canada to make her home.

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Shower Honors Francois Lake Bridal Couple

Special to The Daily News

FRANCOIS LAKE—The Lighthouse Church Hall was the scene of a gala party Saturday night when friends and neighbors gathered to honor Miss Doris Loveseth and Mr. Everett Jeffrey, whose marriage will take place shortly.

The hall was decked with pink and white streamers and bells, and the honored couple were seated on specially decorated chairs, to receive their many lovely gifts, presented in a box fashioned of four frilly hearts.

A social hour was enjoyed and delicious refreshments were served by hostesses Sue Rensby and Claudia Jeffrey, assisted by several women. At the close, in thanking the group, Mr. Jeffrey invited all to visit their new home after their marriage.

VISITORS HERE

Mrs. R. Crawford of Moscow, Idaho, arrived Saturday to visit her son, Mr. Earl Deeder. She expects to spend several months here.

Mr. and Mrs. Jack O'Mears and children, Michael and Donna, spent their holidays at their ranch, "the Sattler Place" here.

Miss Preston, Miss Fisher, Betty and Charlie Beatty and small Jane and Bill were visitors at the Landing Sunday afternoon.

Freshwater Salmon

The ouananinhe is a type of Atlantic salmon which spends its whole life in eastern freshwater lakes.



LIGHT 'N' SAUCY—This brand new nylon-chromspun pucker dress for informal summer wear, made of Schwarzenbach weave, beats the heat, the burning rays of the sun, and the rigors of washing—and is certainly easy to look at.

J.C. Atkinson, Longshoreman, Dies at 74

John C. Atkinson, well-known Prince Rupert longeshoreman, died last night in Prince Rupert General Hospital, at the age of 74.

Best known to his fellow workers as "Poker Jack," he came to Prince Rupert several years ago and was employed by Lindsay's Cartage for some time before turning to longshore work. Ill health forced his retirement a few months ago.

Born in Southampton, Cumberland County, N.S., son of Rufus and Margaret Atkinson, he left home at the age of 18 and went to Boston where he was employed for many years by the Boston Railway Co., as a street-car conductor. Coming west to Vancouver, he joined the Standard Furniture Company, after which he came to Prince Rupert.

He had four brothers and four sisters, whose whereabouts are unknown here.

Funeral arrangements will be announced later.

readers

- Baseball July 1st. Ketchikan vs. Rupert. (152)
- Salt Lake Ferry operating all day Thursday, July 1, weather permitting. (1t)
- Richard Sephton, District Agent, Mutual Life of Canada, is here on one of his regular visits. For Life Insurance Counsel, phone 436. (153)
- Salt Lake Ferry operating daily excepting Monday, 2, 3, 5, 7 p.m. Sunday, continuously from 10:30 a.m. Weather permitting. Red 968. (1t)
- It is very important that all Columbia Cellulose Company employees and other interested people, attend the meeting regarding the C.V. and C. Health Services Society, on Friday, July 2 at 8 p.m. in the Dining Room, Civic Centre. Mr. T. H. Wiltshire, C.V. and C. Manager from Vancouver, will be present. (153)

CNR Official Visits District

A Canadian National Railway official was scheduled to arrive here today aboard the Prince Rupert in the course of an inspection tour of this division.

He is F. H. Keefe of Winnipeg, general manager of the western region, CNR, who will travel east of here by train, particularly noting progress on the Kitimat-Terrace railway line now under construction.

Scientists Ired As Clouds Hide Eclipse of Sun

MATTICE, Ont. (CP) — A low-hanging overcast today blacked out the eclipse of the sun from scientific parties attempting to study the spectacle in this northern Ontario village.

Overnight, a cold frost from the west closed in the area with a layer of clouds about 600 feet off the ground.

Astronomers who spent the night making last-minute adjustments to instruments pointed at the rising sun, stood by helplessly as the moon brought Canada's first total eclipse in nine years.

Early information at this point indicated there was no visibility for other Canadian expeditions.

In this village, kept awake all night by the movements of professional astronomers and a hoard of amateurs, the experts could do nothing more than pace about.

As the moon started it's scheduled swing across the face of the sun at 6:10 a.m. EDT, nothing was visible here except an almost-imperceptable darkening through the 1,500-foot thick clouds, growing deeper with the approach of the 89 second period of totality starting at 7.10.21 a.m.

Flo Chadwick, African Hunter To Wed in Fall

HOLLYWOOD (AP) — Distance swimming ace Florence Chadwick announced she soon will take the big plunge—into matrimony— with F. Wallace Taber, African game hunter, lecturer and former newspaper man.

Miss Chadwick, 34, made the announcement Tuesday night at cocktail-buffet in her honor.

Miss Chadwick and Taber, 38, both from San Diego, will wait until fall for the wedding.

The swimmer and her mother head today for Victoria, B.C., where she'll swim the straits of Fort Angeles Aug. 12. On Labor Day she will make a distance swim at the Canadian National Exhibition in Toronto.

Miss Chadwick, among her many feats, has swum the English channel both ways and has crossed the rough Catalina channel of southern California.

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CHOP SUEY . . .
. . . CHOW MEIN
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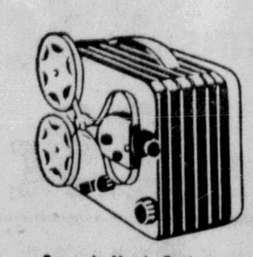
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Let us show you this quality movie team, made by Kodak, at a budget price. You can buy the outfit now, or just the camera and add the projector and screen later. Camera with f/2.7 lens, $45.75; Projector, $78.50; Screen, $5.75.

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Classified, 3 cents per word per insertion; minimum charge 50 cents.
Birth Notices, 50 cents; Cards of Thanks, Death Notices, Funeral Notices, Marriage and Engagement Announcements, $2.00.
Special Display double price.
No Refunds
We will not accept responsibility for classified ads inserted incorrectly or under wrong classification unless notification of such errors is received within 24 hours of first insertion.

WANT AD REPLIES

We are holding replies to the following News ad boxes:

972, 981, 982, 986

Replies must be called for in person

1 COMING EVENTS

Outdoor painting course, Smithers, July 5-14. (156p)

United Church W.A. Bake Sale at Gordon & Anderson July 10.

United Church W.A. Bake Sale at Gordon & Anderson's on August 14.

Presbyterian Rummage Sale, Sept. 11.

United Church W.A. Auction and Rummage Sale, Oct. 2.

Catholic Fall Bazaar, October 6 and 7. (164)

Conrad United Hall Bazaar, Nov. 16. (169)

Presbyterian Fall Bazaar, November 25

I.O.D.E. Fall Bazaar, November 4.

CONTACT Alconolics Anonymous. P.O. Box 343. (157)

2 BIRTHS

OTTO and Anna Maria Sambol announce the arrival of a baby boy, Danilo Anthony, 7 lbs. 11 oz. on June 28. (1tp)

3 PERSONALS

YOUR NEWSPAPER will FOLLOW YOU on YOUR HOLIDAYS at NO EXTRA COST!

Just Phone 748 and leave a forwarding address (tf-nc)

WANTED—A home for a male, part-persian kitten. Red 114. (154)

COLUMBIA Cellulose Company employees see Reader column. (153)

HAVE more vacancies for period of Art Course July 5-14. Lake Kathlyn Auto Court, Box 636, Smithers. (154)

4 BUSINESS PERSONALS

GARDENING and landscaping, lawns, evergreen planting, rock walls, fishponds, patios and rockeries, etc. Free estimates. Red 306. (152p)

PUBLIC ACCOUNTANT. Income Tax specialist. S. G. Furk, Stone Building. Phone 424. (20m)

CHIMNEY and chesterfield cleaning. Odd jobs. Phone Green 773, Mr. J. Kempster. (152)

WORLD'S FINEST CLEANER—ELECTROLUX. Phone Blue 970 for Parts—Sales—Service. (c)

SAW Filing—All types of saws. Precision Saw Filing, 215 1st Avenue West, city. (166)

SPENCE & Matiuk, painting contractors. Phone 101, days, Blue 881, evenings. (172)

WILFORD Electrical Works, motors bought, sold, rewound and repaired. (172)

MAGAZINES, Novelties. Eddie's News Stand. (c)

CARS? Bob Parker's of course. (171)

SUPERIOR Messenger, phone 458 (156)

WILFORD Electrical Works dealer for Ekolite Sounders. (164)

NEARLY everybody uses 99.

15 FOUND

CLARINET and camera in 99 Taxis. Owners may have same by identifying and paying for this advertisement. (153)

15 FOUND

APPLICATIONS will be received from certified welders. Apply Personnel Supervisor, Columbia Cellulose Mill Division. (152)

16 LOST

BLUE budgie, vicinity McBride and 9th Ave. Phone Red 628. (153)

18 HELP WANTED—MALE

PARTNER wanted for prospecting venture. Some capital wanted. Mineral deposit known. Box 989 Daily News. (154)

SUPERIOR Messenger, phone 458 (156)

20 HELP WANTED—FEMALE

LOOKING for something different? We need a bright young clerk with a basic knowledge of bookkeeping who can type. We are operating under an entirely new — the latest — bookkeeping system. Apply in writing to Box 983 Daily News giving full particulars, age, marital status, office experience, and salary expected. (152)

LOCAL auto dealer requires bookkeeper-typist. Preferably with accounting machine experience but not essential. Reply direct to Bob Parker Ltd., or phone 93 for interview. (156)

STENOGRAPHER, shorthand not required, for Real Estate and Insurance. Insurance experience preferred but not essential. Apply H. G. Helgerson Ltd., 216 6th St., phone 96. (152)

STENOGRAPHER wanted by Canadian Fishing Co. Ltd. Oceanside Cannery office. Experience preferred. Apply at office. (154)

EXPERIENCED bookkeeper for public accountant's office. Typing required. Phone 424 now for interview. (156)

25 Situations Wanted—Female

BOOKKEEPER, general office, 15 years experience. Permanent full or part time. Box 988 Daily News. (153p)

26 BUILDING MATERIALS

PHILPOTT, EVITT & CO. LTD. Phone 651 or 652
Inquire about our budget plan for your home improvement. No down payment. $100 to $2,000. Six to 24 mos. to pay. (157)

27 FUEL

Try Clean, Hard, Hot BRIQUETTES
In Your Fireplace, Cookstove or Furnace
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ALBERT & McCAFFERY LTD.
Phone 116, 117 or 58
Your agents for McLeod River Hard Coal
(152)

SUPERIOR Messenger, phone 458 (156)

For your fuel requirements:
"Shell" Heating Oils.
"Foothills" (sootless) coal.
"Pacific" Propane Gas.
Phone 651 or 652
PHILPOTT, EVITT & CO. LTD.
(157)

28A SEWING MACHINES

SALES—Repairs Rentals. Singer Sewing Centre. Phone 934. (c)

32 FOR SALE — MISC

24 FOOT trailer, separate bedroom, electric brakes, etc. Cheap. Box 987 Daily News. (152p)

LARGE doll pram and .22 calibre BSA target rifle, both in excellent condition. Telephone Green 471. (153p)

ELECTRIC water heater, 40 gallons, new condition. Half price. Phone Black 987. (156)

18-FOOT house trailer. Apply 330 8th East. (155p)

34 WANTED MISCELLANEOUS

WANTED — TOP MARKET PRICES PAID for scrap iron, steel, brass, copper, lead, etc. Honest grading, prompt payment made. Atlas Iron & Metal Ltd., 250 Prior St., Vancouver, B.C. Phone PAcific 6357. (H)

CASH FOR
Scrap, copper, brass, batteries, radiators. Phone 543—Call 630 6th Ave. West. (c)

35 BOATS AND ENGINES

14-FOOT speedboat "Keep Kool," top shape, built last year. Remote control gear for 10-25 h.p. outboard. No motor. Contact Black 243, 6-7 p.m. (156p)

16-FOOT boat, 5 h.p. Kermath with clutch. Phone Green 304. (156p)

38-FOOT gillnetter. Phone Red 224. (156)

36 ROOMS FOR RENT

2-ROOM furnished housekeeping suite. 600 6th Ave. West. (157p)

ROOM, board if desired. 317 7th West. (153)

HOUSEKEEPING rooms. 221 5th East. (157)

37 ROOM AND BOARD

TWO gentlemen sharing bed. Phone Red 718. James Apts., 1005 3rd Ave. West. (156)

38 COTTAGES, CAMPSITES

FURNISHED cottages at Ferry Landing. Ideal holiday location, boats and saddle horses. Close to store and post office. Mrs. H. Neave, Francois Lake, near Burns Lake, B.C. (1t-nc)

FOR RENT—By day, week or month, clean comfortable convenient Riverside Cabins. Phone 107M, Terrace, B.C. (160)

ROOM and board in private home for working man. Red 140. (155)

39 HOMES FOR RENT

SMALL three-room house. Blue 822. (152p)

39A SUITES FOR RENT

Unfurnished Suites For Rent
The Elizabeth, modern 3 and 4-room apts. Electric range and refrigerators. Laundry facilities. Black 468. (153)

5-ROOM suite available at once. T. Norton Youngs, Real Estate and Insurance. Phone 45. (154)

BASEMENT suite. Two rooms, furnished. Respectable people only, 336 6th East. Black 910. (156p)

ATTRACTIVE, newly decorated unfurnished suite. Harbor view. Adults only. Phone 57. G. P. Tinker & Co. Ltd. (154)

THREE - ROOM self-contained apartment. No drinkers. 533 8th West. Phone Green 932. (152p)

SUITES for rent. Phone Red 984. (157)

SUPERIOR Messenger, phone 458 (156)

40 HOMES FOR SALE

$2000 DOWN—4 BEDROOMS
Spotlessly clean family home, close to shopping and transportation. Large living room, bright cabinet kitchen, two big bedrooms and bath. Open stairway to two smaller bedrooms. Wired for electric range. This is very nice at $4500.

4 ROOMS, $2800
Twelve-year bungalow, close to schools. All rooms of good size. Owner will consider trading on large home. See us first for better buys.
ARMSTRONG AGENCIES LTD.
342 Eves. Red 958 (153)

FULLY modern 5-room house, full concrete basement. Automatic oil furnace. Apply 429 5th Ave. West. (152p)

42 WANTED TO RENT

THREE or four-bedroom house, unfurnished, by end of June. Phone Green 830. (tf-nc)

4- or 5-room home, unfurnished, by July 1. Please apply Box 984 Daily News. (154p)

43 LISTINGS WANTED

SELLING YOUR HOME?
We have several buyers. For quick sale phone
H. G. Helgerson Ltd.
Real Estate and Insurance
216 6th Street
Phone 96 or Black 197 eves. (154)

SUPERIOR Messenger, phone 458 (156)

SELLING your home? We have genuine buyers waiting. For prompt inspection.
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45 PROPERTY FOR SALE

LOT on Atlin Avenue. Good view. $350 cash. Phone Red 549. (152p)

46 BUSINESS OPPORTUNITIES

TAXI stand with or without car. Best offer accepted. Black & White Taxi. (152)

47 AUTOMOBILES

1953 VILKSWAGEN coach, only 10 mos. used, 4,000 miles, few scratches. Mechanically A-1. 40 miles to gallon. $600 down. Phone Blair at 14 daytime. (156)

1953 CHEVROLET. Low mileage. A-1 condition. Apply at Knutson's Tire Sales, Fraser Street. (152p)

1938 DODGE sedan in running condition. $125. Phone Blue 78. (156)

'49 DeSOTO Sedan. Good condition. $1600. 537 8th West. Black 276. (153p)

50 TENDERS

City of Prince Rupert
Board of Park Commissioners
Sealed tenders will be received until noon, July 6, 1954, for construction of a reinforced concrete wading pool at Casey Park. Lowest or any tender not necessarily accepted. Tenders to be sent to Superintendent of Works, City Hall. (152)

LEGAL NOTICE

BULKLEY VALLEY DISTRICT HOSPITAL, SMITHERS, B.C.
Sealed tenders will be received by the undersigned for a three-storey concrete addition to the above hospital on Wednesday, July 14th, 1954, at 12 o'clock noon, P.D.S.T., and opened in public at that time and place.
Tenders to be accompanied with a marked cheque of 5% of tender on a chartered bank of Canada in favor of the above hospital, which may be retained should the successful tenderer decline to go ahead with the work when called upon to do so. Other cheques will be returned as promptly as possible. Five per cent of each progress estimate will be retained until ninety-one days after acceptance of the building by the undersigned.
Lowest or any tender not necessarily accepted.
Plans and specifications may be obtained from the undersigned on receipt of deposit cheque in the amount of $25.00 which will be returned when the plans and specifications are returned to the undersigned, in good condition.
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Architects,
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RADIO DIAL 1240 Kilocycles
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WEDNESDAY

A.M.
6:00 Supper Serenade
6:30 Musical Program
6:45 Introduction to Wednesday Night
7:00 CBC News
7:15 CBC News Roundup
7:30 Canadian Short Stories
8:00 Death in the Barren Ground
9:00 CBC Symphony
10:00 CBC News
10:15 Korean Experience
10:30 Redwood Pipes
11:00 Weather Report
Anyone Listening?
12:00 Sign-off

THURSDAY

A.M.
7:00 B.C. Fishermen's Broadcast
7:30 Musical Clock
7:30 CBC News: Weather
7:35 Musical Clock
7:40 Morning Devotions
7:55 Interlude
8:00 CBC News: Weather
8:10 Here's Bill Good
8:15 Breakfast Club
8:45 Popular Singers
9:00 BBC News and Comty.
9:15 Aunt Lucy
9:30 Laura Ltd.
9:45 Come What May
9:59 Time Signal
10:00 Morning Visit
10:15 Elwood Glover
10:45 Mart Kenney
11:00 A Man and His Music
11:30 Message Period
11:45 Carnation Entertains
P.M.
12:00 Born X Years Too Soon
12:15 CBC News
12:25 CBC Showcase
12:30 Organ Melodies
12:55 Interlude
1:00 Records for You
1:30 Baseball Game—Ketchikan vs Prince Rupert
2:30 Trans-Canada Matinee
3:15 Brave Voyage
3:30 To Be Announced
3:45 CBC News: Hit Parade
4:15 Stock Quotations and Vocalize
4:30 Visiting Canada's Capital
4:45 Talking to Teens
5:00 Howdy Doody
5:15 At Home With the Lennicks
5:40 International Comty.
5:45 CBC News: Weather
6:00 Daily News

Today's Stocks

VANCOUVER	
American Standard	.10
Beaver Lodge Uranium	.48
Bralorne	3.25
Cariboo Gold Quartz	.04½
Cronin Babine	.03
Doreen	.06
Estella	.16
Giant Mascot	.43
Granduc	4.65
Indian Mines	.04
Pioneer	1.81
Premier Border	.04
Privateer	.02½
Quatsino	.15
Sheep Creek	.90
Silbak Premier	.10½
Sil-Van	.10
Silver Standard	.72
Spud Valley	.03
Vananda	.01½
Western Tungsten	.60
Oils—	
A P Consolidated	.28
Home Oil	8.10
Mercury	.08
Royal Canadian	.07½
TORONTO	
Athona	.09½
Aumaque	.09⅞
Consol. Discovery	1.90
Bevcourt	.19½
Buffalo Canadian	.17
Consol. Smelters	27.85
Conwest	3.50
Donalda	.38
Eldona	.90
East Sullivan	4.30
Giant Yellowknife	8.00
God's Lake	.73
Harricana	.16
Heva Gold	.04
Duvex	.19
Joliet Quebec	.42
Little Long Lac	.62
Lynx	.08⅞
Madsen Red Lake	1.66
McKenzie Red Lake	.40

Layoffs in Auto Industry Increase as Sales Shrink

TORONTO (CP)—The automobile salesman is on the offensive. Urgency in is his voice.

Sales of new and used cars so far in 1954 are down from the volume of 1953—15 per cent, says a leading maker. "Layoff" is the ominous word around the auto plants.

Whatever the reason for hesitancy shown by the buying public—cold, wet weather is the announced cause in Winnipeg; just plain "hard to sell" is Toronto's admission—it is clear that the lush early post-war years are gone. Then, almost anything on wheels that ran found a ready buyer.

Prices have been cut, particularly in Toronto where new cars of the leading popular makes can be obtained for as much as $300 under list price. Reductions on higher-priced cars are greater.

Used-car lots are jammed. Prices are down from this time last year—$200 on the average, a cross country survey shows. "Name your own down payment" is the slogan running through advertisements. A Regina dealer offers a set of golf clubs with every car.

GIMMICKS VARIED

Gimmicks employed by the dealers in a buyer's market are many and varied. "Up to $695 worth of accessories free with every brand new 1954 car," announces a Toronto firm. Free radios, 100 gallons of gasoline or free seat covers are other inducements in this and other cities.

A total of 6,500 workers has been laid off by Ford Motor Company of Canada for varying periods. Of 2,500 laid off at Ford's Oakville, Ont., plant, 850 have been told that the layoff is indefinite.

OTHERS NOT IMMUNE

Other companies have announced correspondingly severe layoffs and General Motors at Oshawa, Ont., while not yet ordering a shutdown, warns: "No company is entirely immune to industry-wide trends."

Labor leaders are angry. Charles McDonald, president of Ford Local 200 of the United Auto Workers of America (CIO-CCL) termed the Ford layoffs "more proof that the dog-eat-dog production race in the Canadian automobile industry has caught up with passenger car sales."



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AUCTIONEER
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The Electrician
Red 165

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OPTOMETRIST
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Phone 212

NEW FUEL TANKS
550 Gal. Tank $110.00
375 Gal. Tank 90.00
275 Gal. Tank 75.00
12 Gauge Steel 3% Extra.
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Green 884 - 221 1st Ave E

CAPLING TRUCK LINE
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For connections Phone 632.

Mrs. Rowe
DRESSMAKING
234 Third Avenue East, over Rupert Battery Shop. Phone Blue 126.

SCOTT McLAREN
CHARTERER ACCOUNTANT
James Block, 608 3rd Ave. W
Prince Rupert, B.C.
Phone 347 P.O. Box 374

IF YOU WANT A CINDER DRIVEWAY
ROCK OR CONCRETE WORK
Rent of Truck and Equipment
Ph. Blue 939. M. J. SAUNDERS

THE SHARON SHOP
Everything in Infants' and Children's Wear.
216 Second St.

LEARN TO DRIVE
Contact:
Box 195, Prince Rupert
DUAL CONTROL CARS

No Sawdust?

ADELAIDE, Australia (CP) — A firm here is manufacturing a new-type circular saw which claimed leaves no sawdust. The blade has only eight teeth, projecting 4-100 of an inch above the non-cutting edge.

Advertising in Daily News Brings Results

BLONDIE — By CHICK YOUNG



LI'L ABNER — By AL. CAPP



THE HEART OF JULIET JONES — By STAN DRAKE



SHERLOCK HOLMES — By EDITH MEISER and FRANK GIACOIA



ARCHIE — By BOB MONTANA



MARLENE REACHES SEMIS

GANTON, England (CP)—Defending champion Marlene Stewart of Fonthill, Ont., reached the semi-finals of the British women's golf championships today, defeating Arlette Jacquet of Belgium 5 and 4 in her quarter-final match.

Miss Stewart led by four holes at the turn, overcoming her opponent's longer drives with precision putting. She took single putts on five of the first seven greens.



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Cafe Downs Motors 4-3 In Second Half Rally

Sparked by Frankie Ansalmo, who scored a hat trick in the second half of a raggedly-played Prince Rupert Football league game at Roosevelt Park last night, Gonodla Cafe roared back to defeat General Motors 4-3.

Adrian Tambourini opened the first half scoring for the cafe eleven, making sure of a penalty shot awarded Gondola by referee Pat Forman.

Ed Rutten, speedy Motors winger, tied up the game about 15 minutes before the end of the first half, booting the ball into the goal while Gondola net-minder G. Viteri fumbled the ball. Five minutes later Rutten tallied again, on a run in notching the ball into the far side of the net well out of Viteri's reach.

Down 2-1 going into the second half and taking advantage of a disorganized Motors squad, Frank Ansalmo collected the ball from a goal mouth scramble and blasted it goalwards. Motors custodian Frank Rutten never had a chance as the ball hit the goal post and bounced in.

A few minutes later Ansalmo again found himself in the clear and drove home a shot that Rutten never got his hands on. Again about five minutes after Ansalmo, who at half time was going to quit the game because of alleged indignities, got a pass from Egedio Nordio and once more beat Rutten to the draw.

Four minutes before the end of play, Viteri's inability to understand the rules protecting a goaltender, dropped the ball after a Motors rush, and in the scramble that ensued Ernie Kreutsky booted in GM's third goal.

The league executive meeting, scheduled to hear a Gondola Cafe protest, was postponed until 7:30 Friday, at Annunciation school. No Local 708 representatives were present to make a quorum.

Little League Names Umps

Tentative candidates for umpiring duties for the Little League were suggested at a meeting of the Little League Association last night at the Civic Centre.

Eight names were suggested, and each of the nominees will be asked if they are willing to undertake the task. Proposed were Benny Windle, Johnny Comadina, A. Letourneau, Don Scherk, Steve Mintenko, Bill Sundberg, Ken Warren and Ralph Endridge. Only one of the eight, Steve Mintenko, was present at the meeting. He asserted that he would take on the arbiting duties. The candidates named would be required for plate umpiring only.

The meeting also learned that equipment for the farm teams was now on hand and that distribution will be directed by Ralph Pay.

The question of coaches for the farm teams was discussed and Bob Bone of the Canadian Legion stated he estimated that between eight and 10 Legion members would be available for coaching duties. It was the general feeling of the meeting that four coaches would be assigned to each farm team.

The meeting defined ground rules for Algoma Park as follows:

A ground ball hit between the bridge and a post which is to be set up on a rough arc, 180 feet from home plate, will be a three-base hit. A ball hit to the left of the bridge on the ground was ruled a two-base hit, as was a ground ball hit to the right of the post.

A fly ball that is not caught, and does not touch the ground before clearing the 180-foot line between the post and the bridge was ruled an automatic home run.

A fly ball out to right field which cleared the natural ground hazard, and to the right of the post, was ruled as a two-base hit. Distance from home plate to the hazard along the first base line is 140 feet, as measured by League officials.

PRACTICE TOMORROW

A practice of the Super-Valu farm team has been scheduled for 7 p.m. tomorrow night at Gyro Park, coach Danny Johnston said today.

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THE BEST . . . FOR LESS

Manufacturer's clearance of diamond rings

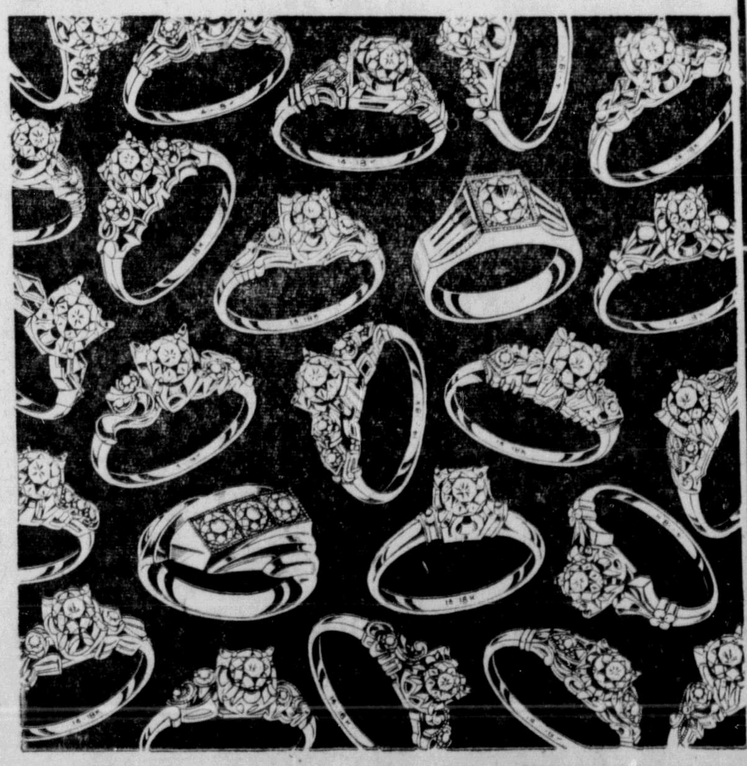
GREATEST DIAMOND SALE EVER!

Special Purchase! Thousands of Dollars Worth of Diamond Rings from ¼ Carat to 1½ Carats Offered at a Fraction of Their Usual Cost Because of Slight Imperfections!

We have been fortunate in purchasing a dazzling array of beautiful diamond rings . . . solitaires . . . 3-stone engagement rings . . . dinner rings in white or yellow gold. While these diamonds are not up to our usual high standard, the *slight natural imperfections* do not mar the dazzling beauty of these stones and can only be detected by an expert. If they were first quality they'd sell at much higher prices. As rings are mostly one-of-a-kind, come early for best selection. It's the opportunity of a lifetime to buy a diamond to last a lifetime at prices to suit your Budget.

Each ring is covered by insurance for one year without extra cost . . . budget terms available.

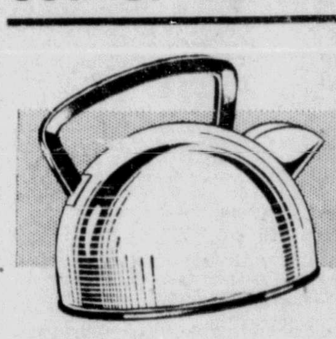
See the Large . . .
Diamond Ring SHOW
at MANSON'S JEWELLERS
522 Third Avenue West



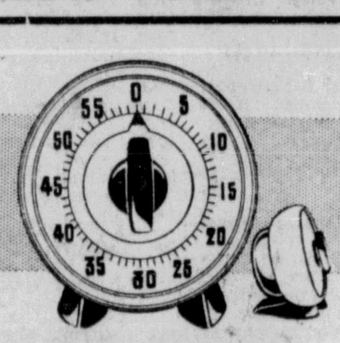


JULY
HOUSEWARES Carnival

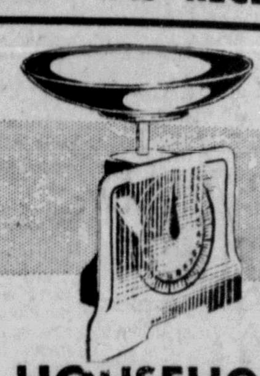
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Stainless steel, with extra heavy copper bottom . . . Has attractive black bakelite handle. 3-qt. capacity. SPECIAL 8.50



COOKING TIMER
Attractive white finished case, black numerals on white background . . . Excellent reliable timer for baking. SPECIAL 4.60



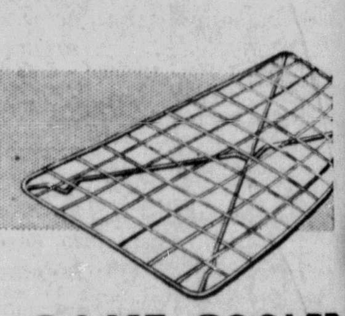
HOUSEHOLD SCALE
Has handy metal tray, clearly marked dial, sturdy and accurate. 24-lb. capacity. SPECIAL 6.25



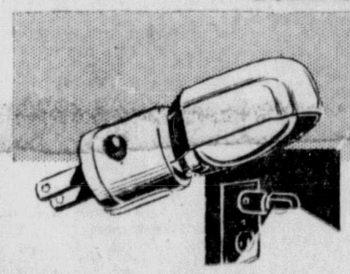
PROTEX MATS
Just the thing for hot pots, pans, etc. Decorated metal surface with asbestos backing. 14 x 17 inches. SPECIAL 1.20



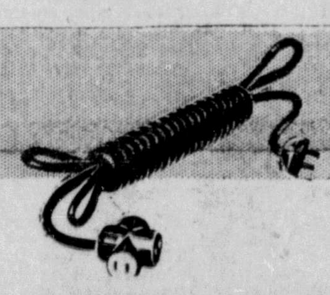
REFUSE CAN
Colorful floral design . . . Has foot lever, metal insert pail. SPECIAL 3.10



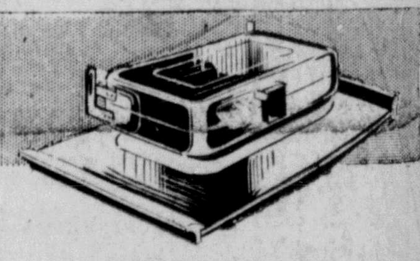
CAKE COOLER
Nickle-plated, 9 x 13 inches in size. Footed style. SPECIAL 50c



NITE LITE
Fits base receptacle, made of bakelite. Complete with bulb —no cord to fuss with. Assorted colors . . . complete with sturdy switch. SPECIAL 75c



EXTENSION CORD
Six-foot electric extension — rubber or plastic covering, with bakelite plug-in and triple outlet connection. SPECIAL 95c



SANDWICH TOASTER
Just the thing for those midnight snacks. Has heat indicator for accurate toasting . . . Beautiful chrome finish. SPECIAL 11.25



ENGLISH PATIO SET
20-piece luncheon set of English semi-porcelain. Plaid color ware and floral patterns. Four each, plates, cups, saucers, cereal or fruit bowls. SPECIAL, Set 12.95



CUP AND SAUCER
"Royal Albert" cups and saucers in assorted patterns. Truly beautiful chinaware. SPECIAL
1.65 — 1.80



ENGLISH TEA SET
A neat 21-piece semi-porcelain tea set. Sweet Pea pattern . . . Consists of cups and saucers, cake plate, bread and butter plates, cream and sugar bowl. SPECIAL, Set 15.75

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Los Angeles Win Over Padres Sees Stars' Lead Remain Same

By The Associated Press

The runner-up San Diego Padres have lost another chance to cut into Hollywood's 4½ game margin atop the Pacific Coast League.

Although the Stars lost to last place Portland 6-5 in 11 innings Tuesday night, the seventh place Los Angeles Angels drubbed the Padres 10-4.

Outfielder Fletcher Robbe blasted a single into left field in the last of the eleventh with the bases loaded to give Portland the victory over Hollywood. The Stars had what appeared to be a safe lead but the Ports scored three runs in the ninth and tied the score. Lino Donoso, portside Hollywood pitcher, was relieved in the ninth by Jim Walsh, who was charged with the defeat. Jehosie Heard, who started for Portland, gave way to Dick Waibel in the fifth and Red Adams took up the chores in the ninth to become the winner.

Artie Schallock, Oakland's red hot southpaw, elbowed his way to a 5-0 shutout over Seattle. The former Yankee gave the Rainiers eight hits, one more than Oakland got off four pitchers, but he was effective in the pinches.

The Oakland victory put Charley Dressen's team only a game behind San Diego.

San Francisco captured its series opener from Sacramento, 7-0, at Ken Holcome, although touched for nine hits, clamped down with men on base. The Seals combed Chet Johnson and Emil Patrick for 12 hits.

Caps Maintain Five-Game Lead

By The Canadian Press

Vancouver moved a step nearer the Western International Baseball League's "first half" championship Tuesday night with a 5-1 win over Salem.

Yakima, still battling for at least a share of the crown, kept in step by subduing Wenatchee 7-3.

The night's work left Vancouver still five games out in front of the Bears with six games, including a head-on collision starting Thursday, remaining before the first half ends July 5.

Lewiston outlasted Victoria 18-14 in overtime and Tri-City drubbed Edmonton 9-1 to round out Tuesday night's schedule.

Remember when

By The Canadian Press

Bobby Jones won his third U.S. Open golf championship in the most decisive playoff in history 25 years ago today. Tied with Abe Espinosa at 294 in the regular tourney, Jones scored 141 to Espinosa's 164 in the playoff. That was the year before Bobby scored his grand slam—the U.S. open and amateur, British open and amateur.

Daily News Want Ads Get Results

Giants Down Dodgers in 13 Innings As Supply of Miracles Unlimited

By BEN PHLEGAR
Associated Press Sports Writer

The New York Giants apparently are going to stay in first place until they run out of miracles. So far their supply has seemed almost unlimited.

They pulled another one out of the hat Tuesday night, beating their bitter rivals, the Brooklyn Dodgers, 4-3 in 13 innings when Dusty Rhodes delivered a two-out pinch hit single with the bases loaded and the Giants a run behind.

This was the 10th time since the season opened that the Giants have triumphed in their last chance at bat. And since they moved within striking distance of the lead they've used the Frank Merriwell finish so often that poor Frank is about tuckered out.

They are two lengths in front of the Dodgers.

CUBS LOSE 11th

Roy Campanella and rookie Don Hoak hit homers for Brooklyn.

Elsewhere in the National League the Chicago Cubs lost their 11th in a row, 7-0 to Milwaukee; Philadelphia whipped Pittsburgh 4-0 and Cincinnati crushed St. Louis 11-4.

Cleveland picked up half a game on Chicago in the American League and now leads the White Sox by two games. The Indians beat Baltimore 5-1 but Chicago had to settle for a split in a twin bill with Detroit, winning 5-0 after losing 10-3. The New York Yankees stayed three games back with a 14-5 triumph at Boston. Philadelphia shaded Washington 3-2.

Art Houtteman of the Indians broke a five-game Baltimore winning streak with a five-hitter. One of the Orioles' hits was a single by Dick Kryhoski who stretched his streak to 19 games, longest in the majors this season.

Johnny Mazur Now Property Of B.C. Lions

VANCOUVER (CP) — Johnny Mazur, 24-year-old former Notre Dame quarterback, has been signed to play with British Columbia Lions of the Western Interprovincial Football Union, coach Annis Stukus announced today.

Stukus, who skirted any mention of price, said Mazur was the property of Baltimore Colts of the National Football League but added "he never signed anything."

Mazur, a towering 6-footer and weighing 215 pounds, will be stepping from one uniform to another. Even his just-completed year in the United States Marines didn't halt his career. He played service ball at Quantico, Va., and Pendleton, Calif.

Tagged the Plymouth Rock, he was born in Plymouth, Pa., he fas a four-letter man in high school and had his pick of 35 colleges when he graduated in 1948, Stukus said.

Major League Leaders

By The Associated Press

NATIONAL LEAGUE

	AB	R	H	Pct.
Snider, Brooklyn	270	52	100	.370
Mueller, New York	271	44	98	.362
Hamner, Phila.	258	41	92	.357
Robinson, Brooklyn	186	30	66	.355
Bell, Cincinnati	285	55	89	.344

Runs—Musial, St. Louis, 64.
Runs batted in—Musial, 73.
Hits—Schoendienst, St. Louis, 101.
Doubles—Snider, Brooklyn, 22.
Triples—Schoendienst, St. Louis, eight.
Home runs—May, New York and Musial, 24.
Stolen bases—Bruton, Milwaukee, 15.
Pitching—Wilson, Milwaukee, 5-0—1.000.
Strikeouts—Haddix, St. Louis, 93.

AMERICAN LEAGUE

	AB	R	H	Pct.
Avila, Cleveland	215	46	79	.368
Rosen, Cleveland	196	33	67	.342
Fox, Chicago	296	60	97	.328
Minoso, Chicago	268	60	87	.325
Busby, Washington	287	42	82	.321

Runs—Fox and Minoso, Chicago, 60.
Runs batted in—Minoso, 62.
Hits—Fox, 97.
Doubles—Vernon, Washington, 19.
Triples—Runnels, Washington, 11.
Home runs—Rosen, Cleveland, 14.
Stolen bases—Jensen, Boston and Rivera, Chicago, 10.
Pitching—Reynolds, New York, 9-1—.900.
Strikeouts—Turley, Baltimore, 98.

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A TREATMENT FOR BACKACHE AND TIRED FEELING DUE TO URINARY IRRITATION AND BLADDER DISCOMFORT
NUMBER 4087 THE PROPRIETORS





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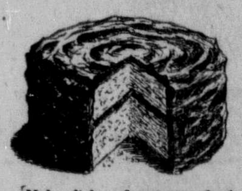
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Antagonism Toward CCF Cools Over Last Decade

By WILF CHISLETT
Canadian Press Staff Writer

REGINA (CP) — A decade in office has cooled antagonism toward Saskatchewan's CCF government and the brand of socialism it has implemented.

Once a target from all sides, the provincial administration in a period of relative political calm observes its 10th anniversary as North America's only socialist government.

There still are major differences. But much of the bitterness that characterized Saskatchewan policies after the CCF victory in the provincial election, June 15, 1944 has disappeared.

OPPONENTS CRITICAL

Before and immediately after its election, opponents of the CCF charged it would socialize everything in sight, including the land. Critics said the party would drive industry out of the province. Business men were worried.

The CCF, although it maintains it still holds to the Regina Manifesto which advocates public ownership and state development of natural resources, has a long way to go in both fields.

The 18 government-owned enterprises it has established did $45,000,000 worth of business last year. By way of comparison, Saskatchewan's share in Canada's gross national product for 1953 is estimated at $1,200,000,000.

Except for minor development by government enterprises, the CCF has left exploitation of the province's rapidly developing oil and mineral wealth largely to private enterprise.

WIN THREE ELECTIONS

Electors have given the CCF a mandate in three provincial elections in which public ownership was a major issue.

Asmundur Lopston, Liberal leader in the legislature and a main critic of the CCF, while contending the government enterprises have failed in every undertaking where they had to meet private competition, said in an interview it would be "only fair to retain any enterprise which tends to give service at a fair rate."

Private capital, which Premier T. C. Douglas says is Saskatchewan's prime need, has been flowing into the province in greater amounts each year — $458,000,000 last year compared with $243,000,000 in 1948.

The premier, a spark plug in the socialist movement since it assumed the name of Co-operative Commonwealth Federation in 1932, said in an interview the change in attitude towards his government has come from within and without the party. He said while opponents' attacks have cooled in the last 10 years, party members who at times have plugged for more extensive socialism have been sobered by experience.

IMPLEMENTED PROMISES

Another reason for the change was that the government had done only what it said it would do—not what critics claimed it would.

The premier has reassured private companies that oil and mineral deposits will not be expropriated.

Mr. Douglas said capitalism has nothing to fear from the CCF, providing it considers the interests of Saskatchewan citizens. Only one industry, a small box factory at Prince Albert, had been expropriated under the Crown Corporations Act.

Liberals say they may be able to defeat the CCF in the next provincial election, which may be held in 1956. Progressive Conservatives say they expect to make gains in the next election, but name 1960 as the year for their big bid.

Social Credit, which has been able to elect only two members to date to the legislature, is an unknown quantity in future political wars. Social Credit won two seats in 1938 and lost them in 1944.

Present standing in the 53-seat Saskatchewan legislature is CCF 42, Liberals 10 and Progressive Conservatives 1.

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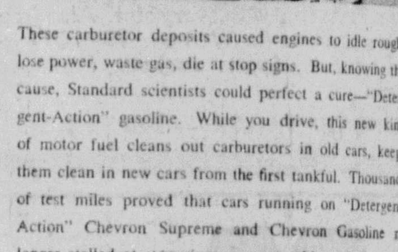
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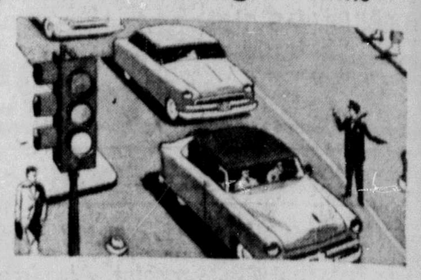
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Carburetor trouble accounts for about 30% of all engine repair jobs . . . yet, until now, no one knew the cause. Then Standard scientists discovered that tiny bits of gum, carbon and dust from engine exhaust are drawn into the carburetor. They stick there and form a ring of deposits that soon grows thick enough to choke off the engine's air supply when it's idling.

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Justices in Australia's Spy Probe Have Wider Powers Than in Court

By HAROLD TILLEY

MELBOURNE (Reuters)—There are interesting contrasts in the way in which Canada and Australia set about handling the problem of wholesale espionage disclosures.

An Australian royal commission with unprecedented powers now is holding an inquiry into the disclosures made by Vladimir Petrov, who defected from the Russian embassy last April 13. Open hearings will resume June 30 with Petrov and his wife, Evdokia, the first witnesses.

Petrov turned over to Australian authorities hundreds of documents outlining Russian espionage activities in Australia. Included in the documents were the code names of at least 30 Australians said to be part of the espionage ring. The senior Commonwealth counsel at the hearings, W. J. Windever, said at the most recent hearing that the activities of at least 70 persons mentioned by Petrov would require investigation.

The royal commission to investigate the Petrov disclosures differs from other royal commissions in Australia, in that the others have never had the power to compel witnesses to appear and testify. This espionage royal commission, having been set up by a special bill which was hastily enacted by the Australian Parliament, has such power to compel attendance, and to punish by fine or imprisonment the refusal to give evidence.

MUST ANSWER QUESTIONS

The supreme court justices sitting as the royal commissioners have wider power over witnesses than they have in a supreme court. Witnesses before the commission are not excused from answering any question or producing any document on the ground of privilege.

A witness who is unwilling to answer questions is informed by the royal commissioners that he must reply truthfully, and that he will be protected from future proceedings. That is, a witness does not legally incriminate himself, nor is he open to civil action, because of anything said by him in evidence.

That means that confidential communications between a witness and his legal advisers, his trade secrets on which his livelihood depends, his most intimate family and financial affairs, must come publicly into the open if the commissioners feel they are revelant.

It has been held that under this system even the physician cannot refuse to reveal the secrets of the consulting room, or the priest those of the confessional.

The only reservation made in this respect is that members of parliament retain their right to refuse to give certain types of evidence, or to answer certain questions put to them.

When he introduced the bill to set up the espionage royal commission, Prime Minister Robert Menzies said: "The commission will have complete responsibility for investigating these matters so that nothing hidden shall not be made known. Let there be no doubt about that."

Australian authorities are following a much more open course of action in investigating the Petrov disclosures than was followed in Canada when Soviet embassy cipher clerk Igor Gouzenko made his disclosures in September, 1945.

Gouzenko left the Soviet embassy with a sheaf of papers Sept. 5. The next day he was able to see officials of the Canadian government. A secret investigation by the Royal Canadian Mounted Police was launched at once. Nothing whatsoever was made public for more than six months.

The cabinet passed an order-in-council on Feb. 5, 1946, setting up a royal commission to investigate the espionage ring. The commission started its sittings behind closed doors on Feb. 13, and had been in session for two days before Prime Minister Mackenzie King made the first public statement on the case.

On Feb. 15, the Prime minister disclosed the existence of the suspected spy ring and announced the appointment of a royal commission. His announcement did not name Russia, stating only that an unspecified numbers in connection with the disclosure of state secrets to members of a foreign mission in Ottawa.

The royal commission questioned the 13 persons detained. This evidence was included in the commission's final report and was used at the trials of 19 persons eventually brought to trial.



LOVELY MARCELLE PONOMAROFF steals the scene from a bunch of roses as she radiates her beauty for the crowd at Nice, France, upon being elected Floher Queen of the Riviera. Marcelle is a ballerina at the Nice Ofera.

Britain's Socialized Medicine Caused No Doctor-Patient Rifts

LONDON (Reuters)—Britain's socialized medical service has done no harm to the relationship between doctors and their patients, it was disclosed in the first official survey of general practices under the six-year-old health system made public today.

Most frequently heard popular criticism of the service has been that it has taken the personal relationship out of medical practice.

But, said the survey, doctor-patient relationships generally are "good" and actually may have improved under the new system.

This is attributable to the absence of the "money bar" and a notable increase of co-operation between doctors, the report said.

The report was drawn up by a committee of the central health services council set up in December, 1950, under the chairmanship of Sir Henry Cohen, a former president of the British Medical Association.

Took a Chance

LONDON (CP) A man found drunk with £250 in £5 notes in his pockets said he had had a good day at the races. He was fined five shillings in Lambeth court.

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Trade Mission To Russia For B.C. Agent

VICTORIA (CP)—A British Columbia representative of the Canadian Congress of Labor will join eight others from eastern Canada in a mission to Russia which will attempt to drum up orders for Canadian shipyards, a union official said Monday.

Jack Cornthwaite, business agent for the Victoria local of the Machinists, Helpers and Fitters Union CCL, said the representatives will investigate the possibilities of handling multi-million Soviet orders for ships and other equipment in Canadian yards.

"This is not a propaganda mission," he said. "We will strictly be after business."

Shipyard managements would be informed and action would be taken to seek government approval to handle USSR trade after the mission returns.

At Ottawa, Donald Macdonald, secretary of the CCL, said the Victoria report is the first the congress has heard of such a trip. He said Mr. Cornthwaite has no authority to speak for the CCL.

Fraser Takes Another Life

STEVESTON, B.C. (CP) — The Fraser river took its third life in 24 hours in the delta area Monday night when a four-year-old boy fell off the Fishermen's Co-Operative wharf here and was drowned.

Little Wayne Enge was pulled from the water by Fred Krauchi who applied artificial respiration, but the boy died before an inhalator crew arrived.

Two men were drowned near Richmond Sunday in a rescue attempt.

Davis Named Ambassador

OTTAWA (CP)—Appointment of Hon. T. C. Davis of Prince Albert, Sask., as Canadian ambassador to Japan was announced recently.

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After we have examined your scalp, Harrison Scalp Experts send you medication and treatment instructions to correct your personal scalp condition. These medications are prepared using the successful NU-GRO formula for your particular scalp disorder AND you treat yourself, right in the privacy of your own home!

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2. *If you believe that baldness is due to age, you're 99% wrong!*
3. *If you believe that baldness cannot be prevented, you're 95% wrong!*

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Retailer Warns Publishers

LAKE LOUISE, Alta. (CP)—Publishers were cautioned this week against hiding behind the "freedom of the press" in the production of salacious literature and then leaving the distributor holding the bag.

The warning was sounded by John D. Geller of Windsor, Ont., president of the Periodical Distributors of Canada now in convention. He called upon publishers to "give us books that meet with the approval of our people" and not the type of literature that the public is clamoring against.

Mr. Geller, whose association serves more than 10,000 retail outlets in Canada, was referring to horror and crime comics and girlie magazines.

He said "no publisher should ask us to distribute publications which reflect upon our standing in the community, create dealer ill-will, and bring a cloud upon the entire publishing industry."

Seek Damages After Collision

VANCOUVER (CP)—Owners of the Norwegian motor vessel Bonanza are being sued here for damage resulting to Second Narrows bridge when the ship swung into it in a swift tide last week.

Suing in Admiralty court here for unstated damages are Canadian National Railways and Burrard Inlet Tunnel and Bridge Company, operators of the span.

BLACKWOOD on BRIDGE



By EASLEY BLACKWOOD

Sometimes, by being alert, you can tell very early that you should play second hand high to avoid a throw-in later on.

Mr. Dale was the opening leader in this hand and he laid down the king of diamonds. Mrs. Keen won with the ace, ruffed a diamond in dummy, then played the ace of spades.

Now let's look at the situation from Mr. Dale's viewpoint, remembering that he can see only his own cards and the dummy. Why has Mrs. Keen led a spade at trick three?

Surely she has more important things to do. She has trumps to pull. She probably has a heart finesse to take—and more diamonds on the board.

WHAT'S UP?

If she held the queen and jack of spades, she would have led the queen from the closed hand to finesse against the king. If she held a singleton spade it wouldn't make any difference what Mr. Dale played as then Mr. Champion would have plenty of cards to beat the remaining spades in dummy.

Well, what is Mrs. Keen up to? Mr. Dale decided that unless she had lost her mind, she was in some kind of trouble and was trying to catch one opponent off-guard with a holding of the doubleton king of spades. The dummy looked like a perfect set-up for an elimination and end-play.

South dealer
Both sides vulnerable

North (Miss Brash)
S—A 8 6 2
H—A Q
D—4
C—Q 10 7 5 4 3

West (Mr. Dale)
S—K 7
H—K J 10 8 7 5
D—K Q J
C—9 6

East (Mr. Champion)
S—Q J 9 3
H—9 3 2
D—10 8 7 6 5 3
C—None

South (Mrs. Keen)
S—10 5 4
H—6 4
D—A 9 2
C—A K J 8 2

The bidding:

South	West	North	East
1 C	1 H	1 S	Pass
2 C	2 H	4 NT	Pass
5 H	Pass	6 C	All Pass

PLAYED KING

So the old boy played the king under the ace—and that did it. Mrs. Keen finally had to lose two spade tricks.

If Mr. Dale had played low on the first spade lead, Mrs. Keen could have ruffed out her last diamond, taken the heart finesse, cashed the ace of hearts and then the lead would have been graciously presented to Mr. Dale with a spade.

He would have had no choice but to win with the king and return a heart which would be ruffed in dummy while Mrs. Keen got rid of her losing spade.

Guardian Hits Weak Leadership Of United States

MANCHESTER, England (Reuters)—The Manchester Guardian said Monday the United States no longer is leading the world because of its own weak leadership and an honest divergence of view with other Western nations.

The Liberal newspaper says it is healthy that in the United States "more public discussion precedes the forming of policy than in other countries."

"But now we have the discussion without policy.

"The secretary of state John Foster Dulles, who should give direction to the discussion, seems a prisoner of his own rigid prejudice.

"The president, who above all must speak with authority, is silent or ambiguous. . . ."

Court Refuses Fraser Appeal

VANCOUVER (CP)—Blair Fraser, Ottawa editor of Maclean's magazine, Tuesday was refused leave by B.C. Court of Appeal to go to the Supreme Court of Canada to appeal an order striking out his defence in the libel suit of Gordon S. Wismer.

The provincial appeal judges recently upheld Mr. Justice A. D. Macfarlane's ruling that Mr. Fraser is not entitled to defend the former B.C. attorney-general's action because he refused to obey an earlier court order. He had been ordered to disclose the source of information for an article entitled "B.C. Coalition Commits Suicide" which Mr. Fraser wrote for Maclean's.

It is expected that Mr. Fraser now will apply directly to the Supreme Court in Ottawa for permission to appeal.

TRY NEWS CLASSIFIEDS!

Defence Chief Backs St. John Ambulance; Wants Trained First Aider in Every Home

B.C.'s Civil Defence chief has given St. John Ambulance full support in the order's campaign to raise $100,000.

Air Vice-Marshal F. V. Heakes praised St. John Ambulance as the "backbone of Civil Defence first aid" and said that the order is "the only organization that is capable of providing instructors in First Aid on the scale that is necessary."

The province-wide St. John campaign opened June 15 and Prince Rupert donations are being received at 345 West Third Avenue, Prince Rupert.

Last fall Civil Defence headquarters in Ottawa requested St. John Ambulance to take over first aid training on a Dominion-wide basis. Since that time St. John has instituted training courses at Civil Defence posts throughout the province of B.C. as well as the rest of the country.

St. John has been particularly active in home nursing training.

"It is our aim to have one First Aider in every home" says A. V. M. Heakes. "That is a minimum we consider essential in the case of an attack from outside the country."

"St. John Ambulance and Civil Defence are inseparable in the field of First Aid and Home Nursing. Divided we fall but together we prepare for one of the greatest tasks that has ever been put before a community in what may prove to be, in the future, a battle of survival."

Besides Civil Defence St. John trains all firemen both fulltime and volunteer, in the province, police forces including city and RCMP, Boy Scouts, Girl Guides, nursing trainees, industrial first aid attendants, as well as the general public who take free courses in 67 B.C. centres.

More than 300 St. John Ambulance volunteers from as far away as Montreal will serve the huge crowds at the British Empire Games this summer.

About 250 of these will be from B.C. while more than 50 St. John workers from across the country have arranged to take their holidays to coincide with the BEG. The replies followed a request by B.C. Superintendent George Edwardson for help from the rest of Canada when it was found that B.C.'s force would not be able to cope with the far flung program.

As in all cases St. John's services will be free.

The familiar black and white uniforms will be seen wherever there is a crowd to minister to those in the audience who faint, get hurt, etc. Athletes will be tended by a medical plan set up under the BEG committee.

"This is the biggest event we have ever been called upon to handle in B.C.," said Edwardson.

"We have been training special crews for several months to augment our regular force."

As well as attending public gatherings, St. John Ambulance trains all firemen, police, RCMP, Scouts, Girl Guides, industrial first aid attendants and Civil Defence volunteers in the province. They also maintain 15 highway first aid posts in the most accident-prone spots in B.C.

Great Lawyer

John Buckworth Parkin, who died at Quebec in 1875, was perhaps the most famous criminal lawyer of his time in Canada.

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The Story of CANADA'S GREAT PACIFIC NORTHWEST

Published by

PRINCE RUPERT DAILY NEWS

With Co-Operation of

Terrace Omineca Herald, Smithers Interior News, Nechako Chronicle, Cariboo Observer, Prince George Citizen, Dawson Creek Star, Peace River Block News and Whitehorse Star.

June 30, 1954

B.C.-YUKON NORTHLAND EMPIRE
Wednesday, June 30, 1954

A special supplement devoted to the interests of that portion of British Columbia lying north of the 53rd parallel, and the Yukon Territory.

Published by The Daily News, Prince Rupert, B.C., with co-operation of The Terrace Omineca Herald, Terrace, B.C.; The Interior News, Smithers, B.C.; The Nechako Chronicle, Vanderhoof, B.C.; The Prince George Citizen, Prince George, B.C.; The Cariboo Observer, Quesnel, B.C.; The Dawson Creek Star, Dawson Creek, B.C.; The Peace River Block News, Dawson Creek, B.C.; The Whitehorse Star, Whitehorse, Y.T.

Editor: LARRY STANWOOD

OUR NORTHLAND EMPIRE

By JOHN F. MAGOR
Publisher, Prince Rupert Daily News

On these pages the Prince Rupert Daily News and nine participating newspapers offer the remarkable story of an area of Canada which holds the same kind of bright promise that used to lead men west.

It is an area that invites more knowing as knowledge is gained. Its obvious worth, which is tremendous, is exceeded by the secrets we believe it still holds.

To locate it specifically, the area is bounded on the west by the Queen Charlotte Islands and on the east by the Cariboo country of Quesnel and Prince George. Northward it fans out through the Peace River country and enters the Yukon Territory where, if a boundary line is needed to give it shape, the Alaska Highway passing through Whitehorse will do.

There is no pretence here that this is all of Canada's northland worth talking about. But this particular part is not readily lumped with the rest and in many respects outclasses it.

For variety and size of undertakings, either contemplated or now under way, it certainly has no equal in any other section of northern Canada. The world has heard of the inland sea being created behind our coastal range to provide energy for the Aluminum Co. of Canada's plant at Kitimat. It is beginning to hear of even more ambitious plans to harness the waters of the Yukon for a gigantic northern metallurgical centre.

By themselves, two such projects would justify putting any section of the country in a special class. Yet in this same area there are great natural gas discoveries, an oil boom, an asbestos find which is perhaps the world's richest, a uranium development and mining in a mountain which some say—admittedly with a sense of colorful prose—is made of copper. Its forest industry has taken on immense size, and its agriculture is also growing in importance.

As if the wealth on land were not sufficiently large or varied, the sea must add its treasure. Within this same area Prince Rupert stands as one of the great fishing ports anywhere and, in fact, is known as the halibut capital of the world.

In the face of such assorted subjects, no one centre of activity could attempt to speak for all. With this in mind, the newspapers taking part in this publication have made it a truly co-operative effort. Although the Prince Rupert Daily News initiated the idea and was responsible for final make-up of the publication, the contributing papers shared in the project with equal enthusiasm. They submitted much of the editorial material and are distributing the paper as a supplement to their own. Consequently there is hardly a newspaper reader in the entire area who will not see it. (Thousands of other copies are going to a selected list of industrialists, boards of trade, goverment agencies and other interested organizations in main centres of Canada and the U.S.A., as well as overseas.)

To blend all the parts together and present as complete a picture as possible, a special Daily News writer visited each of the communities concerned. He brought back not only editorial material but a definite impression that this northland empire is alive everywhere to the promise of its future.

We believe this is the first time there has been such comprehensive newspaper coverage of this particular area. The thought behind it was to put on record the events which are making 1954 such a big year for northern B.C. and the Yukon. The principal one, of course, is the commencement of operations by the aluminum smelter at Kitimat. This is the crackling spark, but elsewhere the energy of progress runs with equal strength.

The year 1954 is to our northland empire what the turn of the century was to the Canadian prairies when settlers poured in from the east and south to share in the waving golden wealth. Less strikingly perhaps, but with greater long-term assurance, it is the same as '98 was to the Klondike. Beyond any question, there is a rush on, but it is divided into organized moves quite unlike the helter skelter of prospectors after quick money.

It is an odd fact that in some places the remains of the old rush and the beginning of the new can be seen together. Up in the Atlin Lake area, on B.C.'s northern boundary, the old sourdough is still at work while engineers and industrialists come and go in their planes and helicopters, talking about water power and uranium. The same is true in the Cassiar district farther east where the old prospectors still pan the streams for gold, while on the mountains overhead men and machines are extracting asbestos.

Special editions are often promotional pieces. It is not our intention to fall into that pattern. We do not suggest this is a place of assured riches where everything is wonderful. There are pains and problems up here along with prospects. Large industries have found trouble in providing homes for their employees. In some cases the labor turnover is too rapid and, of course, the north country has its trying conditions of isolation and extreme temperatures.

But without the game, the goal is not worth achieving. Men with a purpose will overcome difficulties as they always have. When the story of Canada is finally written, 1954 will be remembered as a year worth recording, and this Northland Empire, a place.

MP Recalls Early Days Of Upper Fraser Valley

By BERT LEBOE
Member of Parliament, Cariboo

Three years after the laying of the steel from Jasper to Prince Rupert in the year 1913, Ole Leboe, a son of Norway, migrated west from Alberta and located at Loos where he set up in the sawmill business with two brothers-in-law. Two years later the rest of the family were to find themselves on the way to a new country, leaving Alberta behind.

The passenger train of the Grand Trunk Pacific Railway finally reached Loos, a flag-stop, which marked the place that was to open up a new world for the remaining members of the "Leboe family"—often referred to as the "Leboe Tribe," by many of the residents of the "Upper Fraser Valley."

That was August, 1918. What a change from the scenes of central Alberta and its poplar groves to the spruce and cedar stands that covered the floor of the Fraser Valley and the slopes of the Canadian Rockies. Here was a land of tremendous wealth and beauty; a challenge; and above all, a place where a young boy could really live.

The sound of the saw, cutting through the logs; of falling trees accompanied by the lusty shout of "timber"; of the mill whistle and the dinner gong at the cookhouse — all are cherished, never-to-be-forgotten memories which are a real part of British Columbia's past and the threshold of the future.

There was a great feeling of confidence everywhere. Sawmills were springing up here and there all along the railway between McBride and Prince George. Men were developing small acreages for agriculture as well as building homes. The time of testing came in the valley, too, when the unforgettable depression spread over the continent. Those were the days of "moosemeat and potatoes."

Yet the confidence of the old-timers remained unshaken and they continued to work and

(Continued on Page 8)

Rail Project Studies in U.S.

Groups of Canadian and American industrialists and government officials on three different levels are expected soon to shed some light on a gigantic proposal for northern B.C. and Alaska.

The plan which has been under close study for the past six months or more is that of a railroad connecting Fairbanks, Alaska, to some point on the northern line of Canadian National Railways.

The plan, if put into action, could mean not only an elaborate defense measure, but a revolutionary development for B.C.'s untapped northland, rich in minerals, timber and agricultural lands.

Such a railroad has been a dream of industrialists since 1910 when an Alaska-B.C. railroad route was actually licensed. Several different routes have been surveyed since then, but it was not until early in 1953 that possibility of an Alaska-B.C. link was seriously explored.

And a lot of the groundwork has been accomplished, not by a financier or industrialist—or even a government official or military leader—but by a private individual who plans porjects as a hobby.

FIVE-PAGE REPORT

Since Archie Carter of Tacoma published a five-page report of his findings in June, 1953, the topic has been taken up by the Pacific Northwest Trade Association, members of the B.C. government, the Canadian Senate, United States Congress and several industrial magnates among whom are leading railroad men.

During his investigations in which he contacted leading industrialists, government officials and engineers in both Canada and the U.S., Mr. Carter kept continuous contact with the secretary of the Associated Boards of Trade of Central B.C.

Mr. Carter's report covered four possible routes for an Alaska-B.C. line of steel. The entire project—once approved—would be financed by the U.S. government and American railroad companies.

The report proposes that B.C. government owned Pacific Great Eastern Railroad operate it, for all traffic from Alaska would funnel to the south through the PGE.

WESTERN BEST

The most western route of the four, from Hazelton to Atlin and Whitehorse, is the most favored by those in central B.C. Such a route, claim the Boards of Trade, would open up more potentially-rich territory than any other direct line to Alaska.

A second route from Vanderhoof to Telegraph Creek and on to Atlin is favored as an alternate line. The former, however, is thought to be more useful from a defense point of view as it would run near the Alaska Panhandle boundary.

U.S. SENATOR

One of the foremost supporters of the proposed link in the U.S. is Senator Warren G. Magnuson, who says:

"I believe circumstances require a standard guage railroad linking Fairbanks with the Pacific Northwest. Obviously the route selected should tap the maximum quantity of resources including timber, mining and agricultural lands. From this point of view, I have always felt the westerly route is the better one."

Senator Magnuson, sponsor of the 1949 bill "to authorize the location and economic survey of the railroad from Prince George to Fairbanks" says it is still in effect.

STUDY REPORT

Following through with Mr. Carter's report, the Pacific Northwest Trade Association with headquarters in Seattle, has appointed the following committee to study the proposed railway and bring back a report:

C. J. Rogers, president of White Pass & Yukon Corporation of Vancouver; T. S. Mackay, Investment Securities, Vancouver; Christopher E. Webb, Vancouver; Don H. Goodman, Anchorage, Alaska; Colonel John R. Noyes, Engineer School, Fort Belvoir, Virginia; Glenn Carrington, Seattle; and Frank E. McCaslin, president, Oregon Portland Cement Co., Portland, Ore.

U.S. railroads studying the proposal are the Union Pacific, Chicago, Milwaukee & St. Paul, Great Northern, Northern Pacific, Chicago-Burlington-Quincey, and Southern Pacific.

On Canadian government levels, the propsal is being studied in B.C. by Ralph Chetwynd, minister of railways, and J. S. Broadbent, assistant deputy, and in the Canadian Senate by Senator Gray Turgeon of Vancouver.

Meanwhile, U.S. Senator Magnuson is seeking presidential appointment of a commission to study the matter.

Since such a railway was mooted in several quarters following the Second World War, it has been dismissed several times by both the U.S. and Canadian governments as having defense merits. On the other hand, certain military heads have expressed strong favorable opinions.

And recent reports of the proposed hydro power and smelting ventures in the Atlin Lake-Yukon watershed may have a striking influence on a decision.

Meantime, the B.C. government has completed a road survey from Hazelton to Atlin. This route swings sharply west from Hazelton to within 20 miles of Stewart, then up the old "Grease Trail" to connect with the Telegraph Trail.

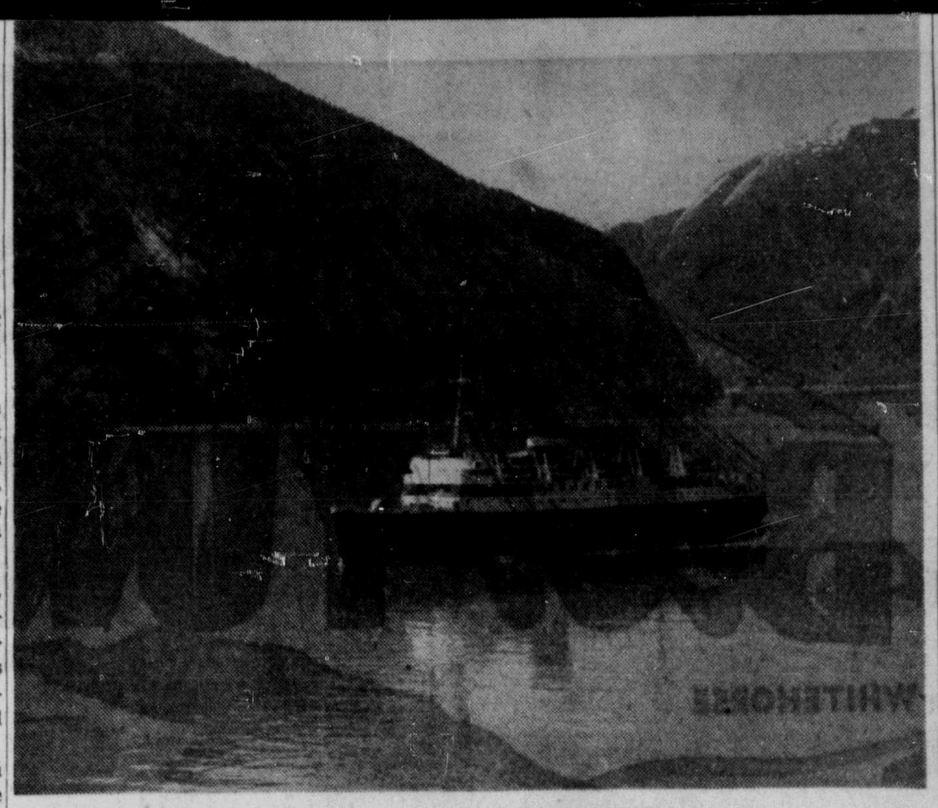
The Vanderhoof route which was unanimously recommendtd in 1941 by the International Highway Commission for the Alaska Highway, leaves Fort St. James to follow Stuart and Takla Lakes, then on to Telegraph Creek. This route was licensed in 1910 by the B.C. government.

A third route, up the Rocky Mountain Trench from Prince George was surveyed by Canadian-U.S. army engineers, while a fourth, from Peace River, Alberta, to Stewart, B.C. was surveyed jointly by the Canadian Pacific and Canadian National Railways during the First World War.

RICH TERRITORY

But only the western route would offer an opportunity for such southeast Alaska cities as Ketchikan, Wrangell and Petersburg to connect with it, at the same time provide the most direct route to Alaska and provide access into the most potentially important B.C. territory.

Perhaps this is only another "railroad dream"—an ambitious idea which will find its way only into files to gather dust for another generation. But with the rapid pace B.C.'s northland, the Yukon, and Alaska are developing industrially, chances for this dream to become a reality were never better.



SCENIC VOYAGE along British Columbia's "Inside Passage" is an experience sought by thousands every year as they travel by coastal steamer from Vancouver to Prince Rupert and on to Alaska and return. The picture shows the stately CNSS Prince George at the entrance to Gardiner Canal, in the area of the Aluminum Company of Canada's new project.

'Land of Tomorrow'

By BRUCE BROWN, MLA

If the first fifty years of this century belonged to the southern part of this province, there is now every reason to believe that the next fifty years will result



in even greater growth, development and prosperity for the northern portion of British Columbia.

Few people realize that the geographical centre of this province is somewhat north of Prince George. Until very recent years nearly the whole of the development of British Columbia has been confined to a comparatively narrow strip just north of the 49th parallel.

In the few years since the Second World War, we have already seen evidence of the growing importance of our northern area in the establishment first of the Columbia Cellulose Company Ltd. at Port Edward, followed by the tremendous undertaking of the Aluminum Company of Canada Ltd. at Kemano and Kitimat.

However, in view of recent information and announcements we can look on these projects as only constituting a mere beginning of what may be expected within the next few years.

Northern British Columbia may well be looked on as the last frontier in Canada enjoying an abundance of natural resources, coupled with a favorable location for world markets.

To most of us the word "frontier" calls up memories of the days of the early explorers—traveling by canoe and over-land on foot in an unchartered wilderness. However, due to the great advances made during the last half-century, it can be expected that the development of our great frontier, northern British Columbia, will proceed apace and exploration, planning and development, which formerly would have required years, can now be accomplished in as many months.

Before discussing the potentials which are known to exist in this northern area, let us look at what has already been realized within the past five years.

The first major development was the establishment of the $35,000,000 Columbia Cellulose Company plant at Port Edward, which now employs in the woods and in its plant as many as 700 men. This enterprise has added materially to the economy of the north, and Prince Rupert in particular, whose economy was previously based almost entirely on fishing, although it must be remembered that fishing will continue to play the major role in our economy.

For twenty years or more the government grain elevator in Prince Rupert remained idle. During the past two years it has been used nearly to capacity and there is reason to believe that even greater quantities of grain, and in particular barley, will be shipped out of Prince Rupert to the Orient.

In addition to the shipping occasioned by the use of the elevator, further substantial shipping may be expected as a result of the efforts of an enterprising group of mill operators in the vicinity of Terrace. I refer to the recent shipment of lumber through the Port of Prince Rupert to the United Kingdom and the fact that it is reasonable to assume regular shipments will continue to be made.

At Kitimat, Aluminum Company of Canada Ltd., following an initial investment exceeding $250,000,000, will be in limited production this summer. This first stage of development will result in the coming into existence of a model city, the employment of 1,000 men and the attraction of a large number of secondary industries. It is common knowledge that the Aluminum Company plans to increase its capacity to the extent that the expenditure of many more millions will be necessary. This tremendous investment of capital, resulting in the largest single industrial undertaking in Canada, is only one indication of what the northern part of British Columbia has to offer.

Another development of consequence in northern British Columbia during the past two years has been the discovery and proving of one of the largest high-grade asbestos mines in the world at McDames Creek, just south of the Yukon border. There is reason to believe that as a result of this discovery and other anticipated developments in the northern area, a road will be constructed from this point to a Pacific outlet possibly at Stewart.

Apart from those undertakings which have been mentioned and are now a reality, and the many more that may not yet be planned but which will surely follow, there are two ventures now in the planning stage which when they become a reality will have a far-reaching effect not only on the economy of northern British Columbia but on the province as a whole.

In the Portland Canal area what promises to be one of the largest copper mines on this continent is now being explored. It is now rumored that 3,000,000 to 4,000,000 tons of ore have been blocked out and it is thought that from 15,000,000 to 20,000,000 tons exist in the immediate area. If such be the case hydro-electric power and a railway to tidewater will also be necessary.

For somewhat over a year surveys have been carried out in connection with the water-power potential of the Yukon River system. It has been found that sufficient power can be created to warrant the establishment of plants costing up to a billion dollars. These plants would, in addition to serving other purposes, process ores not only from British Columbia but from all over the world. The establishment of such an industry would result in the opening up of a large and now almost uninhabited part of the province.

Apart from the strides that have been made in the last few years and the tremendous undertakings now in the planning stage, we can justifiably look forward to continued expansion, using our almost unlimited supply of waterpower and our other natural resources such as minerals and pulpwood.

However, to successfully bring about the tremendous expansion which now seems so near at hand, we will require the closest co-operation between the provincial and Federal governments and the creation of an economic climate in this province attractive to investment capital.

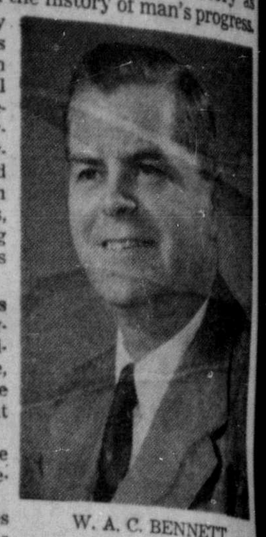
Surely northern British Columbia is "The Land of Tomorrow," and already the dawn of that tomorrow is now breaking.

Tells Thrilling Story

By the HONORABLE W. A. C. BENNETT
Premier of British Columbia

This special edition tells the story of Canada's great Pacific Northwest, the "Northland Empire" of British Columbia and the Yukon. It is an adventure story as thrilling as any chapter from the history of man's progress.

I need add little in the way of detail about the enterprises that are looming and latent in this great hinterland—you will find them all thoroughly described in these pages. However, as premier of the Province of British Columbia and therefore vitally concerned with the situation in all its aspects, I feel I should say something about the significance of this publication.



W. A. C. BENNETT
. . . premier of B.C.

In the past a great deal has been spoken, written and daydreamed about the potentialities of British Columbia's huge, mysterious northland and the Yukon Territory on which it borders.

Something, too, has been done about it—most notably in recent years.

What is it, then, that gives special significance to this present outpouring of words? Why is it that, behind the fanfare of words and pictures, stirs the undeniable feeling that its timing is right . . . not only right but inevitable?

It is the fact that now, at last, by an accumulation and a converging of strong assurances from government and industry, we can speak with some certainty of the tremendous things that are **about** to be done . . . for, by and in the great Northland Empire of British Columbia and the Yukon.

The day-dreams are about to come true.

The fanfare heralds a future that is more than promised—it is in sight.

This year, the first aluminum ingots will be poured from the potlines of the giant Alcan smelter at Kitimat.

This year, too, funds are authorized for the extension of the Pacific Great Eastern Railway.

Within recent weeks, leading businessmen of Canada and the United States have been brought together under the auspices of your provincial government to discuss a power project for the Atlin Lake area that will make industrial history.

Before the year is out, we are hopeful that another huge undertaking, the Westcoast Transmission pipeline, will be burrowing through the earth from the Peace River to the U.S. border.

MAJOR FACTORS

Power is perhaps the largest single factor in the coming development of this fabulous north country, while natural gas and oil are assuming greater importance with every new well that blows in—but these are not by any means the only fuels for the machinery of our progress.

The basic industries which have contributed in the past to the growing economy of the area . . . fisheries, forestry, farming, ranching and base metals . . . have now been joined by mining for asbestos, copper and other minerals and by large-scale manufacturing.

All these endeavors have their part to play and all are expected to share in the rewards of the new era that lies ahead.

It is a source of great encouragement to note that the way to the bright future of the Northland Empire is not along one road alone, as was the case in the gold rush days of 1898.

Today, progressive enterprise is offered the choice of many paths—and therein lies the strength of this movement.

Let us draw additional strength from our confidence and enthusiasm, but let us also be realistic.

NO COASTING

There is a great deal to be done if we are to make the most of the opportunities opening up before us. It will not be sufficient to coast along on the momentum of a few major enterprises.

All sections of this industrial empire must go forward together, all classes of its people must participate energetically in the general advance.

The various departments of your government are already being geared to the new tempo of your progress.

NEW PGE

In the important field of communications, our plans for the PGE are well known. The time is at hand when those initials will no longer suggest "profits going east." I will not be surprised if producers north of 53 start calling it their Pacific Gateway Exit . . . while manufacturers in the south will soon get to know it as the Prince George Express. But call it what you will, the PGE is going to be production's greatest encouragement.

Highways and seaways are also essential services which we propose to extend as the north country's development expands.

The ever-improving pro-

(Continued on Page 6)

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Prince Rupert's Destiny Forecast By Noted Slogans



BEAUTIFUL TIMBER STAND of western hemlock and Sitka spruce is an example of the forest cover to be found along the northern British Columbia coast. These trees are some 300 years old. Today, they provide the country with a vast, natural resource and one of the major sources of the economy of the north. While spruce and hemlock are used for the manufacture of lumber to some extent, about 90 per cent of the annual cut in the northern coastal regions is manufactured into different types of pulp, for which the wood is especially suited.

North Pacific Forestry Output Hits All-Time High in 1953

Forestry in the North Pacific coastal area reached the peak of production in 1953, showing a 70 per cent increase over the previous year, and valued at about $25,000,000.

Fifty per cent of the 325,000,000 board feet of sawlogs taken from the woods were cut on the Queen Charlotte Islands. Balance came from areas stretching from Stewart in the north to Cape Caution in the south.

Of the total cut, close to 90 per cent was used in the manufacture of pulp by three major companies—Columbia Cellulose Co. Ltd., at Prince Rupert, Pacific Mills Ltd., at Ocean Falls; and Powell River Co. Ltd., at Powell River, B.C.

Another 180,000,000 board feet of lumber was produced in the northern and central interior of the province, east of Prince Rupert as far as Lindako on the Babine mountain range. This includes the area supervised by the district forest office located in Prince Rupert.

Most of the interior forest products are finished and rough lumber, cedar poles, and handhewn ties. Some 2,000,000 poles and 171,000 ties were produced in the area in 1953, over and above lumber from sawlogs. The lumber is produced by 740 sawmills with a total daily capacity of 2,047,000 board feet.

Spruce—coast Sitka and interior white—represents the biggest annual cut, followed by hemlock, balsam, fir and red cedar.

While most of the heavy logging on the coast is confined to forest management licences and private holdings by big companies, the provincial government has ample forest reserves set aside as "working circles," or managed timber sales open for general purchase.

Most of the future logging by small operators will be done in public working circles, forestry officials state, as much of the private holdings are gradually being logged off.

Besides Columbia Cellulose pulp mill located near Port Edward, some eight miles from Prince Rupert, there is no manufacturing of forest products in the port city.

Basic reason for this, although perfect industrial sites are available with ideal shipping facilities, is lack of heavy timber reserves in the immediate vicinity.

Good stands are located throughout the area, but only in pockets, making large-scale logging uneconomical on present-day methods.

It is the opinion of forestry experts however, that when timber reserves become scarcer, methods of more economical logging of smaller areas will be developed.

Increased power availability for Prince Rupert would likely attract forestry operations even today, according to other foresters. Guaranteed markets would be a contributing factor.

But as timber stands become more utilized in the southern portion of the province, more and more exploration of this resource will be centred in the north in which remains the country's greatest reserve.

Major Copper Discovery Boosts Mining Activity

Mining in the Prince Rupert district received a major boost last year with the discovery of what is estimated as the largest copper deposit in British Columbia.

In its second season of development, Granduc Mines Ltd. is carrying out an intensive drilling and driving program on a 3,000-foot glacier 25 miles north of Stewart, B.C.

Expectations are that the objective of 15,000,000 to 20,000,000 tons of ore outlined may be reached before winter sets in.

Establishment of such an ore reserve would likely justify construction of a 40-mile railroad to tidewater and sizeable hydro-development, present thinking of the company.

Granduc has control of some 100 claims on Leduc glacier, 40 miles up the Leduc River which empties into tidewater in the Alaska Panhandle. While distance of the ore deposit to Stewart, Canadian port at the head of Porland Canal, is only 25 miles, the route lies over rugged peaks and icefields.

"Present thinking is that a narrow gauge, 36-inch railroad down the Leduc River Valley 40 miles to Pacific deep-water in Behm Inlet, offers most attractions. It would cut across the Alaska Panhandle, which means a certain amount of negotiating with Alaskan authorities," the weekly Northern Miner reports.

Other possible routes, however, will be studied. One mentioned was that of an aerial tramway or monorail to Stewart. No route will be easy along which to transport concentrates from the proposed 5,000-ton mill.

Only active mine at present in the same general area is the Torbrit Silver Mine at Alice Arm at the head of Observatory Inlet. Milling 375 tons daily, production averages 38 ounces of gold, 2,300,000 ounces of silver, 1,000,000 pounds of lead and 167,000 pounds of zinc annually.

Situated 17 miles up the Kitsault River, the Torbrit mine was discovered in 1916 during a minor prospector's rush which endured until the early 20s and gave birth to the small town of Alice Arm.

Meanwhile, across the inlet new activity in the form of drilling is taking place at the former copper smelter site of Anyox, deserted 20 years ago by Granby Consolidated, co-developers of the Granduc property.

Consolidated Mining & Smelting Company Ltd., in its fifth season of exploration work around Anyox, has doubled its drilling program there this year in an attempt to prove enough ore to warrant setting up a mill.

CM & S, which maintains a field office in Prince Rupert, is actively engaged in mining at Tulsequah on the Taku River. Operating a 500-ton mill leased from Polaris-Taku across the river, the company produces annually some 168,000 tons of copper concentrates from two mines in the area. These concentrates are barged to smelter at Tacoma, Washington, during the summer months.

Aside from copper, other metals from Tulsequah Chief and Big Bull mines are 2,500,000 pounds of lead, 285,000 ounces of silver, 6,700 ounces of gold, 11,000,000 pounds of zinc and 41,000 pounds of cadmium annually.

A unique mine is operated at Francoise Lake, about 300 miles

(Continued on Page 6)

NEW PROCESS PERFECTED FOR SMELTING TITANIUM

MONTREAL (CP)—The Shawinigan Water and Power Company announced today it has perfected a new electrolytic process to make high-grade titanium metal at lower cost than ever before.

J. A. Fuller, president of the company, said plans now are being drawn up for a large pilot plant as a step toward commercial production.

The new process was discovered at the company's research laboratories at Shawinigan Falls, Que., Mr. Fuller said. Patents had been applied for in several countries.

Mining Empire Opens in North

By THOMAS ELLIOTT
British Columbia and Yukon Chamber of Mines

A vast new mineral empire—that is the best description that can be given to the large section of country that makes up the northern half of British Columbia and the whole of the Yukon Territory.

As yet scarcely prospected, this territory has witnessed numerous important mineral discoveries during recent years and from present indications many more deposits of valuable metals will be uncovered during the years to come.

Indicative of the possibilities of the northern half of British Columbia is the impressive figure of more than $3,000,000,000 that has been produced by mines in this province since the early days, most of it recovered from mineral deposits located in the southern areas. Known to be geologically favorable for mineral occurrence, the northern section is believed to possess ore deposits of comparable richness and size.

And since gold was first discovered along the Klondike River in the Yukon, that important section of Canada has produced $275,000,000 in new mineral wealth and at the present rate of progress will account for many millions more in the future.

Proof that Canada's Pacific Northwest is now recognized throughout the world as a vast storehouse of mineral wealth is the fact that some 35 of the largest Canadian, United States and British mining companies are active in the search for new metal deposits.

MODERN MEANS

Backed by an ample supply of venture capital, these companies are sending prospecting and exploration parties into the field, equipped with every modern device, including helicopters, airborne magnetometers, scintillometers, geiger counters, diamond drilling outfits and other aids to those men whose task it is to uncover the "hidden wealth."

But even with all these modern aids, the main task of finding new mineral deposits rests the same old style type prospector who climbs the rugged mountains on foot and watches for evidence of "float" rock that will lead him to the veins from which it comes.

Today's prospectors, however, are men who are highly skilled in their profession as they possess a thorough knowledge of mineralogy and geology gained from universities and mining schools such as conducted by the Chamber of Mines in Vancouver each year during the winter months.

It has been estimated that approximately 500 full-time and part-time prospectors will be active in B.C. and the Yukon during the summer of 1954, many of whom will be financing themselves, while others will be grubstaked by syndicates and companies. Still others will be given grubstakes by the provincial government.

YUKON GOLD

When thinking of the Yukon, however, first picture is that of the large gold dredging operations of Yukon Consolidated Gold Corporation at Dawson City which will again be operating with seven bucketline dredges along the Klondike River. This operation last year produced $1,416,833 worth of free gold.

But eastward from Dawson, at Mayo and Keno Hill, United Keno Mines Ltd. continues to operate its 500-ton flotation mill, producing high-grade silver, lead, cadmium concentrates to the value of $8,368,775 in 1953.

At Tulsequah, on the Taku River in northern B.C., Tulsequah Mines Ltd., subsidiary of Consolidated Mining & Smelting Co. of Canada Ltd., is an important producer of silver, lead, zinc and copper. This property also is equipped with a 500-ton mill.

NEW FINDS

And 70 miles south of the Alaska Highway where it crosses the B.C.-Yukon border is the now-famed Cassiar asbestos mine at McDame, B.C., producing some of the highest quality chrysolite fibre in the world.

One of the most sensational new mining developments lies north of Stewart, B.C., on the Unuk River. Being developed by Granduc Mines Ltd., and financed by Granby Consolidated and Berens River Mines, this property is shaping up to be another large low-grade copper producer.

Equipment and supplies for development of this isolated deposit are being flown from Stewart, landed with ski-equipped aircraft in a snow-bound valley adjacent to the mine workings.

Another interesting new development of a similar type, containing values in copper, silver, lead and zinc, is that of Prospectors Airways, Ltd., located on Vangorda Creek tributary of the Pelly River approximately 30 miles from the Canol pipe-line road in the Yukon. Reports indicate this deposit, discovered by two Whitehorse prospectors in conjunction with Pelly River Indians, may develop into a very large low-grade base metal mine. Quite a number of other companies have staked claims in the immediate vicinity of this discovery.

NICKEL CLAIMS

Another spectacular mineral find in the Yukon consists of a large group of nickel-copper bearing claims situated at Quill Creek, near Kluane Lake, west of Whitehorse.

Discovered by the Yukon Mining Co. Ltd., it is now controlled by the Hudson Bay Mining & Smelting Co., which has spent many thousands of dollars during the past few years exploring this impressive deposit, driving tunnels and diamond drilling. It is understood a large-scale program is planned for this season.

Also, a contract for 20,000 feet of diamond drilling, in addition to magnetometer and geological surveys, is planned on the extensive claim holdings of Canalask Nickel Mines Ltd., along the White River, in the same general area. Prospectors Airways and other companies are also planning further work on this favorable nickel, copper-bearing structure that is known to extend for over 100 miles in length.

LARGE DEPOSITS

Two other important lead, zinc, silver discoveries that have been made in the eastern part of the Yukon are those of American Smelting & Refining Co., at Hyland River, and the Hudson Bay near the summit of the Canol pipe-line road. It is understood sufficient work has been done during the past few years on both of these de-

(Continued on Page 4)

World's Third Best Harbor Seeks Place in Shipping

By LARRY STANWOOD
Editor, the B.C.-Yukon Northland Empire

"Gateway to the North Pacific"—"Key to the Great Northwest"—"Canada's Most Strategic Port"—"Halibut Capital of the World"—such are the slogans which embellish the city and port of Prince Rupert, destined to become the greatest shipping centre in the North Pacific.

But it is true that development of the world's third best natural harbors, as well as all the northland of B.C. and the Yukon, has been painfully slow. Their destinies have often been clouded and overshadowed by attention to the south.

It has been said often, too, that the pioneers with their visions who first pushed back the frontiers of central and northern B.C. were "born 40 years too soon." If the promotion literature written about this area at the turn of the century is any indication such a saying certainly is well-founded.

For it was not long after white man first settled in the north that he noted the potentials of the country around him and saw a glorious future.

Now, fifty years later, the natural resources first seen by the pioneer scarcely have been exploited. The potentials of development are present as ever, and the future even more glorious, for today industry is moving northward.

Industry Is Moving Northward

And this year, more than any in the past, is showing the way to the north.

- The first $250,000,000 stage of the Aluminum Company of Canada's plant at Kitimat—75 miles southeast of Prince Rupert—is going into production this summer.
- The B.C. government road-building programs in the Peace River area and in the interior will be joined by the PGE extensions for a new rail line for that vast agricultural area.
- The Canadian National Railroad's $11,000,000 link with Kitimat is nearing completion.
- Hanging in the balance is the $111,000,000 Westcoast Transmission pipeline to bring gas from the huge gas reserves in B.C.'s Peace River area to the Pacific Northwest.
- Further west and a few hundred miles north of Prince Rupert, a fabulous hydro potential is under study by Frobisher Ltd., which plans to develop a gigantic metallurgical empire with an estimated 5,000,000 horsepower available.

Meanwhile, northern B.C. mining is off to a new era with more activity and exploration work than ever, in spite of low metal prices and high transportation costs.

And in the centre of all this activity is Prince Rupert, closest Canadian port to the Orient, with a year-round, ice-free harbor big enough to hold every ship in the world.

"That in itself is reason enough to make this city big," say local businessmen.

Pulp Mill, Elevator Spark Activity

Prince Rupert has had two major booms and two reverses, but since arrival of the $40,000,000 pulp mill opened by Columbia Cellulose Co. Ltd. on June 11, 1951, its economy has risen steadily and has stabilized.

Opening of the mill was followed shortly by reopening of the 1,250,000-bushel grain elevator after a closure of 20 years. Grain shipments totaled 12,300,000 bushels in 1952, and last year 40 deep-sea vessels loaded another 12,000,000 bushels. Bulk of shipments were destined for Japan.

And recently new shipping activity was inaugurated at Prince Rupert with the port's first lumber shipment loaded on a deep-sea freighter bound for the United Kingdom.

The cargo of 700,000 board feet was supplied by a group of lumbermen in Terrace who plan to ship a similar cargo out of Prince Rupert each month.

The lumber is assembled in Terrace and hauled the 90 miles to port by rail. Carloads are shunted onto a loading dock and ship's slings hoist the lumber aboard from the cars.

P. H. Linzey, Prince Rupert businessman and president of the Chamber of Commerce, termed the new shipping project as "a promise of bigger things to come," which could lead to stimulated shipping of mixed cargoes through Prince Rupert.

While Prince Rupert is in the centre of the greatest remaining forest reserve in the province, gateway to a vast mineral empire to its north, and to Alaska, it is best known for its commercial fisheries.

Surrounded by the best commercial fishing waters in the world, Prince Rupert district provides an annual average of 150,000,000 pounds of such commercial fish as salmon, halibut and herring.

Known as the "halibut capital of the world," the port processes annually in its plants 90 per cent of all halibut taken in the Pacific northwest, including American, Canadian and Alaskan catches.

Prince Rupert residents say there is "no need to look back anymore. We've had our bad times and good, but now the trend is ahead."

Railroader Excited First Boom

Prince Rupert's first attraction was to the deep-sea halibut fishermen at the turn of the 19th century, for its 14-mile, fjord-like harbor always promised safe anchorage while heavy gales might blow just outside.

But in 1906, a fiery man with a great vision brought an overnight boom to the aboriginal site. He was Charles Melville Hays, a railroad man from the United States, who decided he would make Prince Rupert the principal port of the North Pacific and terminal of a transcontinental railway which would connect the Pacific in the north with the existing Canadian National Railways at Jasper, Alta.

A real estate boom which greeted the Hays' announcement reached a fever pitch by 1912 as the new Grand Trunk Pacific Railway neared its western terminus and completion.

(Continued on Page 4)

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THE CONSOLIDATED MINING AND SMELTING COMPANY OF CANADA LIMITED

(Continued from Page 3)

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.

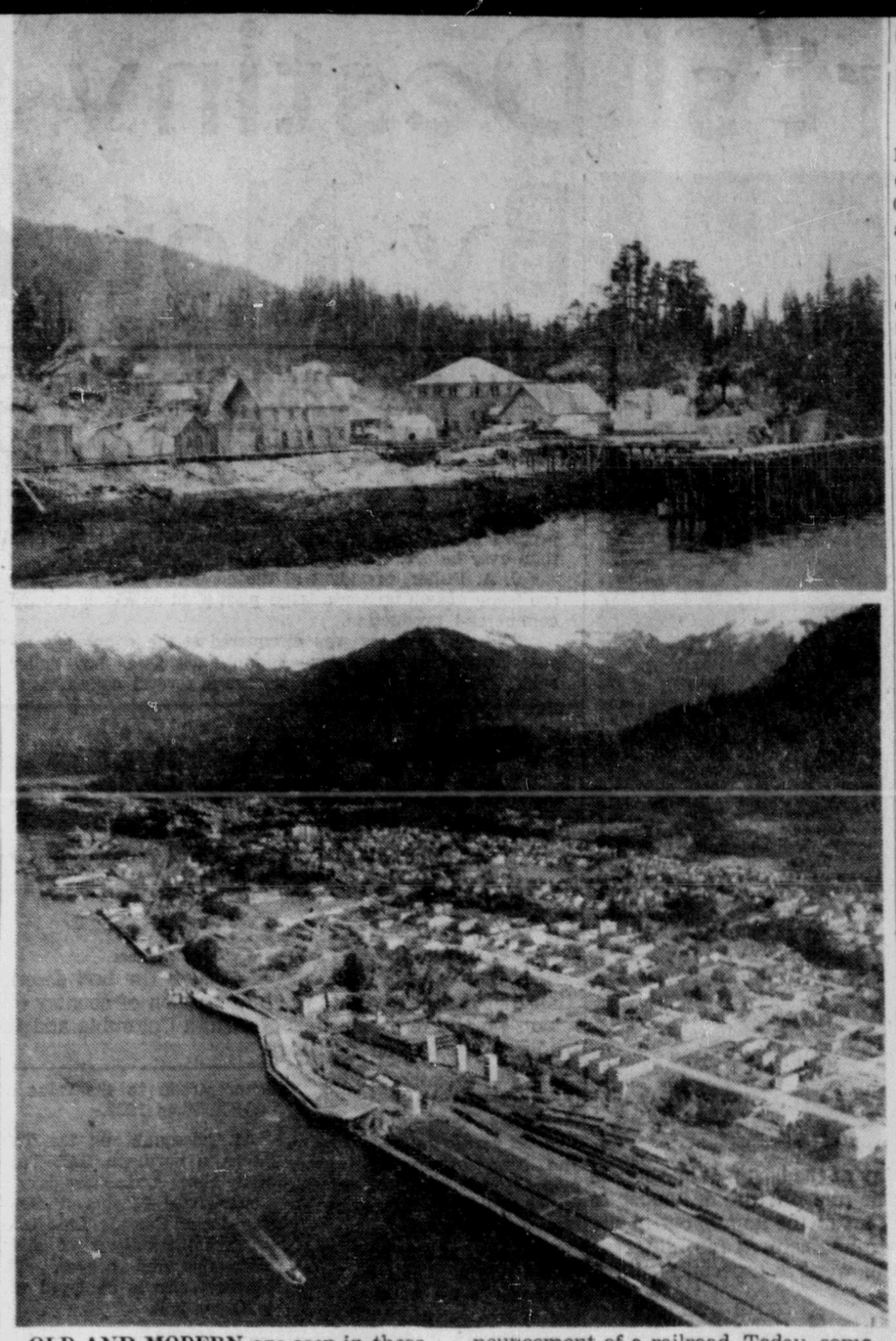
The city's stock in trade had risen greatly, however. Its potentials had been witnessed by thousands as a result of the war. It did not come as too much of a surprise to townsfolk then, when in 1947 American Celanese Corporation announced plans to construct a $40,000,000 pulp mill in the area.

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

(Continued on Page 14)



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 announcement 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.

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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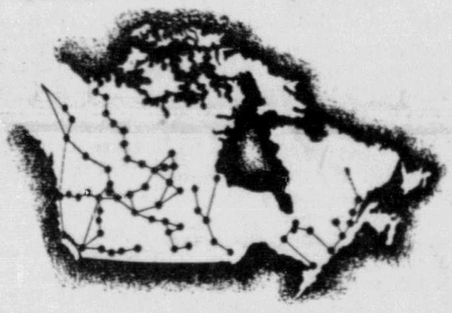
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CANADIAN LUMBERMEN DEVOUR 7,000 TONS OF EGGS ANNUALLY

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

(Continued from Page 3)

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 Kluane 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 fertilizers, chemicals, etc., which can be profitable branches of smelting operations.

Canadians should not forget that plenty of cheap hydro power is the key to future development of the north and it would be wise to lift their vision to a new horizon — when the northland will grow into an industrial area equal to any other part of Canada.

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.

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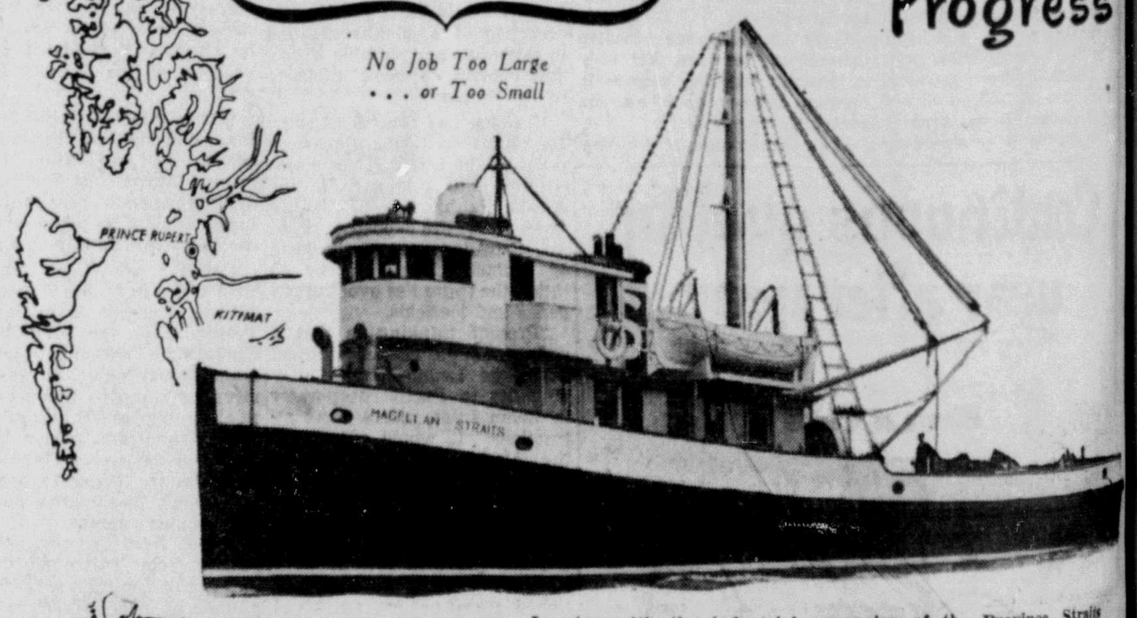
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PIONEER AIRLINE of northern B.C., Canadian Pacific, today flies the modern pressurized Convair-type aircraft over most northern schedules. Especially adapted to Rocky Mountain flying, Convairs make a Whitehorse to Vancouver trip in a few hours, compared to months such a trek would mean in the days of '98, or even much later.

CPAL Pioneered Modern Flying Into Northland

Although only 11 years old, Canadian Pacific Air Lines, formed in 1942 by the amalgamation of 10 independently operated "bush" lines, is now one of the leading airlines on the continent, operating 10,000 miles of domestic routes and over 17,000 miles of international routes stretching from Vancouver to the Orient, Australia and South America.

Heading the organization is W. Grant McConachie, president, who played a major role in the development of north country flying during the 1930's and in 1945 won the McKee trophy for "long and outstanding service in the field of aviation" in Canada.

With him are R. W. Ryan, vice-president, who flew with the Royal Flying Corps in the First World War, and was a pioneer in Canadian aviation on the prairies, and H. B. Main, general traffic manager.

In its domestic operations the company now carries modern pioneers and their equipment to and from North America's last frontiers, Alaska, the Yukon and N.W.T. Into a land formerly accessible only by dog sled and river boat, CPAL now operates a year-round scheduled passenger and freight service with modern aircraft, manned by efficient crews with thousands of hours' flying time and long experience in the north country.

CPAL routes fan northward from Vancouver to Sandspit in the Queen Charlotte Islands, and Prince Rupert on the coast, and from Vancouver to Fort St. John, connecting with another route from Edmonton and on to Whitehorse, Dawson City and Fairbanks. Eastward from Vancouver a route to Calgary serves the Okanagan Valley and the Kootenay district of B.C.

Branching out from Edmonton are the many lines which serve the radium country of Great Bear Lake, the oilfields at Norman Wells, the farming country of the Peace River, and the goldfields of Lake Athabasca, Yellowknife and Great Slave Lake. The route from Edmonton to Aklavik on the shores of the Arctic Ocean is 1,540 miles, longest in the domestic service. The new uranium centre of Beaverlodge is now a point of call en route to Yellowknife from Edmonton.

The interest of the Canadian Pacific Railway in aviation goes back to 1919, although organization of the Canadian Pacific Air Lines was not completed until 1942. In 1919 the parent company, following conferences in which Canadians insisted in drawing up the International Air Convention, obtained a special permit from the Canadian government to own and operate aircraft commercially.

It was not until 1933, however, that the company became directly interested in large-scale air operations when it paid $50,000 for a large block of stock in Canadian Airways Ltd., which then operated in the northwestern areas of Canada.

Scheduled for delivery next year to Canadian Pacific Air Lines are jet-powered Mark II Comets, for use on the South Pacific and South American services. They will cut present flying time on these routes by one-half, and will be able to fly direct from Honolulu to Vancouver in just six hours. The jets, which will be based at Vancouver, have 20 per cent greater range and are considerably more powerful than the Comet Mark I.

In addition to the DC-3s, DC-4s and twin-engined amphibians now in use on domestic routes, the company took delivery this year of five Convair-Liners. These fast, twin-engined planes have a capacity of 40 passengers in the fully pressurized cabin, and will prove very popular on routes which must be flown at high altitudes, such as crossing the Rockies.

This combination of new, modern equipment and the experience and "know how" gained from operating routes over the vast reaches of the Pacific and the rugged terrain of Canada's northland has established Canadian Pacific Air Lines among the leader in world air transportation.

CNR Income Record But Surplus Tiny

OTTAWA (CP) — The Canadian National Railways, with all-time record revenues in 1953, ended the year with a tiny surplus.

Falling traffic and increasing expenses left the publicly-owned system—Canada's biggest corporate business—with a surplus of $244,017 on a gross of $696,622,451.

President Donald Gordon termed the profit "disappointingly small" in the CNRs' annual report.

It was the second straight surplus for the company since its financial structure was slimmed down by Parliament in 1951, trimming its heavy debt burden. In 1952, there was a profit of $142,347 after six straight postwar deficits under the old setup.

Last year's earnings barely covered what Parliament left of the company's annual debt interest—$28,087,326 on bonds held by the public and on government loans. The remaining $244,017 goes to the federal treasury as dividends on government-held preferred stock.

RECORD EXPENSES

The impact of higher wages rates and other factors, the report said, thrust operating expenses to a record $659,049,086 from the 1952 figures of $634,852,915.

Against this $24,000,000 increase, operating revenues were up by $21,000,000 from the previous high of $675,219,415 the year before. The net operating revenue of $37,573,365 was reduced by $9,242,022—made up of equipment rentals, provision for taxes and other accounts—leaving $28,331,343 available for interest and dividends. This compares with $24,305,488 in 1952, but last year the interest charges were about $4,000,000 higher.

TRAFFIC DOWN

Freight and passenger traffic fell off in 1953, though higher freight rates boosted the income in that category to a record $443,618,000 from $536,723,000 the year before.

Freight—the railways' bread and butter—dropped off 4 per cent in tonnage to 86,500,000. There was also a 4 per cent reduction in the number of passengers carried to 18,080,000, and passenger revenue went to $45,916,000 from $48,466,000.

Express income of $38,258,000, communications of $15,292,000 and mail of $8,723,000 all were moderately over the previous year.

Operating income from the hotel system was $1,245,132 on a record gross of $11,041,652, compared with $710,000 in 1952.

Additional expenses due to higher wage rates amounted to $32,851,000. Payroll costs accounted for 61 per cent of operating expenses and took 57.8 per cent of the gross earnings.

Other cost elements accounting for $5,100,000 of the rise in operating expenses were $3,000,000 more in depreciation allowances, higher costs of materials and increased pension costs.

NERVY THIEF

VANCOUVER (CP)—A thief masquerading as a window dresser escaped with more than $100 worth of shirts and ties from a department store window here. After collecting the loot the man apparently walked calmly through the store and out.



MODERN CAR - BARGE ferry service between Prince Rupert and Ketchikan will soon operate from this new slip recently completed by the Canadian National Railways. Capable of handling 40-car barges, the slip can load or unload them during an eight-foot tide variation. This permanent facility is expected to aid, not only the Alaska towing service, but transportation for the whole coast.

Alaska Pulp Mill Production Will Send Off Ferry Service

A 20-car rail ferry barge is scheduled to begin operation between Prince Rupert and southeastern Alaska as soon as the new $60,000,000 pulp mill at Ward Cove near Ketchikan goes into production.

The new service will be a wide extension of a similar mode of transportation between the two centres started during construction of the pulp mill.

Thousands of tons of heavy equipment and materials were shipped into Prince Rupert by rail from eastern United States, then ferried on six and 12-car barges to Ward Cove.

GREAT SAVING

Ketchikan Pulp Mill officials claim thousands of dollars in transportation costs were saved by means of the ferry. Railhead rates are the same from eastern U.S. or Canada to Seattle or to Prince Rupert. But the Seattle-Ketchikan water haul is 700 miles compared to the 90-mile haul from the northern B.C. port.

The pulp mill plans to haul all its output pulp via ferry to Prince Rupert in bond, and by rail to the U.S. Output of the mill is estimated at 400 to 500 tons daily, or 40 cars a week.

To meet the greater capacity, the Canadian National Railways with its terminal in Prince Rupert has constructed a new permanent ferry slip which will accommodate barges of any size and at any tide level. The huge, 20-car barges are expected to arrive here soon.

Pioneering the towing service is Straits Towing Co. Ltd. However, due to U.S. customs regulations which prohibit U.S. products to be shipped from one U.S. port to another by other than U.S. ships, Straits Towing formed Alaska-B.C. Transportation Co. Ltd., an American incorporation.

ABC handled all the cargo for the pulp mills construction shipped from eastern U.S. points through Prince Rupert, and will operate the pulp shipping service.

A new 400-ton tug powered by a 1,230-horsepower diesel, was recently purchased in New York for service on the Alaska-Rupert run.

Straits Towing also hauls ore concentrates from Tulsequah on the Taku River to Vancouver; and played a major part in supplying the multi-million dollar Alcan project at Kitimat and Kemano.

STRONG OBJECTION

Meanwhile, Puget Sound shipping companies have raised strong objection to the Prince Rupert-Ketchikan service, and are studying means of meeting the new competition. Until recently, Puget Sound companies were the main suppliers to lucrative markets in Alaska.

But Ketchikan as well as Prince Rupert merchants and businessmen are studying means of still greater interport trade.

Providing a ferry slip would be constructed at Ketchikan city, merchants there would import mostly through Prince Rrupert, they say. Present pulp mill slip is about 18 miles from Ketchikan and cannot be used for other than company purposes.

Alaska businessmen, who have been plagued by poor steamship service from the U.S. on account of periodical seamen's strikes, are extremely anxious to see such the Rupert-Alaska commercial barge service inaugurated.

A spokesman for the group promoting the service said recently:

"Not only would such a service be of tremendous benifit to us economically by a marked reduction of freight rates which are next to unbearable, but we would get produce in better condition.

CLOSELY LINKED

"Our economy and that of northern B.C. is closely linked. We face the same problems and must solve them together."

Ketchikan as well as Juneau, Petersburg and Wrangell participate in annual north-central B.C. Boards of Trade conventions where mutual and local problems are discussed and solutions sought.

Prince Rupert Provides Excellent Sport Fishing

Prince Rupert, lying in the centre of the greatest commercial fisheries of the world, has something special to offer the sport fisherman — hundreds of miles of inshore fishing waters from which annually are taken the biggest Chinook or Tyee and Cohoe salmon.

The Skeena River which empties into the Pacific a few miles south of Prince Rupert is one of the province's principle spawning rivers for the mighty Chinook and probably the top spawning river for Steelhead trout.

Each year commercial and sport fishermen take large quantities of big Chinook salmon along the approaches to the Skeena in the river and in its tributaries.

An Indian last year speared what is believed to be the biggest Chinook ever taken on the west coast of B.C. It weighed 104½ pounds.

Meanwhile, steelhead up to 52 pounds have been taken in tributaries of the Skeena on sport tackle, and the same species of fish weighing over 60 pounds have been landed in commercial nets from the same river.

SILVERS GO BIG

Cohoe or Silver salmon arrive in coastal waters contiguous to Prince Rupert late in July and during August most of the big fish are taken. Most of these fish seek the Naas River and its tributaries for their return to fresh water. The Naas is another great salmon spawning stream. Other smaller streams emptying into tidewater also offer good salmon escapement.

Silvers up to 30 pounds are taken regularly each year by commercial fishermen on grounds which are also rapidly becoming famous for sport fishing.

For the sportsman who wishes the finest in fishing, Prince Rupert area provides such facilities. Yacht charters are available as well as competent guides. Enquiries should be directed to the Prince Rupert Chamber of Commerce or the Game Office.

GOOD BEAR HUNTING

Spring and fall bear hunting, goat and deer hunting, and migratory bird shooting provide excellent opportunities for the nimrod.

Black bears are numerous and easily hunted in May and June. Grizzlies are available in good numbers in certain coast localities, and while springtime is the best for their furs, hunting is best in the fall when as many as a dozen can be seen at a time catching salmon in the mouths of tidal streams.

Goats are very common on the coast mountain ranges and are comparatively easily hunted because the peaks are so accessible by water transportation.

Deer are particularly numerous in certain localities, such as Porcher, Banks and Pitt Islands

REMOVE COMICS

VANCOUVER (CP) — The Citizens' Committee on Comics won its "first major victory" when two city wholesale news vendors agreed to remove from their stands about 40 crime, horror, fear and "obnoxious" love comics.

Minister Tells Fishermen To Enter Deep-Sea Grounds

OTTAWA (CP) — Fisheries Minister Sinclair predicted here that in 100 years there will be the same pressure on food resources here as there now is in Southeast Asia.

He told the annual meeting of the Fisheries Council of Canada that "we will have to turn more and more to the sea for food, just as they are doing in those countries now."

He urged the Canadian fishing industry to make greater use of its deep-sea fisheries resources. The industry could not expect other countries to refrain from fishing off Canadian shores unless it made the greatest possible use of its deep-sea fishing grounds.

PRIZE COSTUME

WHITE ROCK, B.C. (CP)—First prize for the most original dress at a costume ball here went to Mrs. Joyce North, a polio victim. She appeared as a Chinese woman riding in a rickshaw drawn by her husband.

take a Long Look at **Prince Rupert**

TRANSPORTATION CENTRE

Because of its strategic position as a northern terminal point, Prince Rupert is known as the "Key to the great Northwest." It has access by road and rail to the interior and is B.C.'s most northerly port.

FINANCIAL CENTRE

Prince Rupert is the business headquarters of northwest B.C. Numerous firms serving the interior maintain their head offices here.

PORT FACILITIES

As a deep-sea, all-weather port, Prince Rupert has an important place on Pacific shipping lanes. It is 500 miles closer to the Orient than any other Canadian port.

INDUSTRIAL CENTRE

Fishing, mining and the processing of forest products are industries extensively served by Prince Rupert. Its proximity to rich areas of natural resources makes it ideally suited to many kinds of industrial activity.

for complete information contact

Prince Rupert Chamber of Commerce

Secretary—Mrs. Jocelyn Bolton

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Looking Forward . . .

The stimulus created by industrial development is reflected in growth of population and greater demand for electrical energy.

To meet this situation the Northern B.C. Power Co. Ltd., over the past three years has more than doubled installed generating plant capacity.

In the same period throughout the areas served by this Company, usage of electrical energy has increased by twenty-one per cent.

Surplus power is available for expanding requirements, still further sources have been surveyed and a program planned to meet the challenge of the future.

PRINCE RUPERT, B.C. STEWART, B.C.

NORTHERN B.C. POWER CO. LTD.

Planned Use of Water Saves Salmon Fisheries

By JOHN STOKES
Fishery Biologist

Northern British Columbia's tremendous water supply provided by an interlacing network of streams, lakes and rivers — the source of millions of hydro-electric horsepower—is one of the country's most enticing natural resources which beckon to industrial development.

But at the same time the huge northern B.C. watershed plays a most important role in the life of the Pacific salmon fishery, one of the top and oldest established industries of the province.

And any changes in the original or normal behavior of lakes and rivers to develop hydro without corrective measures being taken may seriously threaten the existence of the salmon fishery.

Because of the conflicting nature of hydro and fisheries, government scientists and conservationists continually study all aspects of problems which might arise from proposed utilization of streams and lakes for hydro development.

In most instances, the two industries can operate side by side, if certain measures are provided.

Streams, Lakes Are Spawning Grounds

The streams and lakes provide the spawning grounds of five species of salmon. Eggs are deposited and fertilized, then buried in the gravel for protection. Once spawning is completed, the adult salmon weaken rapidly and die, but the eggs develop in the gravel and hatch out into alevins during the winter. In the spring they emerge from the gravel as fry.

The fresh water life of salmon fry varies with the species. Pink and Chum fry may only remain for a month, while Sockeye fry might not migrate to sea for three years.

Migration takes place in the spring flood water when the young salmon pass down to the ocean to start their salt water life. Their residence there terminates with maturity, when they return to the streams and lakes of their origin, spawn and die.

Meanwhile, hydro development requires dams and often diversion of an entire water system, changes which could threaten salmon races with extinction.

Damming of the Nechako River in north-central B.C. by the Aluminum Company of Canada to develop the huge power storehouse for its Kitimat smelter, promised to seriously affect the fisheries.

But the company has taken certain actions and followed recommendations suggested by the department of fisheries and the International Pacific Salmon Fisheries Commission, who together performed an extensive study of the possible effect of Alcan's project.

Nechako Dam Created Many Hazards

By damming the Nechako, which drains a big lake system into the Fraser River, and so reversing the flow of the water, the volume of water normally in the river has been reduced in stages from 40 to 95 per cent. If left alone, such diversion would create potential hazards to migrating salmon.

Temperature of the water could rise high enough to be fatal to fish en route to their spawning grounds. In addition, alteration of river channels might easily create points of difficult passage.

Even spawning grounds might be destroyed through stream-bed erosion.

To overcome certain of the hazards, Alcan agreed to make regulated releases of water into the Nechako during spawning season, and in winter to aid incubation of salmon eggs.

As a result of this and other corrective measures, the 1953 spring and sockeye salmon run spawned in the Nechako and tributaries as usual.

Pulp Mill Uses Dam Near Rupert

Near Prince Rupert, a pulp mill is utilizing a watershed of salmon spawning streams and lakes in a different manner. The Kloiyah River, 12 miles from the city, has been dammed by Columbia Cellulose Company Limited to supply water for its mill at Watson Island. Water is transported to the mill through an eight-mile long pipeline built into the base of the dam.

Erection of the dam promised a definite menace to salmon and steelhead trout, but to counteract possible loss of the fisheries the company incorporated two features into its storage dam.

A fish ladder was constructed to pass the adult fish over the dam, and a traveling screen was installed in front of the water intake of the pipeline to prevent young seaward migrants from entering and being destroyed at the mill.

To date, the fish populations of the Kloiyah watershed have not suffered adversely because of the dam, or from any of the conditions brought about by raising of water levels.

Above examples show how watersheds are being utilized successfully by both, industry and the important fisheries. But there is one other threat to water supply facing scientists and industry — pollution of spawning grounds.

So far, however, water pollution is not a serious problem in B.C., but it could be in the future. On the coast, contaminated waters are flushed into the sea and quickly dispersed by the currents and tides. In the interior, or at the head of long coastal inlets, pollution is possible through industrial development and large population increases.

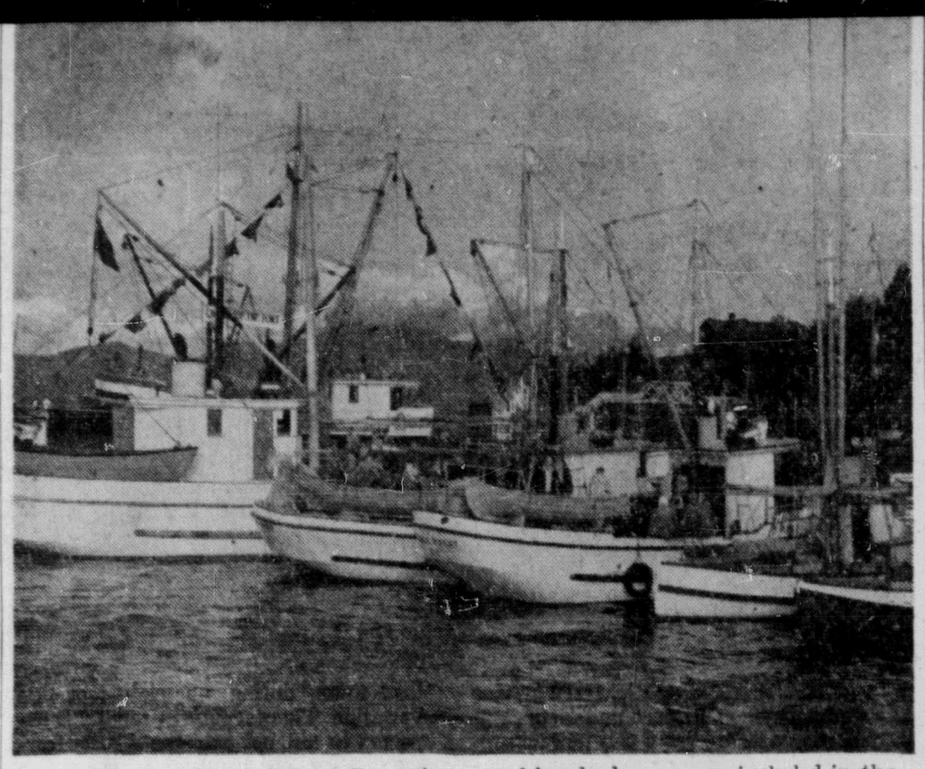
There are several major sources of water pollution:

- Mine mills require water to wash ore and provide a medium for chemicals used in extraction of the metals and minerals. The waste waters are usually very silty and contain many poisonous chemicals. If such waste is returned to a salmon producing river, fish runs could be wiped out.
- Many industrial plants use highly toxic chemicals, discharge of which into rivers and streams could produce the same deleterious effects as mine waste waters.
- Sewage disposal in B.C. streams is concentrated mostly in the southern regions of the province. In many of these regions, sewage is treated before release, thereby reducing or eliminating threat of pollution.
- Forest operations could be the cause of another type of pollution, such as land erosion.

Timbered areas of the province act as a reservoir for rain water. Precipitation is not allowed to escape all at once, but passes slowly into creeks and streams. Complete removal of forests, however, would destroy the natural reservoir, allowing water to rush unchecked down mountain slopes, moving large quantities of rock and debris into streams. Banks are destroyed and what used to be a clear stream becomes a filthy, roaring current.

Solution to all these problems confronting the survival of the commercial salmon populations can be worked out, and fisheries scientists are constantly at work in the laboratories and in the field conducting experiments and collecting information.

Meanwhile, other industry is realizing that by taking advantage of such studies, full utilization of the giant water resource is made possible without disastrous results on one hand, or exclusion of development on the other.



A FEW BOATS of Prince Rupert's stately fishing fleet are seen here in harbor during an annual fishermen's celebration. The halibut fleet alone boasts over 100 big vessels, while several hundred more are included in the trolling and gillnetting fleets, representing investments totaling several million dollars. Average annual income for fishermen is more than $3,000.

Highest Production in Fishing Centred Around Prince Rupert

The northern fishing district (District No. 2) of which Prince Rupert is the centre produces more than half of the edible fish in the Pacific Northwest, according to production figures released by the department of fisheries.

Total weight of fish taken from northern waters in 1953 was 275,000,000 pounds at a landed value of $16,000,000. The last five-year average has been 270,000,000 pounds valued at $15 million annually.

Total landed value of entire British Columbia fisheries in 1953 was $31,002,000.

Salmon play the biggest part in the northern fisheries which annually supply 44 per cent of the total B.C. catch, or average 80,000,000 pounds annually at a value of $9,300,000.

While not all fish taken from northern waters are landed in Prince Rupert, this city comes in for a fair share of the profits.

HALIBUT CAPITAL

Last year's value of canned salmon, herring, shell fish, fresh and frozen fish processed in Prince Rupert and Port Edward totalled $9,500,000. This figure does not include the millions of pounds of salmon canned in plants along the Skeena River, adjacent to Prince Rupert.

In the halibut fisheries, Prince Rupert landings vastly overshadows the industry's activity anywhere else in the world. Known as the "halibut capital of the world," the city annualy takes 91 percent of the total provincial catch, or 20,000,000 pounds at a value of some $3,300,000.

This compares with 13 million pounds landed each year in Seattle, and seven million in Vancouver.

Herring represents the third main fisheries, and 34 percent of the total catch is taken each year from northern waters, representing a five-year average value of $1,800,000.

In Prince Rupert are located three big cold storage plants of which the B.C. Packers Ltd. plant is the largest in the world. Other huge plants are operated by Atlin Fisheries, a subsidiary of Canadian Fishing Co. Ltd., and the Prince Rupert Fishermen's Co-operative Association.

A smaller, but compact unit is operated by Royal Fisheries Ltd. A plant processing specialty sea-foods is operated by Bacon Fisheries.

In all, five companies operate nine canning or reduction plants in the area. On the Skeena River there are Cassiar Packing Co., North Pacific (A.B.C. Packing Co), and Sunnyside (B.C. Packers Ltd.).

At Port Edward, Nelson Bros. Fisheries Ltd. operate a large cannery and reduction plant.

In Prince Rupert, major cannery operations are carried out by Canadian Fishing Co. Ltd. at Oceanside dock, while B.C. Packers operate a smaller cannery at Seal Cove.

Other operations are located at Klemtu (J. H. Todd & Son); at Namu (B.C. Packers), and at Butedale (Canadian Fishing Co.)

BIG FISHING FLEET

Sharing principally in the $16,000,000 northern fishing industry are some 2,500 fishermen operating a fleet of boats valued at $35,000,000. Another 2,000 are employed each year as fish-workers. These include both men and women who handle and process the fish in the plants.

Although many fishermen rent company-owned boats each season, a good many own their vessels and operate fishing on a sound business basis. Some of the wealthiest residents of Prince Rupert are commercial fishermen.

The Prince Rupert Fishermen's Co-operative Association lays claim to having pioneered a campaign to raise the standards of fishermen. With a membership to date of close to 1,300 who operate a fleet of 70 halibut vessels and 150 trollers, gillnetters and seiners, the Co-op has built its own operations valued at $1,250,000.

CO-OP FLOURISHES

Co-op holdings, all owned by members, include the second largest cold storage plant in the British Empire, numerous fish collecting camps, two big fish packers, a department store and a bakery.

Capacity of the freezing plant is 120,000 pounds daily with storage facilities of 4,500,000. Ice-making capacity is 32 tons daily with storage facilities for 3,000 tons.

Other objectives at the plant located two miles from Prince Rupert city centre, includes filletting of flat-fish and halibut, mild curing and smoking of salmon, freezing and processing fresh fish, extracting liver oil and reduction of fish into vitamin A liver pills, feeding oils, milk food and fertilizers.

(Continued from Page 2)

pect of increased trade with the Orient foreshadows the growing importance of the seaport of Prince Rupert, and, if progressive ideas and determination are still the touchstones of success, I do not think it over-optimistic to foresee the establishment of still another ocean outlet for the wealth of British Columbia's northland.

Where departments of the government can give initiative and support to the opening up of this new industrial frontier, by inviting capital investment, by guiding its application, by searching out markets for anticipated production, your elected and appointed officials are broadening the scope of their efforts accordingly.

This is part of the route-mapping of the paths of progress which will lead British Columbia and the Yukon to their long-awaited industrial boom.

The responsibility of citizens and businessmen in this region is simply stated. It is this: You can scarcely do more, but you must not do less, than follow the example set by the enterprisers whose story is told in these pages.

They have shown the way—we must now turn all our efforts in that direction—toward the goal of full economic development for the Northland Empire of British Columbia and the Yukon.

JAPANESE WANT 'REAL' TOTEM POLES FOR PARKS

Japan, which has been manufacturing imitations of British Columbia totem poles, now wants some of the real ones. Vancouver Alderman Jack Cornett, returning from a tour of Japan, said Tokyo, Osaka and Kyoto have asked for three B.C.-made totem poles for their parks.

SIX TONS OF ICE CREAM HEADED FOR ALASKA

SEATTLE (AP) — You've heard the old wheeze about selling refrigerators to the Eskimos.

And what was there six tons of on a ship heading out of Seattle recently? Ice cream. It's going to the booming Alaska city of Anchorage.

An Alaska Steamship Co. spokesman said it is believed to be the biggest single shipment of the cold stuff to the territory.

MAJOR COPPER

(Continued from Page 3)

east of Prince Rupert, near the transcontinental railway line. Some 1,100 tons of perlite are quarried here annually from a deposit of almost inexhaustible reserves.

The property is operated by Western Gypsum Products of Calgary. Perlite is a mineral which expands 10 times its original volume when heated and is used in the manufacture of fireproof wallboard.

Meanwhile, an open-pit limestone quarry about 75 miles east of Prince Rupert, produces 60 tons daily. The limestone, considered of excellent quality, and in large reserve, supplies the Columbia Cellulose Co. Ltd. pulp mill.

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MASSET VILLAGE, one of the principal communities on the Queen Charlotte Islands, is located on the north coast of northern Graham Island, just inside Masset Harbor. Main occupation of the community is fishing. Across Delkatlah Slough is the Indian village of Old Masset. Queen Charlotte Islands is the land of the Haidas, famed for their slate totem pole carvings of 100 years ago.

Railway Link With 'Peace'

The village of Stewart, British Columbia, is Canada's most northerly deep-water port on the Pacific, situated at the head of the 60-mile long Portland Canal, approximately 130 miles north of Prince Rupert and about 100 miles inland from the Pacific coastline.

Portland Canal, through the centre of which passes the Alaska - B.C. boundary, penetrates with a deep, navigable waterway the coastal mountain barrier.

North of Stewart extends the Bear River valley, varying in width from one-half to two miles over a length of 10 miles before it narrows into the Bear River Pass leading into northern interior B.C.

To date, Stewart has existed principally as a distributing and supply centre for the Portland Canal mining district and as such has had varying population and economy. All active mining declined of late, leaving only a few hundred persons scattered in the community until the recent discovery on Leduc glacier.

The Leduc discovery, 25 miles north of Stewart, promises to become a major mining venture.

Stewart Board of Trade is active in promoting a railroad from B.C.'s Peace River to its port as offering the shortest route to tidewater shipping of any route—350 miles.

Grizzly bears of the Rocky Mountain region may weigh as much as 900 pounds.



FRANK CALDER, 36-year-old member of the B.C. Legislature, is the first and only native Indian to have been elected to the provincial government. Serving his third consecutive term of office, Mr. Calder represents the constituency of Atlin, largest in area in the province. "Resources of northern B.C. would stagger the imagination," Calder recently told the House.

1,000,000 Pies Expert's Record

Mrs. Sally McCutcheon, 75, of Laraine, Ohio, must hold some sort of record.

She learned to bake apple pies in 1911 in Bluefield, W. Va., then successively worked in restaurants in Columbus, O.; Tiffin, O., and finally Heilman's in nearby Willard, O.

Saying that she has baked at least one pie per day, she figures she has a life-time total of around 1,000,000. At one time she was baking 201 pies a day.

On Charlottes

Queen Charlotte Islands, stretching almost 200 miles long and 50 miles at the northern and widest portion, lie in a general northwest-southwest direction from 50 to 100 miles from British Columbia's mainland.

Composed of two principle islands — Moresby to the south and northern Graham — the Charlottes comprise the westernmost boundaries of B.C., and hold a major portion of the natural resources of fish and timber of B.C.

Home of the giant Sitka spruce stands, huge tracts of western hemlock and red cedar, the Charlottes are estimated as holding more than 12,000,000,000 board feet of merchantable timber. Heavy logging is the main industry on the Islands.

More than 8,000,000 pounds of commercial fish — mostly salmon — are taken annually in Queen Charlotte waters, notably from the northern shoals which provide excellent trolling for spring and cohoe salmon during certain seasons of the year.

The Islands were first settled at the turn of the century by farming homesteaders who found the moderate climate and good soil a good combination. Remoteness from markets, however, proved an insurmountable barrier and agriculture today is limited.

Climate, under the influence of the Japanese currents, records a mean high of 57 and a mean low of 37 with a year round frost-free period in the extreme south, to temperatures of 57 and 33, and a 169-day, 48-year average, frost-free period on the extreme north end.

OXYGEN THERAPY MAY BE INSTALLED FOR LOGGERS

VICTORIA (CP) — Installation of oxygen therapy in large logging camps and plants may be ordered by the workmen's compensation board.

A training school has been successful during the last few months, a board member said.

QUEEN CHARLOTTE Crabmeat

From Masset, Q.C. Is., packed by Queen Charlotte Canners, Ltd., producers of fine quality crabmeat for over thirty years.

We started packing crabmeat before there was a "Northland Empire." We just called it "Queer Country."

MAY END SEASONAL EMPLOYMENT GAP

Islands Crab Canner Experiments With Oysters for Added Markets

An experiment which has been developing for the past six years on the beaches of Masset, on the north end of the Queen Charlotte Islands, holds the promise that its success will fill a serious gap in seasonal employment in the islands' fishing industry.

It is too early yet to arrive at definite conclusions, says Sam Simpson, operator of Queen Charlotte Canners, but he hopes that in another year he will be able to harvest the first commercial yield of oysters ever taken north of the Gulf of Georgia.

"If our experiments prove successful, we will be able to enter the competitive oyster market. We can grow them in the north and they appear to be even better quality than those grown in southern waters.

"But it takes between four and five years for the oysters to mature here compared to three years in the south," says Mr. Simpson.

FIRST IN CRABS

Queen Charlotte Canners was established nearly two generations ago by Mr. Simpson's father, the late Captain Eugene Simpson, who devised the first successful crab canning method on the Pacific Coast.

The Simpsons, originally from Seattle, set out for the "north" in 1914 aboard a 38-foot boat. Taking their time, they arrived in Prince Rupert two years later, where the elder Simpson went to work in a fish-packing plant.

"From fish packing, Dad went to fish-buying and shortly started his own packing plant, processing the big crabs of Hecate Straits.

"His were the first processed crabs to hit the market from the west coast and business was pretty good," recalls Sam today.

But the business went "flat broke" in 1930 and remained inoperative until three years later when Sam re-established it into its present-day capacity.

Sam, the father of a son and two daughters, is a stocky, outspoken individual in his late forties. He is especially outspoken about American boats fishing in the Hecate Straits, the stretch of water between B.C.'s mainland coast and the Queen Charlottes.

BIG INVASION

"The big invasion into the straits by United States and Alaska crab and salmon fishermen is drastically reducing the fisheries population." He claims that Canada declared the straits as "territorial (home) waters" shortly after B.C. entered the Confederation of Canada, but "we just haven't had the sense to enforce it."

The Hecate Straits for years have been considered as offshore waters from a three-mile limit east of the Charlottes and west of the mainland, thus open to foreign vessels.

"And if that is the case, the Japanese and even the Russians are within their rights to fish there. That would be a fine pickle of affairs!" exclaimed Sam.

The Simpsons are not only packers, but fishermen themselves. Their 60-foot broad-beamed crabber Dungeness was high boat among more than 100 Americans and Canadians in the straits last year.

Skippered by Sam's son Gene, the Dungeness is the only boat on the B.C. coast built expressly for crab fishing.

Simpson says he got the idea of raising oysters as an experiment when trying to find some facet of the shell-fishing industry which could provide employment for Masset residents during the normally slack months of January to March, which is the season of the oyster harvest.

Most of the oyster seed he has planted on the broad sand beaches of the north end of the Charlottes have come from Japan, but the latest planting has come from seeds developed in southern B.C. waters.

Area where the oysters are being raised is also the only bed in B.C. for razor-clams, tastiest of the species.

Good Fishing To Be Found In Terrace Streams, Lakes

"This is wonderful fishing country."

So said Game Warden Jack Williams as he described the landing of a 27¾-pound steelhead while fishing in Terrace's Copper River recently.

Although Cooper River has long been a favorite steelheading river for local anglers, Williams' prize catch was the top fish taken so far on sport gear.

Said Williams:

"I love fishing and have had a fair share, but this big steelhead gave me my biggest thrill of all times.

"I had him on about 30 minutes before I realized how big he was. Then I saw him.

Before I landed him an hour after that, he had taken more than 80 yards of line out. It was a ticklish situation for several minutes."

The fish measured 41½ inches long and sported an 11-inch tail. Williams entered his catch in an international angling contest.

But fishing is not the only recreation available to either residents or tourists.

Perhaps foremost in tourist attractions are the mineral hot springs at Lakelse Lake 16 miles from Terrace, the largest on the continent. Eight springs —the biggest more than 100 feet across—flow continuously at a temperature of 186 degrees.

Prominent medical men have recommended the springs for relief of rheumatism, lumbago, arthritis and other ailments. Commercial development of the springs, however, has not yet been attempted.

Lakelse Lake itself and Kalum Lake to the north provide ideal boating, fishing, swimming and summer camping grounds, easily accessible to good roads.

CIVIC CENTRE

Other opportunities for recreation are golfing, skiing, rifle-shooting, bowling. Community life revolves around the village's civic centre which sponsors such sports as basketball, boxing, roller skating, stage entertainment, badminton and dancing.

Besides, Terrace boasts 15 different service and fraternal organizations: Board of Trade, Junior Chamber of Commerce, Canadian Legion, Kinsmen, Kinettes, Masonic Lodge, Rotary Club, Odd Fellows, Rebekah, Orange Lodge, Canadian Legion Ladies' Auxiliary, Farmers' Institute, Parent-Teachers' Association and Hospital Auxiliary.

Churches include the Roman Catholic, Baptist, Anglican, United, Pentecostal, Lutheran, Christian Reformed, Seventh-Day Adventists and Gospel Chapel.

Transient accommodation is supplied by two hotels and five auto courts. Three areas within the village have been set aside as parks and two public parks are supervised by the B.C. Forest Service.



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Partners in Prosperity..

FOR nearly 100 years, Pacific salmon have been a major factor in the economy of British Columbia. Today they are the backbone of a great industry . . . one which over the years has brought hundreds of millions of dollars into the province.

Today, too, in British Columbia, great plans are afoot for extensive industrialization and development. These plans will mean much new wealth and new employment, will bring this great province closer to a full realization of its splendid destiny in our national life.

Yet without foresight and goodwill in industrial planning the priceless heritage of the salmon fisheries will be destroyed. Wise planning can aid in conserving the salmon, and is no hindrance to industrial development. Freedom to expand one is compietely compatible with freedom to conserve the other. They are *partners in prosperity*.

The Department of Fisheries of the Government of Canada, at sea and on land in British Columbia, is playing its full part, with the co-operation of industry and those engaged in fishing, to conserve and protect the priceless heritage of the Pacific Salmon, that this great natural resource may be preserved as a full partner in the growth of British Columbia.

For interesting information about the fishing industry write to the Department of Fisheries, Ottawa, for a free copy of the booklet "Canada's Pacific Salmon."

DEPARTMENT OF FISHERIES
OTTAWA • CANADA



COVERING 35 ACRES, Columbia Cellulose pulp mill is located on Watson Island, eight miles out of Prince Rupert. Producing its own electrical power, the plant uses 100,000 tons of coal annually, much of which is supplied by Bulkley Valley Collieries at Telkwa, B.C.

Cellulose Pulp Plant Uses Northern Forests

Columbia Cellulose Company Ltd. pulp mill, first major forest industry located on the B.C. coast north of the 53rd parallel, is a major influence on the economy of Prince Rupert, and of Terrace, 100 miles inland.

The $40,000,000 pulp mill is located on a 200-acre site a few miles south of the city limits of Prince Rupert, facing a deep-water land-locked harbor and a semi-circular dock 3,700 feet long and 62 feet wide.

The dock, built during the Second World War by the U.S. government which used the site for unloading supply vessels, encloses a "pond" of 40 acres in which the mill's logs are stored.

The mill's capacity was stepped up recently to 375-ton daily production by installation of a new digestor. The plant covers an area of 35 acres.

VAST RIVER STANDS

Most of the timber is contained in the Skeena and Naas River watersheds, principal drainage systems in northwestern B.C. In developing timber stands in these areas, resources are being utilized which until recently had been largely unexplored.

The company's first full-scale coastal logging operations are being carried out at Khutzemateen Inlet, some 65 miles north of Prince Rupert. The 16-mile-long inlet is deeply wooded on either side and provides comparatively easy logging.

Interior woods operations are located in the Terrace area. New roads into the northern sector constructed by the company already reach beyond Kalum Lake, some 25 miles north of Terrace, and will eventually link the Naas with the Skeena.

Employing some 700 people in its mill and woods operations, Columbia Cellulose has given the first large-scale steady payroll to Prince Rupert residents, whose main source of income until the plant opened in 1951 was fishing.

FIRST IN B.C.

The pulp company, a subsidiary of Canadian Chemical and Cellulose Company in Montreal, was granted B.C.'s first forest management license under the government's recently adopted logging policy.

A total of 600,000 acres of timber, of which 50 per cent is hemlock, is included in the company's license, which is being farmed each year for the amount of wood that the land grows during that year.

Hemlock, balsam and spruce, the most desirable species for the manufacture of high alpha pulp, CCC's principal product, comprise over 80 per cent of the company's timber.

Purified and bleached, the white pulp leaves the plant in rolls, is loaded on railway cars and shipped to be processed into acetate pulp at a sister plant near Edmonton, Alberta.

Some of the pulp also has been shipped by boat to overseas markets.

High-grade acetate yarn is manufactured from the processed pulp. The yarn is much in demand for high-quality dress and lingerie textiles.

The Edmonton plant, which manufactures both the fibre and the finished yarn, is the only plant of its kind in western North America.

Besides using timber logged from its own management license, Columbia Cellulose purchases large quantities of logs under contract from other private logging concerns on the north coast.

OTHER LOGS

As only the non-resinous woods such as hemlock, spruce and balsam are suited for manufacture of high-grade pulp, a certain number of logs cut by the company are sorted out for other purposes.

Cedar is the main timber not used in the mill. Shipments of this valuable lumber-timber have been made to sawmills in southern B.C. as well as to the Orient.

Wounded Woman Swears Off Watching Hens

IONIA, Mich. (AP) — Attacked by a tough rooster, Mrs. Samuel Stevens got first-aid treatment for 16 leg wounds Tuesday and said:

"It will be a long time before I offer to care for anybody's chickens again."

Mrs. Stevens said she was hurt while looking after chickens of neighbors, who were out of town.

MP Recalls Early Days

(Continued from Page 2)

build. Their confidence has been completely justified by the strides that have been made in it when I see it."

development generally. Millions of feet of lumber, thousands of telephone poles, hundreds of carloads of cedar fence posts, great quantities of agricultural products, and big-game hunting have made a happy, prosperous people even more confident of the future of this great valley of the Upper Fraser.

The news of the survey of the northern trans-provincial highway and the promise of an early beginning of construction of this road, so long awaited, brings a feeling of utter thankfulness to these people—which causes some to pinch themselves and say, "I will believe It will come, and soon. Nothing short of a world disaster will halt the progress and growth of this great part of British Columbia. The village of McBride has moved ahead with a steady, firm economy that has been made by a strong community of industrious, hardy pioneers.

Grandma Leboe still farms the old homestead at Loos, which is located exactly halfway between Red Pass and Prince George. She has a total of over 80 grandchildren and great-grandchildren — all living along the route of the northern trans-provincial highway.

All of the central and northern parts of British Columbia have, in the pages of their history, many great and marvelous biographies of their people. It is a grand country with a magnificent future.



COLUMBIA CELLULOSE WOODS OPERATIONS depict a striking scene illustrating the opening of new timber areas in the Terrace district under the forest management principle of logging which means treating forests as a crop to be harvested on an annual basis with cutting that will not deplete the basic reserve.

don't belittle that B. C. TREE...

you might meet it next year on the Champs Elysées

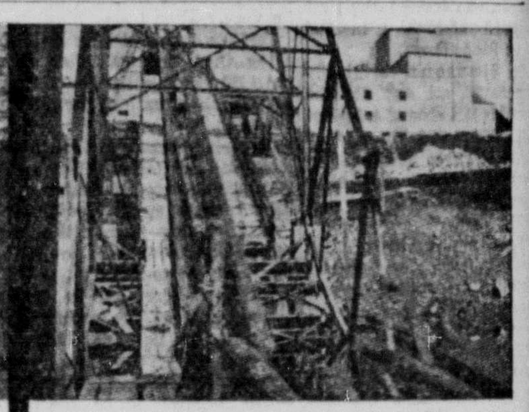
with some assistance from Columbia Cellulose, as follows:



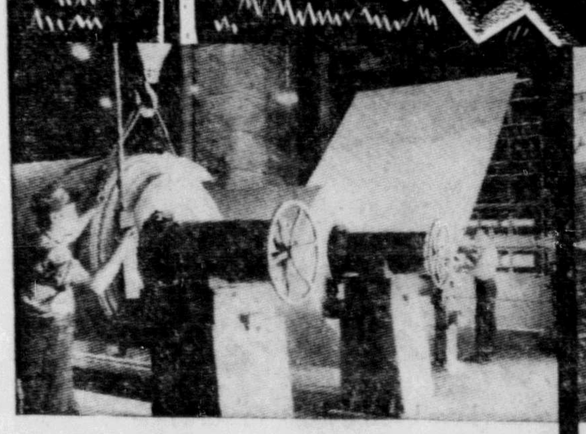
1 Stretching inland from Prince Rupert are vast spruce, hemlock and balsam forests. In 1947, the Columbia Cellulose Company was granted a Forest Management Licence covering many thousands of acres in this area. It was the first such Licence ever issued in British Columbia.



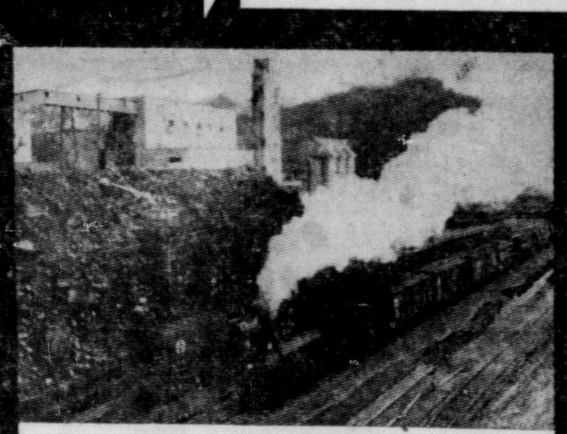
2 Under the terms of this Licence we harvest an annual crop of mature and dying trees—only as many as will be replaced by new growth in the same year. Thus we preserve these valuable forests for the continued use of future generations.



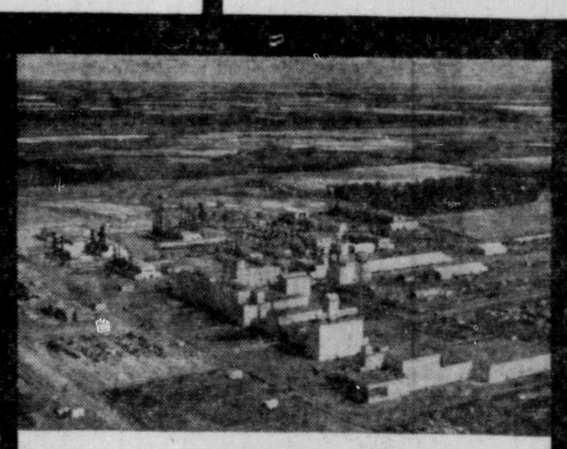
3 By truck and train or by raft, these pulp logs reach our big mill at Prince Rupert. Many are purchased from independent loggers. All are cut, barked and reduced to chips, within seconds after entering the woodroom.



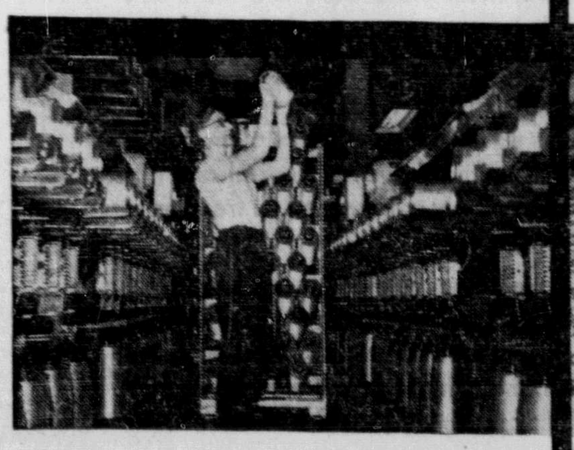
4 Chips are "cooked"—50 tons at a time—in giant acid digesters. The resulting pulp stock then travels through washers where impurities are removed. Sheets of pure white cellulose pulp emerge, are dried mechanically and wound on jumbo rolls for storage.



5 After cutting and bailing the pulp is ready for shipment. Some goes by boat to Europe, South America and the Far East. Long freight trains carry the balance to Edmonton and to eastern destinations for chemical synthesis.



6 Completed last year, this huge Edmonton plant of Canadian Chemical Company is Alberta's largest industrial venture. It produces a variety of chemicals from oil refinery waste. Among these is acetic acid. Pulp from B.C. is dissolved in this acid to form cellulose acetate flake.



7 Now the flake is again dissolved, this time in acetone. It becomes acetate staple fibre or filament yarns. Both fibre and finished yarns are manufactured at Edmonton—the only manufacturing plant of its kind in western North America.



8 Acetate yarns are sold to fabric manufacturers in Canada and throughout the world. Alone or blended with other materials they are loomed into a wide range of clothing and home furnishing fabrics—fabrics which vary from rough tweed to softest silk.

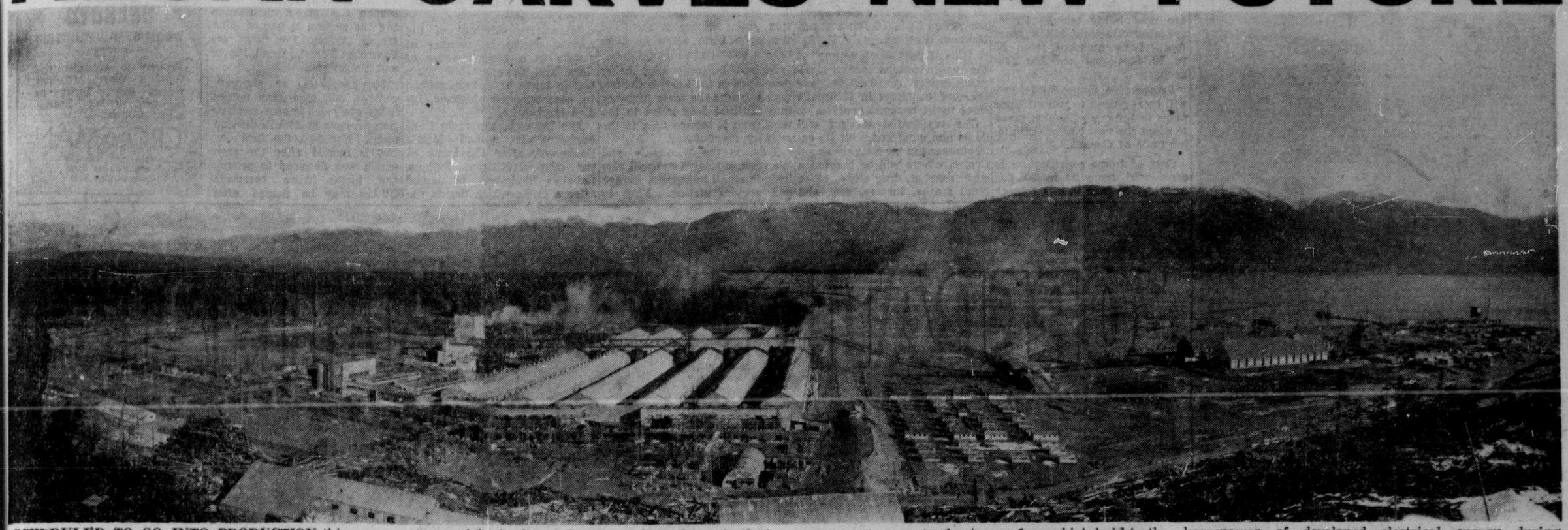


9 Famous European fashion designers are now using Acetate fabrics in their most luxurious creations. Acetate is soft, washes and cleans easily, resists wrinkling and drapes beautifully. It is a new fabric—a completely different fabric. And it originates from our own B.C. forests.



COLUMBIA CELLULOSE
COMPANY LIMITED • PRINCE RUPERT, B.C.
A Subsidiary of Canadian Chemical & Cellulose Company Ltd.

ALCAN CARVES NEW FUTURE



SCHEDULED TO GO INTO PRODUCTION this summer is the giant aluminum smelter at Kitimat, B.C., pictured above in the panoramic photograph supplied by the Aluminum Company of Canada Limited. At the extreme right is shown the approach to the main dock and the estuary of the Kitimat River which has been dredged to allow navigation by deep-sea ships. From the dock to the buildings in the centre housing the potlines, a conveyor transports alumina ore from ship's hold to the smelter. To the left is seen the terminal of the 50-mile transmission line which stretches to the Kemano Bay powerhouse, from which the plant will draw 450,000 horsepower of developed electrical energy during its first stage of operation, costing more than $250,000,000.

Wilderness Gives Birth to New City

Transformation from wilderness to civilization, already underway in the wake of an industrial drama, marks the genesis of British Columbia's newest community of Kitimat—B.C.'s first Aluminum City.

Three years after the first brush was cleared on the banks of the Kitimat River, initial stage of the gigantic smelter of Aluminum Company of Canada is preparing for production next month.

And eight miles up the valley, construction is being rushed on the first 400 homes of Canada's most modern city.

Kitimat will have to be the most modern community in the country if the plan for its development is followed. Its design is a town planner's dream. The Aluminum Company of Canada has provided it and the municipal council has vowed it will be executed.

The Master Plan of Kimitat is designed to take care of the community's initial development and through the stages that may ultimately see it ascend to populations of 35 to 50 thousand.

Announcing the plan a year ago, an Alcan official stated:

"In essence, the master planners have conceived the town as a place for the worker and his family to enjoy life. The emphasis is placed on neighborhood living, each with its local shopping centre . . . The pattern not only provides pleasant, safe, and convenient living, it is also economical in layout.

Best Town in the World

"We want Kitimat to be one of the best, if not the best, town in the world."

Kitimat is located on the 54th parallel, at the head of an open valley where the river of the same name empties into Douglas Channel, 70 miles from open sea. Across the channel is the ancient village of Kitimat, the home of the Haisla Indians.

It is considered the best and only place where there is enough land to permit development of industry and a townsite of an extensive basis and still provide sea and rail facilities, all within reach of the power development.

Reeve W. H. Sparks, who guided the initial construction of the smelter site and now is resident engineer of town development, is enthusiastic.

"The whole council is delighted with the design. It may sound idealistic in theory, but it is principally sound.

"We will do everything in our power to see that we have a model city, the most modern in the country."

Traffic Routing Makes Difference

The main difference between the design of future Kitimat and conventional communities is in the system of traffic routes, points out Cyril Henderson, municipal manager and former professional town planner.

All arterial traffic will be routed around residential neighborhoods. Throughout the whole system, there will be no need for pedestrians to walk in the way of vehicular traffic.

Even the residential streets should be free of foot traffic. Most streets will lead off from the boulevards or arterial roads in semi-oval loops, with the rear of houses fronting the streets. There will be no alleys. Fronts of the homes face out towards open spaces and walkways.

Each such section points towards the centre of a neighborhood in which are located parks and playgrounds, schools and shopping centre.

"No child will have to cross a major street or walk further than a quarter-mile in going to school," said Mr. Henderson.

First couple to occupy the dwellings now being erected moved in on March 15 this year. By Christmas, it is expected 400 families will comprise the nucleus of Neighborhood A designed to house 5,000 persons.

Planned to Develop in Four Stages

There are 10 such neighborhoods included in the Master Plan and their development will correspond to the industrial expansion of the aluminum plant and secondary industry. Expansion is planned in four stages:

- Stage 1, entered now, is expected to reach full development by 1957 and corresponds to the first stage of the smelter of two potlines which will require 1,000 employees.
- Stage 2 when ultimately developed will provide housing and facilities for 12,000 to 15,000 people and corresponds to double the capacity of the smelter, i.e., four potlines.
- Stage 3 will be reached when the plant installs its next two potlines and is designed for a maximum of 25,000 people.
- Stage four is the largest major expansion program for the townsite as well as the plant. Designed for a population of 50,000, this stage goes hand-in-hand with the ultimate development of the smelter with its capacity increased to 12 potlines. At this stage there would be an estimated 14,200 Alcan employees.

Meanwhile, the municipal council which governs the newly incorporated district of 60 square miles will spend some $5,000,000 by the end of 1955 for public works and schools.

The 1954 current revenue budget nudges $1,000,000.

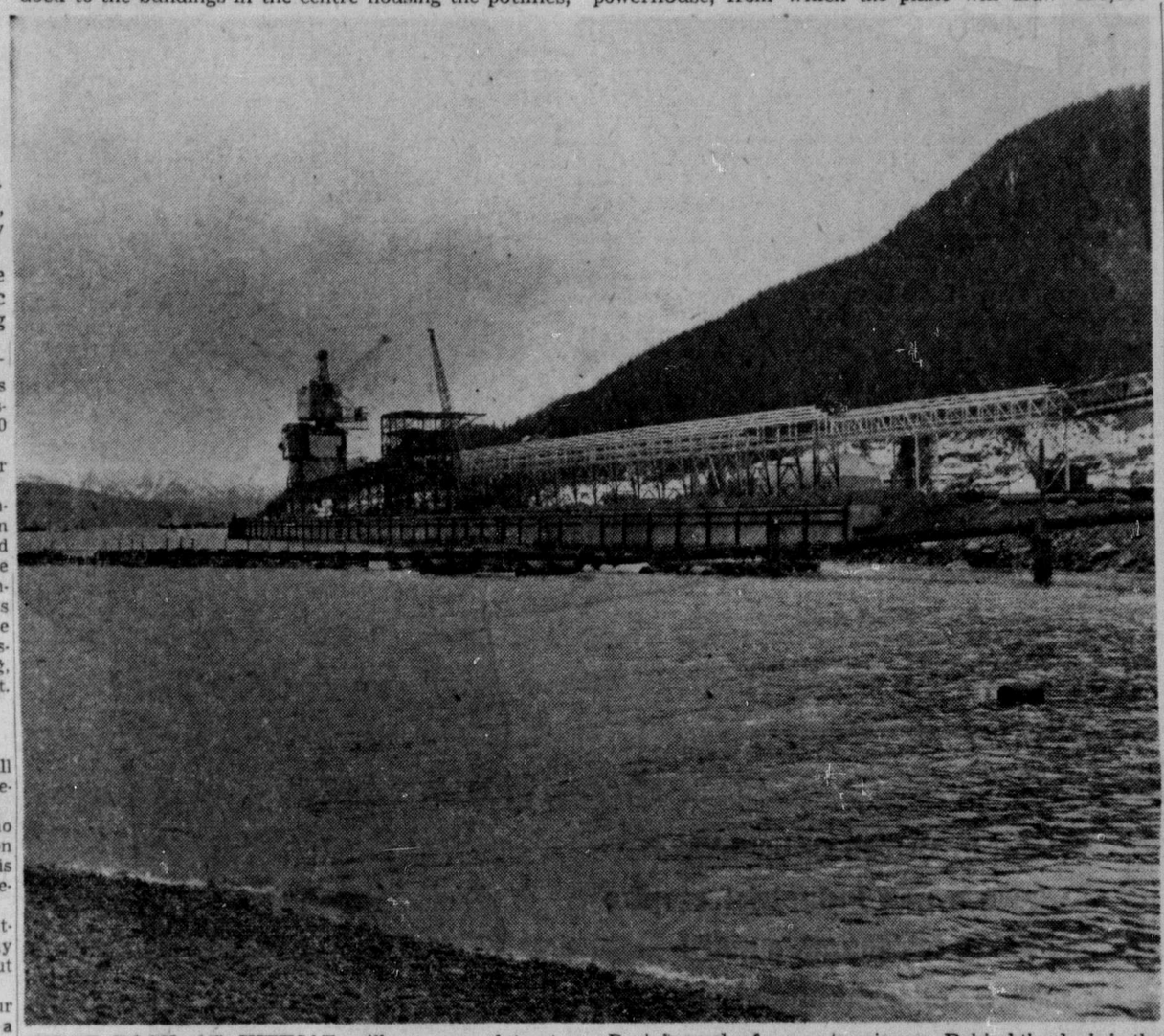
The B.C. government authorized the new council to borrow the $5,000,000 during the first three years in order to get it started. Close to $3,000,000 worth of facilities the council will have to provide already have been installed, or are under construction by Alcan. They include a million-dollar bridge over the Kitimat River, roads, and a $1,500,000 water and sewer systems.

Still under construction, the water-sewer project is expected to service 500 lots by September.

Such installations will either be purchased direct from Alcan or the company will be reimbursed by the municipality.

At present, the civic offices are located near the smelter site in the temporary Alcan office building. Current year's budget will provide extensive purchases of supplies and equipment. No concrete plans for a municipal hall have been formed but council expects to have 25 civic employees by the end of this year and double that number by 1955. Present staff, including the manager, totals seven.

Alcan, as the development company of Kitimat and owner of most lands except those re- **(Continued on Page 10)**



HUGE DOCK AT KITIMAT will accommodate two deep-sea freighters at a time and is equipped with one general purpose loading crane, and a specially designed crane for unloading powdered alumina from ships' holds. Dock is made of concrete caissons. Behind the dock is the conveyor to the plant, nearing completion. Another dock which can be seen in the distance, jutting out into Douglas Channel, provides moorage for passenger vessels.

Industrial Giant Comes to Life

A new industrial giant will come to life some time this summer when the first aluminum ingot is poured at the Aluminum Company of Canada's smelters at Kitimat, B.C.

Situated 400 miles north of Vancouver and 100 miles southeast of Prince Rupert, this giant project is the biggest single post-war development in Canada by private industry.

Beginning of operation of the huge underground powerhouse at Kemano Bay and transmission of 450,000 horsepower of electricity over a 50-mile line will start the manufacture of aluminum—ending three years of hard slugging by thousands of men in this rugged coastal wilderness.

When the project strides into peak production, more than $550,000,000 will have gone into the development.

Biggest single feat of the entire project was to turn an eastern flow of a chain of lakes back against a western mountain wall, producing a reservoir from which an ultimate 2,200,000 horsepower will be developed.

This involved damming of the Nechako River with the third highest rock-fill, clay-core dam in the world to raise the level of a chain of lakes in Tweedsmuir Park and form a water storage 120 miles long, 2,800 feet above sea level.

10-MILE TUNNEL

This reservoir has been connected by a 10-mile tunnel 25 feet in diameter through the Coast Range to two steel-lined penstock tunnels which will drop the water to turbines 2,600 vertical feet below — 16 times the drop of Niagara Falls.

At the discharge end of the penstocks, a powerhouse cavern has been excavated one quarter mile inside a mountain of solid rock. First stage of development of the cavern will be large enough to house eight generating units of 150,000 horsepower each. Fully developed, the cavern will be 1,100 feet long and will contain eight more generators of the same horsepower, fed by a twin to the first 10-mile tunnel and two more penstocks.

FIRST STAGE

Installation of three generating units aggregating 450,000 horsepower now is being completed. These will provide sufficient power for the present first stage smelter development of 91,000 tons of aluminum a year.

A double circuit transmission line of very heavy construction, crossing over the 5,300-foot Kildala Pass will carry the power to the smelter at Kitimat.

The power site and the design of the project are such that ultimate expansion to a total generating capacity of 2,200,000 horsepower to produce 550,000 tons of aluminum a year can be attained.

OTHER INDUSTRIES

At the same time, Alcan officials say, there will be ample power available at Kitimat for other industrial and commercial uses, and foresee fast development of secondary industries at B.C.'s newest industrial centre.

Five square miles of industrial acreage has been set aside along Kitimat's waterfront. A concrete products plant is already in operation. Other industries have bought sites and will move in shortly.

A forest management license has been applied for by a company which plans to build a $60,000,000 pulp and paper mill, using Alcan power.

The multi-million-dollar project already has been a boon to all B.C., providing a steady market of steel, cement and other construction materials manufactured in the province.

Great benefits also were received by transportation companies which handled the thousands of tons of materials in a steady stream during the two-year construction period.

A good deal of the high-level construction, especially on the transmission line, involved the constant use of a fleet of helicopters.

EXCITING PROJECT

Alcan's "B.C. Project" has excited world-wide interest. Breaking into a new and undeveloped region, establishing a new frontier, building a new plant and a city chopped out of forests, and buidling an ocean port 70 miles from the open ocean, have a romantic appeal to the general public, but also proved a challenge to professional engineers.

SET RECORDS

Meanwhile, construction workers and excavators worked against time to meet the 1954 deadline set three years before.

For example, four times during the tunnel driving, world records were broken. The last record, still standing, was a 282-foot drive through solid rock in six days and 61-foot advance in one day.

Alcan, with its extensive plants and headquarters in eastern Canada, also recently set foot in Jamaica, where it constructed a bauxite concentration plant. Bauxite is the raw ore used in smelting aluminum, but being concentrated into alumina (oxide of aluminum) before shipping cuts bulk and costs in half.

It is estimated that at least two deep-sea ships will call each month at Kitimat with alumina.

ALCAN WORKERS GET SPECIAL HOUSING DEAL

Employees of Aluminum Company of Canada Ltd. at Kitimat who purchase homes on the new townsite in 1954 will get a special deal through a plan of company assistance.

To encourage employees to buy or build their own homes Alcan has promised this year to make available second mortgage loans, then contribute to the employee monthly a bonus of $2.85 for each $1,000 of the approved value of the house.

The plan, which applies to Alcan employees only, was adopted partially because of the high cost of building during initial development of the townsite. It makes it possible for an employee to buy a $14,000 home for $700 (or 5 per cent) down and a monthly payment of $65.24, including taxes, insurance, repairs and maintenance.

To protect the purchaser, Alcan will buy back the house at an approved price less depreciation if at any time during the first 10 years the employee vacates the premises in good repair.

The plan is administered by the property department in Kitimat and Vancouver, where further information is available.

CARACAS, Venezuela (Reuters)—The economic committee of the inter-American conference here has urged international consultation before agricultural surpluses are sold in world markets, to avoid harming normal production by other countries. The committee also recommended that the surpluses should not be destroyed.

GREAT RIVER

The Columbia River flows 1,400 miles to the Pacific and its basin has been computed at nearly 300,000 square miles.

Newest B.C. Municipality Adopts Civic Council-Manager System

Kitimat, British Columbia's newest city in the making, is the third municipality in the province to adopt the council-manger plan of civic government.

And selected to manage civic affairs was Cyril McC. Henderson, an expert in town planning called to the townsite by the Aluminum Co. of Canada to help organize Kitimat's first administration.

A vigorous exponent of the council-manager plan, Mr. Henderson recommended such a government for the new city. He also supervised drafting the framework of Kitimat's Municipal Code, only such form of legislation believed to exist in Canada.

The Code is a "master bylaw" setting out an indexed order of legislation for each category of administration. New bylaws are added to the Code as amendment.

The council-manager plan was provided for in the incorporation of the district municipality in March, 1953. After election of the six councillors and reeve, council asked Mr. Henderson to be its manager.

The 36-year-old civil engineer was born in Los Angeles, but gained his education in London, England, graduating with a Bachelor of Science degree. Following three years as technical officer in the RAF, Mr. Henderson decided to study town planning.

He graduated from the Massachussetts Institute of Technology with a Masters degree.

He was appointed resident town planning co-ordinator at Kitimat for Alcan in 1953.

Mr. Henderson admits that the master plan for Kitimat townsite is "revolutionary" and "a radical departure from conventional town plans in Canada." There are only about four such plans in the U.S. to date.

The whole council is happy with the plan and looks forward to a bright future for Kitimat. Says Reeve W. H. Sparks:

"We believe there is every chance for Kitimat to become the finest and one of the most prosperous cities in Canada.

"I don't think it will be long before a highway will be built to connect us with Terrace and the northern trans-provincial highway. Such a road together with the railroad which is scheduled to operate this winter will make Kitimat an important seaport."

Reeve Sparks cited the likely construction of a lumber assembly wharf as a future development with Kitimat taking a major part in lumber shipments from central interior B.C.

To start with there will only be about one deep-sea ship a month calling at Kitimat with raw materials for the aluminum smelter, but full production of the final stage of the plant would require one ship every six days.

"Shipping will be a major secondary industry for Kitimat," Reeve Sparks forecasts.

Meanwhile, the council is initiating the expenditure of $5,000,000 to provide services and utilities for the new city. Decision is expected soon on a proposal to install a fluoridation system in the water works, which would be the first in the province.

The water system, now under construction, has been designed for maximum protection against fire, says Mr. Henderson. Source of water is in four wells near the Kitimat River from where it is pumped to a million-gallon reservoir.

Preliminary assessment of land in the new municipality totals $608,928 of which $56,480 is exempt. Assessment of improvements for last year, including the aluminum plant, were $13,290,375.

Tax rate of 57.7 mills is based on 100 per cent of land and 75 per cent of improvement assessments. Average home will be taxed at about $200 a year.

Council hopes that the B.C. Telephone Co. will provide telephone service in the near future. Up to now, communication between various departments at the smelter site and between Kitimat and outside points has been provided by radio telephone.

A scheduled bus system is operated by the company, but is expected soon to be replaced by a commercial line.

The community is already serviced by a network of roads with the main thoroughfare black-topped for several miles. An estimated $770,000 will be spent by the municipality on roads until 1955 with paving to begin the following year.

Council has also budgeted for $970,000 as its share of school costs for the present and following year. It is planned to build teacherages to accommodate teaching staff.

Civic officials are also studying a plan to provide or assist civic employees with housing accommodation.

Big British Columbia

British Columbia, west coast province of Canada, has an area of 366,255 square miles and is as big as Washington, Idaho, Montana, Wyoming and some of North Dakota.

The Coast Range mountains, northern extension of the Sierra-Cascade system, raise snow-capped peaks in a northwesterly line roughly parallel to the Pacific coast.

Deep salt-water inlets reach inland up to 70 miles through which ocean ships can pass with ease, dwarfed by the 4,000 to 5,000-foot mountains that rise abruptly from the water.

'Reefers' Used By Railways 60 Years Ago

Since the Grand Trunk Railway, now part of the Canadian National system, introduced the first refrigerator car in Canada in 1895, the use of "reefers" to carry perishable commodities has grown by leaps and bounds.

Last year the CNR carried about 2,500,000 tons of perishable traffic. This included fish from the Atlantic and Pacific coasts to markets across Canada and the United States.

Fresh fruits and vegetables, transported by refrigerator cars, can now be found in produce stores in every province and in every season.

From the initial car put into service nearly 60 years ago, the CNR's "reefer" fleet has grown to nearly 4,700 units. Over 300 of these are used in express service and the remainder in freight service.

Over the years many innovations and improvements have been made in refrigerator cars. Shipments are now carried at any set temperature as low as five degrees below zero.

A mechanical refrigerator car and a compact container for handling less than carload lots are now being tested by the company.

EARLY TRADERS

The first white traders reached the Peace River in northern Alberta about 1786.

WILDERNESS GIVES BIRTH TO NEW CITY

(Continued from Page 9)

quired by law to be auctioned publicly, will improve lots well in advance of requirements. Applications for purchase of lots are now being taken. Prices are approximately $16 a front foot. Lots measure from 55 to 70 feet and are 100 feet deep.

Prospective home-builders will be required to submit their plans to the council which plans to adopt the new National Building Code of Canada.

Cost of home construction is considered from 20 to 30 per cent higher than in less remote places, although this extra cost is expected to be reduced considerably following arrival of railroad and deep-sea shipping.

Cost of the first homes, built on a semi-prefabricated plan, was around $14,000 for a three-bedroom dwelling.

Aside from development of the neighborhood centres, already under construction, are the first buildings in Kitimat's three main business centres.

The residential section will do its shopping and seek its entertainment in the Neighborhood Centre, where will be located a super market, drug store, other retail stores, theatre, etc., and offices of doctors, dentists, accountants and lawyers.

A main building with 18,000 square feet of store space and 7,000 square-foot area for offices is scheduled for completion soon. Space is available for lease from Alcan by businesses locating in Kitimat.

Second business area being developed is the Service Centre, which fronts the main highway into Kitimat four miles to the west, and is located next to the railway right-of-way.

This is the Wholesale and Warehouse Centre and will also include small industries, garage and service station. First to Supply, a subsidiary of Philpott, Evitt Ltd., of Prince Rupert.

"City Centre" of Kitimat will house the major businesses such as department stores, hotels, etc. First building there is expected this fall.

Interesting sidelight of the town's design is naming of streets in a generic order of flora and fawna, while main traffic lanes have been named to commemorate historic Indian landmarks.

For instance, the main thoroughfare is named Haisla Boulevard, after the name of the original Kitimat Indians. Lahakas Boulevard is named after a creek which drains the yard, for a "kink" in the Kitimat River where it doubles back on itself.

Residential streets in the first neighborhood under development are named after birds, in alphabetical order. For instance, first street upon entering the section is named Albatross. Among the "P's" are Partridge, Petrel, Pintail, Plover and Ptarmigan.

Neighborhood, or shopping centres, will also have names, called after well-known construction projects in Alcan's development. Nechako, the first centre, is named after the river which was dammed to provide the huge hydro reservoir. Others may be named after transmission line, and the lakes of Tweedsmuir Park.

Alcan officials state emphatically that Kitimat will not be a company town.

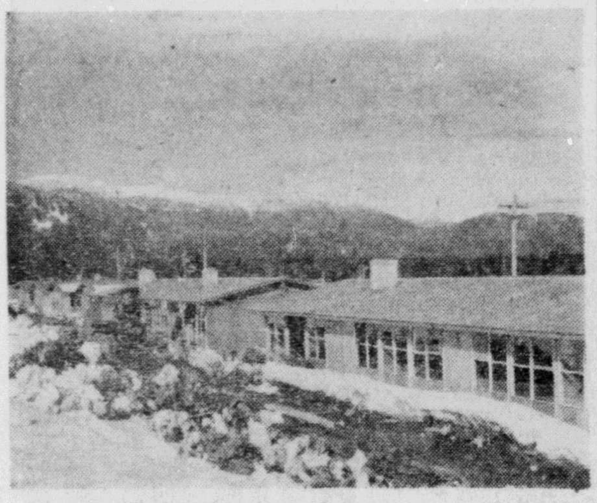
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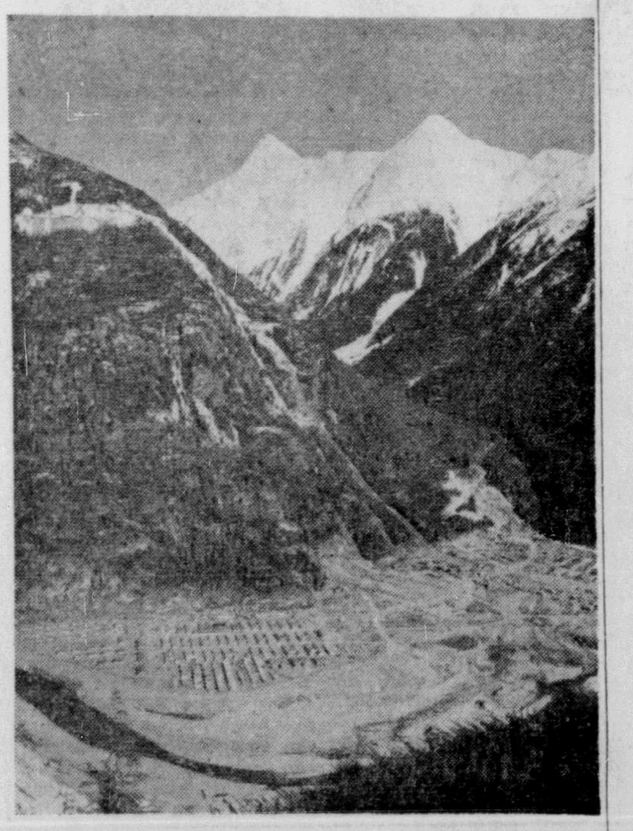
TRANSMISSION LINE which tower 100 feet into the air stretch across 50 miles of most difficult terrain to supply Alcan's Kitimat aluminum smelter from the Kemano Bay powerhouse. The line, designed to transmit more than 1,000,000 horsepower of electrical energy passes over a 5,300-foot mountain pass. Cross marks where an electrician is working.



POWERHOUSE AT KEMANO is built inside a man-made cavern at the base of the outfall of penstocks which drop a head of water 2,600 feet from a tunnel through the mountain, is designed to contain eight generating units capable of producing 150,000 horsepower each.



FIRST KITIMAT HOMES located on the townsite were opened last winter. Built at high cost because of remoteness of the area from supplies, the houses are being sold to Alcan workers for $14,000 each.



KEMANO BAY power site shows the snow-capped barrier through which a 10-mile tunnel was pushed from a reservoir on the east side. Cross marks exit of tunnel from which underground penstocks lead to powerhouse in cavern.

"OPERATION KITIMAT"



Here, in British Columbia, where a new industrial empire is being fashioned, a multi-million dollar aluminum project—the largest single undertaking ever promoted by private enterprise—is shaping to completion.

SMELTER AT KITIMAT

The smelter at Kitimat goes into production this summer to produce aluminum at the rate of 91,500 tons annually. Designed for an output of 550,000 tons a year, this smelter will eventually become the largest of its kind in the world.

HARBOUR AT KITIMAT

Located on tidewater, Kitimat has modern harbour and dock facilities for the fast handling of incoming and outgoing cargo. Already in operation, the port is becoming increasingly active. The first shipments of aluminum ore from Jamaica have been received. Kitimat wharves will assist in the growth and expansion of the District by providing access to ocean transport for other regional enterprises as well as the aluminum industry.

TOWNSITE AT KITIMAT

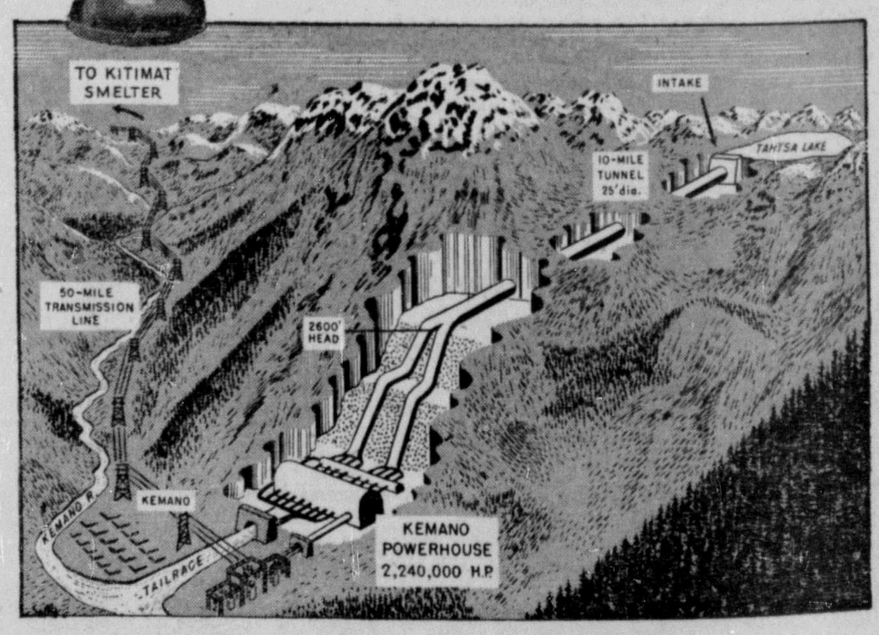
The Town of Kitimat is gradually rising in the forest clearing. Planned in the tradition of British Columbia, Kitimat has the opportunity of setting a new high standard in town planning. Homes are being occupied and soon the initial population will number 6,000 to 7,000 persons where but a few years ago no houses existed. As the aluminum industry grows and new enterprises come into the area, Kitimat will expand. The designs of the Townsite by experts provide for an eventual 50,000 population.

POWERHOUSE AT KEMANO

Hydro electric power for the Kitimat project is developed at Kemano 50 miles away. Here in a subterranean cavern, carved by rock miners beneath a mile high mountain, the powerhouse is located. Waters from a chain of lakes have been diverted to drop one-half mile through a man-made tunnel 10 miles long and 25 feet in diameter. The hydro electric power thus developed at Kemano will eventually be produced on a scale never before attempted.

Shown on the map below are the sites of various links in this major aluminum development.

POWER DEVELOPMENT FOR THE KITIMAT PROJECT



Aluminum is "packaged power." The electricity needed to produce one ton of aluminum would light the average home for nearly a generation! By developing abundant, low-cost power at Kitimat, this Canadian enterprise has created employment and income for the men who build and operate the dams and power house, the docks and smelter and power lines it needs; and for the more than one thousand independent Canadian companies who turn aluminum into countless forms important to industry and our own daily living.

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Terrace Folk Look Hopefully To Highway, Power Projects

'Desirable Location For Secondary Industry'

Final stage of construction of its rail link with the aluminum town of Kitimat is exciting a fever of anticipation in Terrace, but residents pin their major hopes of the future on twin developments yet to be launched.

They are:

1. A highway link between the two centres.

2. A power line to Terrace from Kitimat tapping the vast supply of electricity to be transmitted from the Kemano hydro generators.

While the new 40-mile rail link will provide the first direct means of land communication between the two centres, it will be used mainly for freighting of supplies into Kitimat and sending out aluminum ingots.

In the opinion of Terrace businessmen, a highway is necessary to provide easier and more versatile means of contact.

HIGHWAY NECESSITY

The active Board of Trade is confident that the highway will come soon, and claims a share of credit for having influenced a decision to survey the route, now under way. Cost of the survey is being shared on a 50-50 basis by the provincial government and Alcan.

Fred Macklin, Board of Trade president, says:

"For 18 months our group has been pressing for such a highway. Not only will it open up a lot of territory for logging, farming and tourist centres, but will boost Terrace in its stride of becoming a major distributing and divisional centre.

"A highway will also give Kitimat residents the opportunity for car travel which is a must in this day and age. A community cannot be progressive and be even semi-isolated."

Mr. Macklin stressed the need for cheap power in Terrace which would, he said, "make Terrace a desirable location for secondard industry."

POWER LINE

The B.C. Power Commission already has indicated to the Board of Trade and village commission that the feasibility of hooking up Terrace to Kitimat's supply will be investigated.

Another outspoken supporter of the two proposals is Edward T. Kenney, ex-minister of lands and forests and recently re-signed MLA for Skeena constituency.

Mr. Kenney envisions Kitimat as the "great Pacific seaport of the future and as such must have a highway outlet.

"In my opinion the highway is the key to the whole development of the Skeena area."

He cites the following potentialities:

1. A lumber assembly dock at Kitimat to which forest-rich Terrace would truck it products over the 40-mile route.

2. The Terrace airport to serve Kitimat and the whole northwest coastal area.

3. A pulp mill in vicinity of Kitimat receiving much of its raw product from the Terrace area.

A highly developed agricultural area between Terrace and Kitimat to be opened up by the highway.

Industrial opportunities in Terrace are considered numerous providing cheap electric power becomes available.

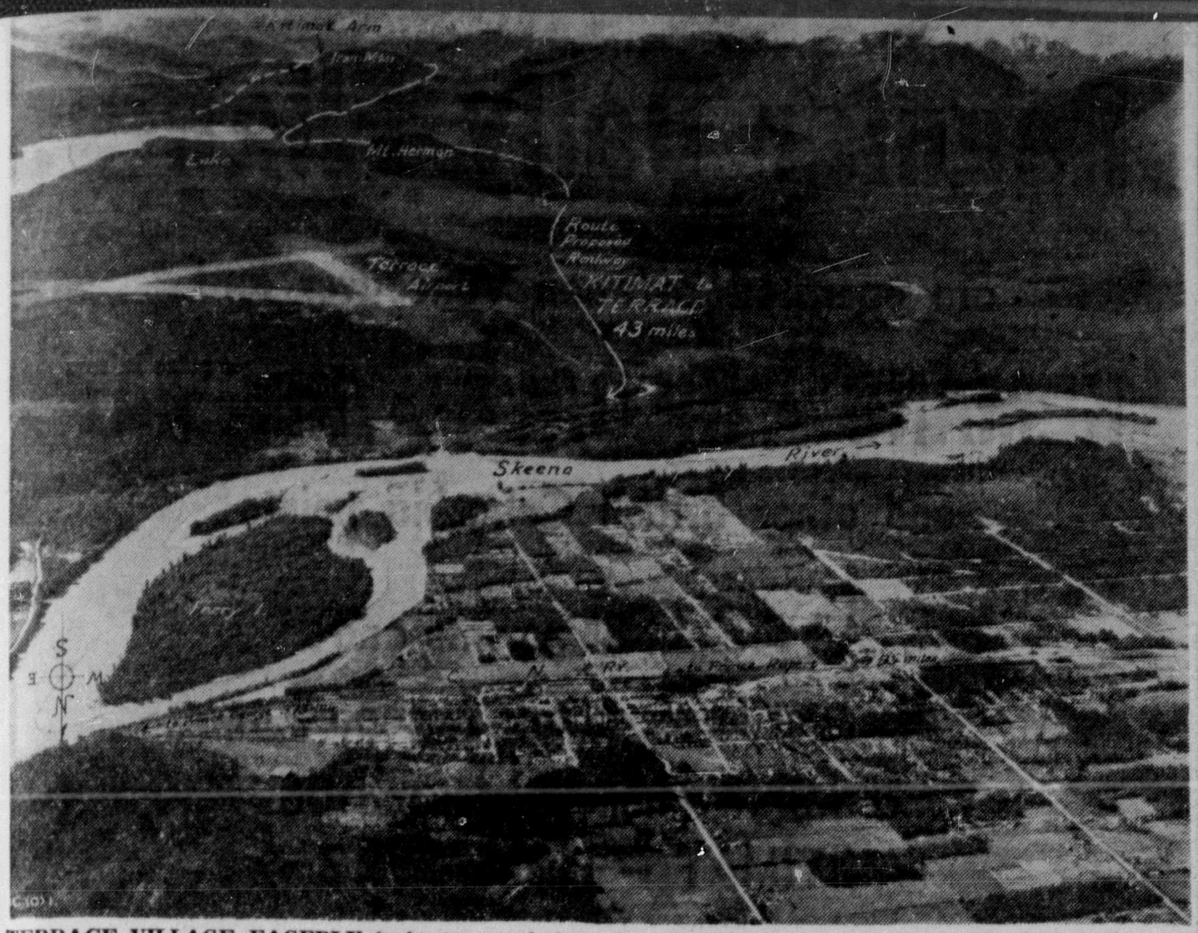
Besides the main natural resources of forests, there are huge deposits of clay tested suitable for brick manufacturing, ceramics and pottery.

There are several pieces of pottery in the community which were made from local clay by a hobbyist 35 years ago.

Base metal deposits and "mountains" of limestone are also located in the area.

On the whole, there is little but optimism in busy Terrace which now boasts a population of 4,500 persons, a 15-fold increase since pre-war days and more than double of that four years ago.

Cathie Fraser, editor of the hometown weekly newspaper, the Omineca Herald, says that while the Kitimat development will benefit all of B.C. and central B.C. in particular, "it is like an injection of adrenalin to Terrace. We're going to grow giant size."



TERRACE VILLAGE EAGERLY looks to completion of the 43-mile railway link to Kitimat, as well as start of a highway between the two points. More than tripling its population in the last few years due to a boom in lumbering, Terrace sees a bright future for itself in its relation to the future city of Kitimat.

Lumber Spells Sensational Growth For Seam-Bursting Skeena Village

Terrace, British Columbia, sprawling on a plateau overlooking the Skeena River, 100 miles east of the Pacific, lays claim to the most sensational post-war expansion of any community in the province.

"And," say Terrace residents, "this is just the beginning. Another decade will see us take our place with the other cities of B.C."

Main source of the village's growth—from 300-odd in 1941 to 4,500 today—is summed up in one word:

Lumber.

Where there were 33 persons employed in lumbering in 1949 for instance, there are more than 700 directly connected with the industry today.

PULP MILL

One of the major boosts in the lumbering development was the location of the Columbia Cellulose woods operations in the area in 1951. But other private and much smaller operations have increased, and earlier ones have more than doubled their production.

In 1945 there were three lumber operations in the Terrace area. Today there are 17 working at full capacity and another 10 on a part time basis.

In 1951, after the start of operations by Columbia Cellulose whose $40,000,000 pulp mill is located at Prince Rupert, the total cut for the year was 13,351,770 board feet.

The 1953 production was 92,000,000 board feet with the pulp mill's take of the total, 65,000,000 board feet.

MORE FARMERS

And while lumbering increased multifold, other forms of expansion were taking place in the immediate area of the village which gained its first settlers in 1908 and incorporated in 1927.

A pleasant climate with a longer growing season than most other areas east of the Coast Range so far north has attracted many farmers, several of whom are engaged in commercial horticulture supplying local and Prince Rupert markets, 100 miles westward.

KITIMAT

Meanwhile, construction for the last two years of the huge operations of Aluminum Company of Canada at Kitimat only 40-odd miles south has left its impact in and around Terrace.

Included in additional business which Kitimat is bringing to its nearest neighbor, is construction of a railroad from the Skeena Valley village to the future smelter city.

Kitimat is the reason why Terrace villagers say:

"Watch us for the next 10 years."

The railroad—a branch from Canadian National's main line to Prince Rupert—is expected to be completed this year.

Meanwhile, survey of a highway between the two centres has been authorized. Terrace Board of Trade which has been hammering at government and Alcan doors for such a highway, says only 19 miles of road construction are necessary to complete the link.

CHEAP POWER

Hope of future industrial expansion of Terrace is pinned on a proposed power line from Kitimat tapping Alcan's million horse-power supply of electric energy.

The B.C. Power Commission, a provincial body which is supplying Terrace today with diesel-generated power and has been forced to increase its capacity several times, has indicated a survey for the Kitimat-Terrace power line will be made soon.

From Terrace, a good road extends south for 14 miles to the limits of Lakelse Lake. From Kitimat, a northern road has been pushed through for 12 miles. Total distance is 45 miles. Cost of constructing the link has been estimated at $1,200,000.

But in the wake of this unprecedented growth, the village's administration and facilities have been lost in the limbo. All services are strained to the utmost.

Because of its limited municipal area—half a square mile containing 1,000 persons—a recent request by village commissioners for a government loan to extend water service was denied.

But the commissioners are wide awake to the needs of their mushrooming community and its potentials. Heading the agenda of future action is extension of municipal boundaries to include the balance of 3,500 persons clustered around the present village confines.

Other desperate needs are installation of adequate sewer system and improvement to streets.

NEW BUILDINGS

Meanwhile, building permits to the extent of $260,000 were taken out in 1953 for private dwellings and business construction.

Two new banks have opened up in the last year in addition to the original bank which has moved into new quarters.

A new $375,000 junior-senior high school was opened this year to help take care of more than 750 district pupils and the 100 new beginners each year.

And the federal government recently purchased two business lots where it is expected a building will go up this year to house the post office and other federal government agencies.

A modern theatre, nearing completion, is scheduled to run first pictures this summer.

But still needed in the way of additional facilities are office buildings, apartment units, hotels, retail stores, cafes and auto courts.

No doubt, say the villagers, these things will come soon as investors hear more of mushrooming Terrace and it potentialities.

GUEST EDITORIAL

Today's Pioneers Accept Vision of Early Settlers

BY CATHERINE FRASER
Editor, Terrace "Omineca" Herald

The people of Terrace and district are proud and happy that at last north-central British Columbia is coming into its own. The pioneers of our district, who, away back in the early 1900's, came over the Kitimat trail seeking a new land on which to settle and build, were halted this 40 miles inland by the charm and unlimited potential of the Skeena Valley. It had what they were seeking—rich soil, valuable timber, abundance of water, showings of rich minerals, a temperate climate numerous lakes and streams, and the winding Skeena River lending so much to the beauty of the countryside, all within easy access to the sea.

It was indeed a land of opportunity, for those willing to work hard with little remuneration save the satisfaction of watching a dream unfold.

It took men with vision and a true pioneer spirit to give this country its start. We, who today are reaping the reward of their hardship and sacrifice, are proud that our country breeds men of this calibre—for by their courage, their vision and their untiring energy, we have a sound foundation on which to go on building.

Today, half a century later, the eyes of the outside world are at last turning our way, aware of the value of our natural resources. Industry is coming because we have the instrumental tools of nature which it seeks.

We welcome new industry and are proud that our community played an instrumental part in bringing this new industry to our doorstep.

To our new neighbors at Kitimat—the Aluminum Company of Canada—we extend a warm and friendly hand.

This new enterprise will make Kitimat a community many times larger than ours, which cannot but help every other town and village along this northern line on the road to prosperity.

The new Canadian National rail link now being constructed between Terrace and Kitimat will open up a rich, virgin area, as yet untouched by man; it will give the farmers and the lumbermen in the interior another outlet for their produce. It is hoped a highway will be built also; this would enable Kitimat families to enjoy the warm, dry interior summers and give them opportunity to take advantage of fine camping facilities along our lakeshores as well as the excellent fishing and hunting.

When the Kitimat project gets under way, we are told there will be much surplus electric power, tempting new industry to come in; deep sea ships bringing ore for the making of aluminum, will be looking for return cargo. Along with Prince Rupert, central British Columbia will then have two outlets to the sea.

We have been told that Terrace airport will be the hub of air transportation for this section of the province. The beam station now being constructed will ensure year-round service, advantageous not only to Terrace but the entire district.

This land of opportunity, visualized by the early settlers, is entering another era in its growth. We today are the pioneers of this new industrial era. May we have the same steadfast faith, courage and spirit as did our forefathers and work together with understanding and integrity so that their vision and ours will become a secure and stable reality.

CATS STAY FREE

VANCOUVER (CP) — City council rejected a proposal to impose a license on cats, similar to dogs. "Next it will be canaries," commented an indignant alderman.

CANADIAN ARCTIC

Sovereignty over the Arctic islands north of Canada was transferred by Great Britain to Canada in 1880.

Fishermen Seek Stronger Radio

City council has joined the Prince Rupert Fishermen's Co-op Association in requesting that the power of local radio station CFPR be increased so fishermen can receive the morning broadcast directed to them.

Ken Harding, secretary-manager of the Co-op, told council the B.C. fishermen's broadcast provided a service to fishermen but the station did not have sufficient range to reach the fishing grounds.

Council ordered a letter sent to Transport Minister Chevrier, under whose department the CBC is directed, asking that the power increase be approved. CFPR's output is 250 watts.

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Representative for Prince Rupert, Terrace and Kitimat

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AGAIN the Royal heads north to new industrial frontiers

For more than two years the construction crews who have been tunnelling and bulldozing, building power dams and transmission lines in the rugged Kemano area have been served "on the spot" by the Royal Bank's Kemano branch and by sub-branches located at various work-sites.

Now, as the smelter, port and townsite at Kitimat are readied for operation, the Royal Bank's Kitimat Branch opens for business.

...So another page turns in the story of Canada's northward expansion, and in the pioneering record of The Royal Bank of Canada.

The Royal Bank is on the job in many other centres of B.C.'s new northland empire—Fort St. John, Prince George, Quesnel, Burns Lake, Hazelton, Smithers, Terrace, Prince Rupert...

In other provinces, too, the Royal has moved forward to new frontiers. Two branches are already established in Alberta's important new Pembina oil field. And at Port Radium, on the fringe of the Arctic Circle, it maintains the "farthest north" branch in Canada.

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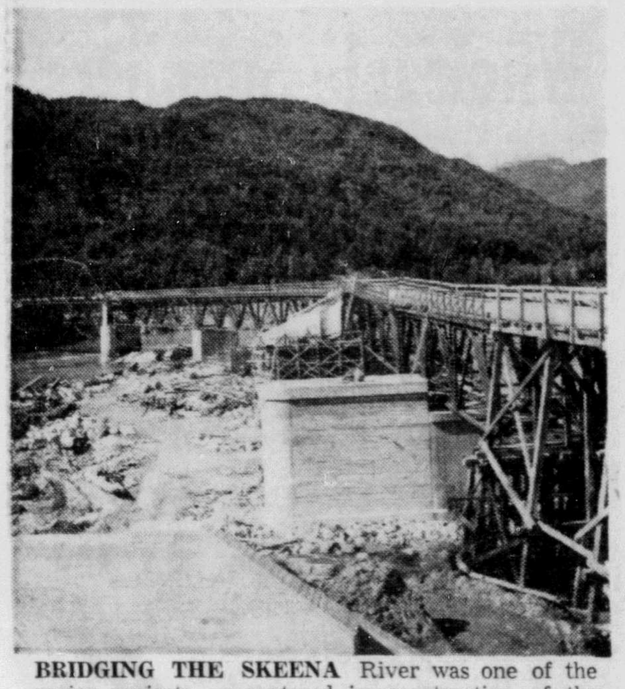


TERRACE-KITIMAT railway grade is shown here winding along the banks of the Skeena River. The railway, a branch of the Terrace - Prince Rupert Canadian National Railways line, is expected to be completed by late in 1954. Cost of the project is estimated at $11,000,000.

COMPLETION PLANNED IN 1954

New Terrace-Kitimat Rail Link To Tap Vast Timber Reserves

With grading and bridgework more than half completed on British Columbia's newest railway line, the first train is expected to roll down the Canadian National Railway's Terrace-Kitimat link before the end of 1954.



BRIDGING THE SKEENA River was one of the major projects encountered in construction of the Terrace-Kitimat railway. Shown here are new concrete piers and abutments over which the combined rerouted rail and highway bridge will cross the big river.

While the $11,000,000 link is being constructed primarily to serve the Aluminum Company of Canada's smelter city of Kitimat, "by-products" of the new line will result in major benefits to all communities in central B.C.

All eyes in the area, therefore, are trained on the progress being made in the construction of the line and all the waiting in anticipation for the heavy wheels to roll down the new-laid tracks.

BIG BRIDGE

Major project confronting engineers and railroad builders was spanning the Skeena River .9 miles from Terrace Station. This bridge, comprised of seven spans supported on concrete piers, is scheduled for completion June 30.

Greatest construction difficulty on the entire line so far encountered was in bridging the Lakelse river, 11 miles south of Terrace. Badgered by the problematic type of soil—a fine grained clay—which is "extremely impractical" to excavate, a large amount of fill had to be hauled in.

At another trestle, a clay bank gave way in a huge slide which knocked out part of a bridge already constructed.

Meanwhile, the entire right-of-way has been cleared and grading in several stretches is nearly complete. A mile of track has been laid from Terrace Station. Total amount spent on the line in 1953 was $5,090,469.19, approximately half of the whole construction cost.

MAIN ARTERY

Laying of tracks and ballast as well as more than $1,000,000 of construction work is the responsibility of the CNR. Contractors employed for the major construction work are Campbell-Bennett Limited, for grading and clearing; Dawson & Hall Limited, and Dominion Bridge Company Limited for bridges and culverts.

The new line will be the overland transportation artery from Kitimat to all other parts of North America and much of the supplies destined for Alcan's plant will come by rail from eastern Canada.

At the same time, Kitimat is bound to present a ready market for agricultural products and lumber from fertile central B.C. valleys, such as the Skeena, Bulkley and Nechako.

LUMBER FIRST

First to benefit from the new line, however, will be the lumber industry.

The railroad passes through a stand of virgin timber estimated at 2½ billion feet on one of the best logging grounds in the northern Pacific section, and a considerable amount of timber already has been cut in clearing of right-of-way, has been cold-decked and is waiting to be rail-hauled to market.

Much of the timber—comprised of old stands of spruce, balsam and hemlock—is considered by the B.C. Forest Service to be of a pulp species. Most of the area is privately owned by two large paper companies —Power River Company and Ocean Falls Limited—although certain tracts are still retained by the provincial government.

Best stand of timber is located on a large, flat plateau between Lakelse Lake and the head of Kitimat river and considered to present few difficulties to modern logging methods.

In tapping this valuable reserve of timber, B.C.'s newest railroad will be in business even before it reaches its destination and before the prime purpose of its construction is realized.

UNNECESSARY LOSS

PORT ARTHUR (CP) — Retiring after 42 years as a fireman, Fire Chief James Arril said he was appalled at the number of lives lost unnecessarily in fires. He emphasized that everyone should have a plan in mind for what to do in case of fire.

First Board For Marketing

Terrace's vegetable and fruit growers who have organized the first farmers' marketing board is central British Columbia, are spearheading a move to put their produce on retail markets in Prince Rupert and Kitimat on a large scale.

While Terrace district is not particularly suitable for commercial agriculture because of its limited acreage of good soil, a growing number of farmers are taking advantage of a singular climatic condition there.

GROW CELERY

"This district is the most northerly of the whole continent where we can grow such crops commercially as celery, apples, cherries, corn, cucumbers and tomatoes," said William B. A. Brandis, one of the leading farmers.

Mr. Brandis, who operates his 16-acre "Green Acres" farm on a full-time, scientific basis, was one of the foremost supporters or organizing the marketing board.

His main crop last year was cabbage of which he supplied 12 tons to local and Prince Rupert markets. But besides cabbage, he grew successfully lesser quantities of celery, tomatoes and other vegetables, declaring:

"Providing a farmer here can get half-way decent soil and operates scientifically, he can grow the very best of celery here.

"Other farmers are proving this each year. Tomatoes and cucumbers are also very successful."

FARMING PROBLEMS

But besides good soil being at a premium in the Terrace area, clearing of land is expensive, running to $100 an acre in some instances. Farm labor is hard to get because of the more lucrative offers by the forest industry, "and that about rules out" such crops as strawberries and raspberries, apples and cherries on a commercial basis.

Yet, high quality crops of berries and fruit are grown annually for local consumption.

MORE PRODUCTION

Mr. Brandis, who migrated to Terrace six years ago from Holland, does not, however, rule out his district's role in providing more fresh produce for present and future markets.

"We have to take advantage of our climate to meet competition from the Bulkley and Nechako valley farmers in such staples as carrots, beets and potatoes.

"We have to farm on a small but scientific scale with an eye to production and grading. I feel that Terrace can still use a limited number of additional farmers with some capital and a knowledge of scientific farming practices.

GOOD MARKETS

Mr. Brandis does not believe that any farmer will make a fortune, but "can be assured of a good living if he's willing to work."

At the same time, he and other district farmers are hopeful that opening up of the Kitimat valley by highway and railroad will provide still more possibilities in agriculture.

"We don't have to worry about markets for some time," they say. "We are only beginning to scratch the Prince Rupert outlet. All we have to worry about is production and good grading of our produce."

Terrace Cited As Air Centre

Importance of Terrace as a centre on B.C.'s western airways was outlined recently by Canadian Pacific Airlines which plans to develop the community's war-time airport to handle future major northwest air travel.

Official opinion is that Kitimat will not get an airport because of its proximity to Terrace from which traffic to and from the smelter city would be serviced.

Installation at the airport of two beam stations and a radio range is being completed by the department of transport. At the same time, CPA has applied for a first-class license to operate in the northwest. Plans include servicing Prince Rupert, Kitimat, Stewart, Tulsequah and Smithers daily through Terrace.

The direct flight to Vancouver could be completed in less than two hours.

Terrace airport is located on a bench in the Skeena Valley three miles from village centre.

Constructed during the Second World War as a measure of defense for the northwest coast and used extensively by the U.S. and Canadian air forces, the airport has three hard-surfaced runways a mile in length each, and adequate hangar facilities.

Now, forced from its post-war retirement into taking an active part in the rapid-fire industrial development of northern B.C., it is considered another stepping-stone in the destiny of Terrace.

Approximately 450 mills produced 900,000 board feet of lumber per day in the Prince George area in 1951. In 1953, output of 700 operations was 2,000,000 feet daily.

The FRIENDLY VILLAGE

OF

TERRACE

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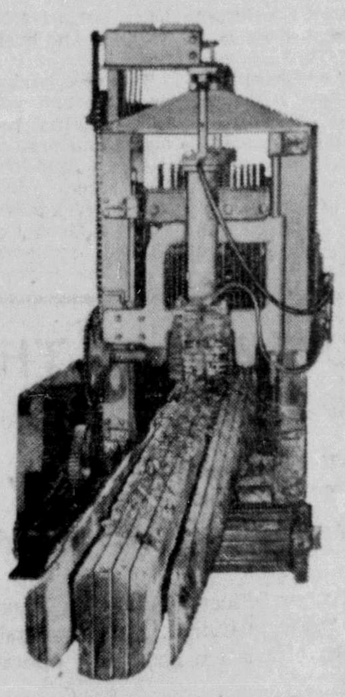
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Pioneer River Villages Sit Tight Expecting Big Development

Clustered around the entrance of the most natural gateway to British Columbia's northland, villagers of "Old," "New" and "South" Hazeltons maintain that even after 50 years of flying rumours, they are sitting on the threshold of "something big."

And they may be right, for at this moment, a plan for a railway into the north is being studied by U.S. and Canadian defence departments, and industrialists, and if adopted, will match the Alaska Highway saga.

The proposal is to push a railway from Hazelton—on the northermost point of the present Edmonton to Prince Rupert line—to Whitehorse, Yukon, and on to Fairbanks, Alaska.

But in the meantime, Hazeltonians are content to go about their farming, logging and mining and happy to live in one of the world's major beauty spots.

The three Hazelton communities are grouped around the confluence of three rivers—where the Bulkley and the Kispiox meet the main central B.C. drainage system of the Skeena.

"Old" Hazelton—the first of the three settlements in the area and smack on the banks of the Skeena River—blossomed out of a gold rush at the turn of the century, although it rose to some prominence out of an earlier quest for gold—that of the glittering Klondike trail.

Also, it was in Hazelton where the first attempt to string a telegraph line from eastern civilization to Dawson City ran afoul of hostile Indians. They later used the abandoned rolls of wire to construct a bridge over a 100-yard canyon of the Bulkley river, near where it meets the Skeena.

FIRST SURVEY

Today, a modern bridge spans the gorge.

First survey parties of the north trans-provincial railroad reached Hazelton in 1903 to seek a way to the west coast. The line was finally completed in 1914 with its terminus 200 miles southwest at the port of Prince Rupert.

When the railroad skirted "old town" by several miles, the settlement of New Hazelton and South Hazelton arose, the former becoming the official railway depot and freight yard. "South town" just grew a few miles farther down the line.

New Hazelton and district now has a population of about 700. Main activity is centred on the pole yards of two main lumber companies. Pole logging has long been the main operation in the area, followed by farming along the Skeena river benches and lowlands, and in the newly-opened Kispiox valley to the north.

Since its beginning, Hazelton has been a jumping-off place for adventurers and industrial promoters.

GOLD RUSH

After the fever of the Yukon gold rush subsided, Hazelton found itself the hub of excitement akin to the Klondike itself, but on a smaller scale. Gold had been discovered in the Manson Creek area and Hazelton provided the gateway to the lure of placer gravel.

Then came the Skeena River paddlewheelers, making Hazelton their terminus on the tricky waterways. Supplies also came overland by pack train and although the gold petered out, railroad construction kept the frontier settlement booming.

In 1911, during the peak of prosperity, Hazelton experienced the only attempted bank robbery ever perpetrated in central B.C. Maybe that was because three of the seven bandits were shot and killed outright and three were wounded when irate citizens took the law in their own hands. The seventh was never found. No money was taken.

The same year, a publicity seeker drove the first car seen in the province north of the Fraser Valley from Seattle to Hazelton, returning via river boat and steamship.

In the wake of boisterous construction crews, Hazelton's slumber was interrupted only periodically. One mining venture or another probed surrounding mountains. Other adventurers came to explore northward. Surveyors sought road and rail passes.

But the hinterland remained a closed book for the only means of travel beyond the Hazelton gateway is along the overgrown Telegraph Trail. Not until the ribbons of steel or graded surfaces penetrate the vast land to the north will it be known what riches are stored there.

And that day appears closer now than ever before.

Farmers Open Kispiox Valley Akin to Days of Pioneering

One of the newest and most fertile farming and ranching areas in the province is being opened up by modern-day pioneers of Kispiox Valley—a 40-mile vale stretching northward from Hazelton.

But while these pioneers today drive cars instead of ox-carts and have come into their new home by rail or highway instead of overland pack trains, their experiences are often as rigorous as those of earlier generation homesteaders.

Most of the Kispiox farmers have settled along the river of the same name and the road which follows it northward for 40 miles. But more are pushing back into natural meadows which lie behind the ridges of forest cover.

Mixed farming is the main endeavor with a few ranchers investing in white-faced beef cattle. Like Fred Ambrose, who drove 50 head of good stock from the Cariboo a few years ago and now grazes several hundred.

But full-time ranchers and farmers are few. Most of them have settled on a corner of a 160-acre plot, raise some chickens, cattle, horses and pigs; grow enough feed for their stock and vegetables for their family.

And right after freeze-up, the men go into the woods. Some have enough timber on their own farmlands to make a profit on cedar poles, while others hire out to private operators cutting poles on a contract basis.

"Nobody gets rich farming around here, but neither have I seen anyone starve," said one farmer's wife, standing in the doorway of their log-and-rough-lumber cabin. She was dressed in a neatly home-sewn gingham and three small children crowded around her, all looking as though they wore ripe apples for cheeks.

"My husband and I haven't seen a movie for nearly a year now, but we expect to drive to Vancouver this summer. I guess that will last us for a little while," she laughed.

But the Kispiox Valley and Hazelton farmers make their own entertainment. Dances take place almost every week, and all are looking forward to their second rodeo to be held again in September.

RODEO

"We thought our men did a real fine job putting up that rodeo arena," the farmer's wife said.

The rodeo, which is an offshoot of an annual event staged in former years by the Indian village of Kispiox, drew an attendance of more than 2,000 spectators and performers from as far west as Prince Rupert, as far east as Edmonton, Alta., and from the south as far as California.

Many of the "outside" visitors just happened to hear of the rodeo while passing through as tourists. Bulk of the crowd however came from central B.C.

The arena itself, including chutes, corral, a dirt race track, bleachers, concession stands, and restrooms were constructed with volunteer labor and donated materials. Then a committee lined up the entries.

But after the noise and fun, the Kispiox farmers return to their crops and stock. Good crops are assured. Climate is semi-continental and not too severe in the winter and more frost-free days in the summer than most other central B.C. parts. Hazelton lies on the fringe of the coast weather influence.

Uranium Finds Boom Australian Deserts

SYDNEY, Australia)—The "dead heart" of Australia—an arid, lonely area of thousands of square miles—is gradually coming to life as field after field of valuable uranium is discovered in its barren plains.

The tract of land, nearly as large as all Europe, was already known to be rich in gold and tungsten ore. But it is uranium that seems likely to stir "the centre," after years of neglect.

From Rum Jungle in the the north to Wild Dog Valley in the south, Radium Hill to the Coronation field, prospectors are reporting values which may make Australia richer in uranium than any other nation in the world.

The realization of the potentialities of this semi-desert, linked with the discovery of oil in the far northwest, has set a surge of confidence and excitement through Australia.

ACCIDENTAL DISCOVERIES

The manner in which uranium has been discovered runs true to the romantic history of the early days in central Australia; and the wild speculating in uranium shares which has made fortunes for many on stock exchanges throughout the nation, carries the saga into a modern setting.

The Rum Jungle uranium field was discovered by a veteran prospector, Jack White, who was hunting kangaroos when his practised eye noted the possibilities of the area. Even after he collected his £25,000 reward, White continued to live in a tin shanty and to prospect the north of Australia just as he had done for years.

More recently, three bullock shooters, through the accident of a badly directed rifle shot, discovered one of the most valuable uranium deposits in the Northern Territory. One of the party shot a bullock near the outpost of Edith River, but only wounded him. The animal went charging off, and the men gave chase in a utility truck.

After many miles had been covered, the bullock dived into thick scrub in a valley, where he was cornered and shot.

Only then did the men—all experienced prospectors — notice the faulted nature of the country — an indication of heavy mineralization. They bought a Geiger counter, returned to the spot, and found signs of radioactivity.

So great was their faith in the area that they refused a government reward of £25,000 and chose to work the holding themselves. Their wildcat gamble seems certain to pay off handsomely.

Vast tracts of Australia's "dead heart" as well as much of the more heavily populated coastal region, are being combed by government-owned aircraft, carrying scintillographs which measure gamma radiation from the country below. Where there are signs of radioactivity, parties of experts are sent to examine further.

GOVERNMENT ATTACKED

Recently, the government has encouraged private companies to take part in uranium searching and mining. The results have been astounding.

Many new companies have been formed, and stock exchange speculators have snapped up every issue of shares. Many established mining companies also have joined the uranium hunt, and, almost without exception, the value of the shares has jumped.

Despite warnings from government leaders and financial experts, people who had never bought a share before, have been snapping up holdings in any company that had mention of uranium in its title.

The discovery of uranium has brought bitterness too. Early this year, a series of vitriolic attacks was launched on the government, backed with claims that Australia was selling her uranium to British and the United States at "bargain prices." Prime Minister Robert G. Menzies and Supply Minister Howard Bealen denied the charges.

Earlier, the deputy leader of the opposition, Arthur Calwell, attacked security measures in the north, and charged that "the world's richest uranium deposits are within the easy grasp of any aggressor."

New Housing Near Cure-All For Slummers

TORONTO — Moving slum dwellers into a modern housing project has cut down their sickness, ended family squabbles and improved their children's grades in school, a research survey indicated today.

The report was made by Helena Toews, a post-graduate student in social work at the University of Toronto, after interviews with 11 per cent of the families in the Regent Park project here.

She also talked with doctors, nurses, teachers and social workers who work with Regent Park residents.

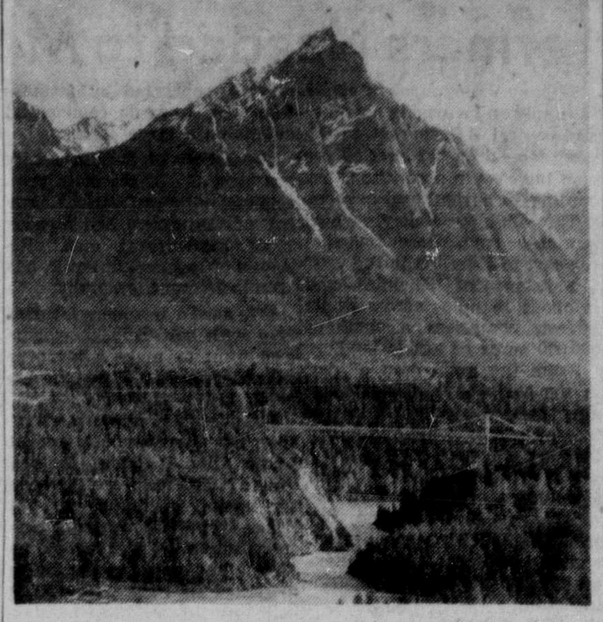
The tenants, who formerly lived in the shabby district that Regent Park replaced, had been in their new quarters an average of just under two years.

Half the families said they had colds less frequently. Half said infectious diseases were less. Thirty-one of the 48 families with children reported less sickness since moving. Six families had pneumonia before moving, but none have had it since. Four housewives said their nerves were better.

Doctors agreed that diseases did not spread so quickly in the less crowded housing and people who were sick got well faster.

Teachers reported a marked improvement at school. Absenteeism dropped because the houses were no longer so cold that children had to stay in bed to keep warm. They also said fewer children had lice.

Forty-three of the families said they were more contented than before. Ten were the same, six were less contented and three couldn't decide.



HEGWILGET CANYON bridge, crossing the Bulkley River between "new" and "old" Hazelton, is the most recent and modern method of crossing the gulch. Indians in early days solved the problem by constructing bridges of cedar limbs. Later, they built a bridge of telegraph wire left behind by crews who failed to complete the line. Imposing Rocher de Boule Mountain towers in the background.

Well-Known B.C. Bush Pilot Heads Fast Growing Northern Air Service

Headed by one of Canada's most noted bush pilots, Pacific Western Airlines is fast gaining recognition for its air service in the north.

Russell Baker recently re-organized PWA under a new charter which takes in more scope than any of his preceding small-plane air lines which have served the north for several years.

One of PWA's greatest single contributions to flying is cited in a tribute recently paid by a major contractor of British Columbia's Kitimat - Kemano hydro project, for which the air lines handled 14,075 passengers in one year.

"PWA made it possible for us to run the Alcan project as an integrated operation instead of a service of independent endeavors," said A. O. Strandberg, senior project engineer for Morrison-Knudsen Company of Canada Ltd.

FLOAT PLANES

The air lines equipment ranges from light economical aircraft for charter and executive work to luxury amphibians, including the well-known Beaver aircraft noted for its outstanding performance in bush-type flying.

PWA fleet also includes a number of Norseman float-equipped planes, aircraft which have played a large part in the development of aviation in the rugged terrain of Western Canada and the northland.

All aircraft are equipped with radio, and pilots are in constant touch with their bases while on flights to any point in B.C.

Supervised by experts who have been many years with the operators, all overhaul of aircraft is done in the company's own shops at headquarters base at Vancouver airport and at other main bases in the province.

A fleet of trucks and station wagons maintains ground connections.

B.C.'s AUTO ACCIDENT RATE SHOWS DROP SINCE 1948

VICTORIA (CP)—Attorney-General Robert Bonner said here that measured on a per-thousand-car basis, automobile accidents in British Columbia had dropped sharply since 1948.

Mr. Bonner said there were 88.9 accidents per 1,000 motor vehicles in 1948 against 64.5 in 1953.

The statement snowed that there had been an increase in the number of accidents in 1953 over 1952, but it was less than the increase in motor vehicles and motor cycles on the road during the same period.

From 1952 to 1953 accidents increased from 21,189 to 22,096; injuries increased from 7,197 to 7,737 and deaths dropped from 209 to 208.

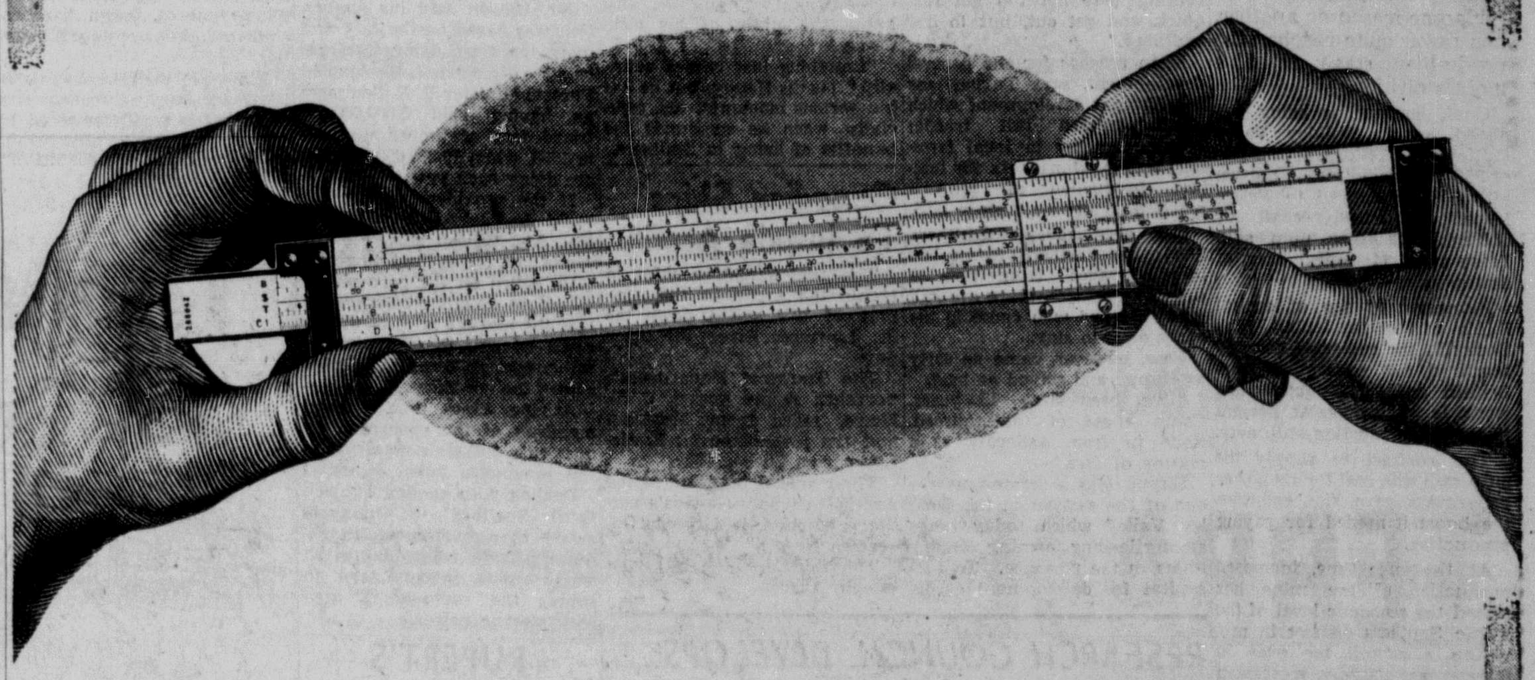
Against this the number of licenses issued in 1952 were 316,160 compared to 345,484 in 1953.

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Behind our many new industries, unknown a decade ago, as well as the unprecedented development of our natural resources—stands the engineer. His is the vision and the orderly thinking that is contributing so much to Canada's phenomenal expansion.



WE OF CANADIAN GENERAL ELECTRIC never forget that ours is essentially an engineering organization. We know that our progress depends on the constant recruitment of young engineers and are proud of the contribution we are making to their training.

Engineering graduates join this Company each year

Each year, since its earliest days, engineering graduates have joined this Company to continue their training in special courses—nearly twelve hundred have already gained invaluable experience on the Company's well-known "Test" Course.

The purpose of the Course is primarily to ensure a constant supply of trained talent for this Company. A high proportion of the executives of this organization got their start on the "Test" Course.

The Course over the years has also contributed a constant stream of highly-trained graduates to fill the ranks of Canadian industry. In fact, it is a source of pride that not a few of them are to be found today holding important positions in many widely diversified engineering fields.

Everybody benefits from the engineers' work

Canadian General Electric currently employs some eight hundred engineers—that's one out of every eighteen employees—and is continually adding to their number. These men—whether they work as development, design, production, application, sales or service engineers, in the electrical, mechanical or chemical fields—are in the final analysis working for *you*.

They develop, design and manufacture the complex electrical equipment that generates power, transmits it across great distances, controls it and then puts it to work for the common good. They are constantly improving and simplifying existing products to increase their efficiency and lower their cost. They develop brand-new products to meet brand-new needs. In co-operation with our customers' engineers they design and install equipment to meet specialized needs—to raise productivity and to lower costs.

The engineers' part in Canada's rising prosperity

It is an important part of their work to find new methods of manufacture, and to develop new equipment and products that do more, last longer and cost less to operate. It is by employing outstanding engineers—*the key men in Canada's progress*—that we are able to play a worthy part in our country's industrial growth, and in the developments that are raising the living standards of all of us.

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SMITHERS VILLAGE, halfway between Prince Rupert on the coast and Prince George in central B.C., is a thriving agricultural settlement and railway divisional centre which sees a stable future ahead. "There's no boom on here, but we're just naturally progressing," says village clerk "Happy" Turner.

'Happy' Village Clerk Sees Steady Growth for Smithers

John William (Happy) Turner, the village clerk, broke out in a big, hearty laugh, passed a hand over his bald crown and twinkled his clear blue eyes:

"Yes, sir, we gained exactly 500 people in Smithers last year. Maybe that doesn't sound like much, but to us it's quite a surprise."

Total village population today is 1,698. Twenty years ago it was 757. Reason that Happy Turner is so sure of his figures is that the municipal office conducts its own count of noses at the beginning of each year.

But "Happy" denied that there is a boom on at Smithers, a Canadian National Railways divisional centre located halfway between Prince George to the east, and Prince Rupert on the west coast.

"We're just keeping up with the natural growth that has taken over the whole of central and northern B.C.

"I figure this is a good sign. Flash-in-the-pan booms come and go, we've had them in the past. They never did us any lasting good. But our growth now is different. People are coming here not too get rich quick and get out, but to live and stay."

Main reasons for the general development, says Turner, are the Kitimat development which has increased rail traffic; greater activity in local farming; and good markets for lumber, production of which reached an all-time high in 1953.

But even though Smithers like other northern towns has been "invaded" from time to time by boomers, there are still many around who came in the early days to stay.

Few, however, came as early as Happy and stayed as long.

"I've been here 45 years. Came ahead of the railroad. Rode in from Ashcroft, as a matter of fact."

Happy was a homesteader—one of the earliest in the Bulkley Valley which today ranks among leading farming communities in the province. To gain capital for development of his farm, he joined another pioneer in operating the first sawmill in the district.

The First World War interrupted Happy's farming for five years (he ended up in Syria with occupation forces of the 239th Battalion), but on his return extended his holdings and successfully raised crops and stock until selling out in 1948.

Last year, the girl whom he married at the second wedding ceremony in Bulkley valley died, ending the many years of close companionship.

Happy has served the village for five years from the combined offices and council chambers in the tired-looking and sagging village hall. Besides being the clerk and treasurer, he is also: public works foreman, waterworks foreman, assessor, collector, building inspector.

Everyone in the Bulkley district either knows or has heard of Happy. Most have also heard him, and after that spontaneous peal of laughter, also know the origin of his nickname.

"Laughing just comes naturally," laughs Happy, but he has his serious moments, too, especially when he expounds the benefits of living in Smithers.

High Costs Plague Mines In Smithers

Steam Coal Only Steady Producer

Alternative ups and downs have plagued Smithers' mining development, which for some reason or another, has never quite reached the production stage in the metals division.

Coal, however, is being produced by the Bulkley Valley Collieries at Telkwa at the rate of 350 tons daily, major portion of which is shipped to Prince Rupert as steam coal for Columbia Cellulose pulp mill. Telkwa is 14 miles east of Smithers.

Pioneered by one of central B.C.'s earliest residents, Frank Dockrill, the collieries recently acquired new equipment from Britain and further expansion work is being done at present to step up production still more.

The contract to supply the pulp mill with coal for its power generators gave the collieries the boost it needed for paying production.

At the same time, increased production of the mine has raised the economic level of the whole Smithers district in providing a payroll for over 50 miners and largely increasing rail shipping.

Other mining activity has kept to the exploration stage for several reasons, principal among which are low base metal prices and lack of nearby smelting facilities.

Several properties, after considerable exploration work, did not look encouraging enough to warrant further work.

One of the most promising producers in the area is the silver-lead-zinc Cronin Babine on Cronin Mountain, reached by a 35-mile road from Smithers. One of the earliest discoveries in the district shortly after the advent of the railroad, work was resumed in 1951 and was terminated late in 1952 due, according to the company, to inability to dispose of zinc concentrates and to low prices of other base metals.

Before closing down, a mill had been set up and 3,510 tons of ore processed.

Other principal properties in the area are the gold-silver-lead-zinc mines of Duthie, Mamie and Sil Van groups held by the Sil Van Consolidated Mining and Milling Co. Ltd., Vancouver; and the silver-lead-zinc Emerald mine, held by the Emerald Glacier Mines Ltd., Burns Lake.

The latter is located on Sweeney Mountain, three miles from Tahtsa Lake and reached by a road built by the Aluminum Company of Canada Ltd.

In all, about 20 mining properties in the Smithers area had work done on them last year in varying stages. But successful mining of any but high-grade precious and semi-precious metals must await either higher base metal prices, reduction in freight rates, or smelter facilities in the north, according to engineers and promoters.

Smithers, too, looks to the Frobisher metallurgical development in the B.C.-Yukon area as an answer to its mining problems.

Canadian Ships To Invade Arctic

The first Canadian ships to tackle the Arctic in the summer of 1954 sailed down the St. Lawrence River the other day.

The Transport Department's northern supply vessel, C. D. Howe, sailed from Montreal, and the ice-breaker N. B. McLean from Quebec City.

Their annual invasion of the Arctic, to supply Canada's northern outposts, is labeled "Operation Nors 1."

The ships are due to return late in August.

RESEARCH COUNCIL DEVELOPS SPECIAL BAKING WHEAT

OTTAWA (CP)—The National Research Council says Canada soon may be supplying the world with a special wheat gluten which will improve the baking quality of low protein flour.

The council also said it is attempting to develop oil-producing plants to enable Canada to produce her own food oils.

"This spray dried gluten, if properly prepared, will retain its bread-baking properties and may be used to improve the baking characteristics of weak flours," the council said in a report.

Ancient Custom Develops Into Annual Celebration

An annual event with which Smithers officially heralds the coming of summer has developed into a display of pageantry and home-grown culture, which each year draws more attention across the continent.

Called the Midsummer Night's Festival, the celebration is an off-shoot of a private function by a group of "sun worshippers" who resumed an old-country custom—a sort of a wake on the night of June 21, longest day of the year, accompanied by a sun dance.

The present festival is a combined international folk-festival, music and drama show, for which local talent enters elimination contests in the spring each year.

Main instigator and promoter of the event is T. J. Then, formerly of Poland who operates the Lunan farm, and is one of the original sun dancers of Smithers. The annual display is held on his farm, in a natural amphitheatre located on a meadow near the Bulkley river. The snow-covered Hudson Bay mountain peaks form a dramatic background.

The festival ends with a gigantic display of fireworks.

Other forms of recreation and sports in Smithers include some of the finest sport fishing to be found anywhere, good hunting, swimming and camping, skating, curling and skiing.

Moricetown Falls on the Bulkley river is known over the continent as a rare spot for salmon, trout and steelhead fishing and has produced several record-size fish.

Hunting for moose is exceptionally good, and deer, bear and goat are plentiful.

Lake Kathlyn, picturesquely spotted at the base of the Hudson Bay glaciers, is a summer resort of renown. Several auto camps there provide tourist facilities and many residents throughout central B.C. have built their summer cottages on the beaches.

Smithers skiers have taken provincial championships several successive years. This spring the Western Canadian championships were held there, culminated by a lusty winter carnival, the annual winter celebration.

Whether its winter or summer, Smithers residents like to play as hard as they work and having had to depend on their own initiative to provide their entertainment, they have produced a culture of their own.

Farmers Needed to Meet Markets

Bulkley Valley farmers' hopes to supply an increasing northern and central B.C. market to the west depend on "at least 50 per cent increase in production," according to agricultural experts.

The Bulkley Valley, which stretches from Rose Lake in the east to Hazelton in the west—a distance of 100 miles—and is about 15 miles across at its widest, comprises a total of 600,000 acres of arable land.

From the main crop of hay in the early days of horse-logging, today's production is centred around dairying and mixed farming and root crops.

But few farmers have taken agriculture seriously until recently, say Ken Jameson, district provincial agriculturist, and Walter Burns, dominion experimental substation superintendent.

IN THE WOODS

"There has been too much wealth in the woods where our farmers have been spending most of their time," says Mr. Burns.

Smithers ranks among the top producers of lumber among interior centres, with an annual cut of 10,000,000 board feet.

"But most of the accessible timber has been depleted and small operators will have to return to their farms for their main income in the future," said Mr. Burns, who feels "this is a good thing."

"There is a good market for farm and dairy produce today in Prince Rupert, with more markets opening at Kitimat. Bulkley Valley farmers are the most natural suppliers of such products which they can grow successfully.

But another development must parallel increased production, said Mr. Burns. A central grading and distributing station must be operated by farmers who look towards commercial outlets on a large scale.

Promotion of such a centre has been one of the main projects of Smithers District Chamber of Commerce and government agricultural men. Response of farmers, however, has been indifferent, generally.

"We need a few more farmers here with scientific knowledge who want to make a business out of agriculture," say the experts.

Considerable progress, however, has been made in recent years. For instance, Bulkley Valley Milk Producers' Association supply a major part of Prince Rupert's fresh milk consumption, and such crops as carrots and potatoes are being marketed in Prince Rupert in bulk form by a limited number of growers.

"COMFORTABLE" LOT

But even though only a few of the 500 farmers concentrated around Smithers "specialize" their lot on the whole "is comfortable and pleasant." They raise beef cattle, milk cows, chickens and pigs for their own consumption and for sale. Feed for stock is grown in the summer, but good grazing land is scarce.

Opportunity for new farmers "is very good." Developed farms of around 360 acres, including dwellings, can be purchased for about $50 an acre. Initial capital required to start successful farming is around $6,000, according to Mr. Jameson, agriculturist. Minimum acreage required is two quarter-sections with 100 acres under cultivation.

Several thousand acres of raw Crown land is still available, ranging from $2.50 to $5 an acre. But clearing costs are high, around $40 an acre for wooded land.

"For anyone who has a flourish for rural life, likes a warm dry climate in the summer and snow in the winter, Smithers is one of the finest places I know of to go farming."

That's the way one farmer puts it. He's been there for 35 years and figures he should know.

MLA Suggests Some Changes In Forest Cut

VICTORIA (CP) — Gordon Gibson (L-Lillooet) highlighted the B.C. legislature's discussions on conservation recently by suggesting that the government change its policy to allow increased cutting in forests.

Mr. Gibson said his suggestion was based on the fact that more trees are dying than are being cut down. He quoted Forests Minister R. E. Sommers as having said 5,000,000,000 board feet of timber was cut in 1953, while 10,000,000,000 feet are dying each year.

If the province's timber cut could be raised by 5,000,000 feet, Mr. Gibson said, the cut would last for at least 40 years.

He called on the government to reduce stumpage charges so that the market price of timber could be cut, thereby opening up markets for B.C. timber across the continent.

At the same time, several members of the opposition requested a full-scale inquiry into the province's forest industry.

Dealing with another subject, Cyril Shelford (SC-Omineca) asked the government to require private companies given water rights in any area to supply the surrounding area with electric power.

RUPERT'S DESTINY

(Continued from Page 4)

the city's 20,000 horse-power capacity, a land air base to augment the seaplane base, extended shipping facilities, and highway paving are some of the new developments in the offing expected to attract more primary and secondary industry.

Meanwhile, Prince Rupert remains the "Gateway to the Pacific Northwest"—a natural shipping outlet for the products of B.C.'s northland, from the Peace River to the Alaskan Panhandle.

But to realize its natural destiny, Prince Rupert needs more than natural resources and a wonderful harbor—it needs attention.

Ancient Splendor To Be Recorded

Medieval Paris, in all the splendor of centuries-old street parades and spectacular Passion plays, will be recreated in the French capital this summer.

Under the brooding greystone towers of old Notre Dame, near winding alleys where Francois Villon wrote and rowdied, the middle-ages spectacle, "Le Vray Mistere de la Passion" (Ye True Mystery of ye Passion) will be presented from June 26 to July 11.

It will be the climax of three highlights of the Paris spring-summer season.

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Lumbering Paces Economy Of Early Railway Centre

Pioneer Who Walked From Edmonton Founds Biggest B.C. Pole Industry

Hazelton's lumbering industry, from which the major portion of the three interlocking communities in the area derives its income, was born in the days of railroad construction in 1910.

A pioneer who walked into central B.C., along the newly-slashed right-of-way from Edmonton to Hazelton founded the biggest industry of its kind in the province, when he found it profitable to supply ties to the railroad.

From ties, the late Olaf Hanson (he died June, 1952) went into the cedar pole business and the Hanson Lumber Co. until recently, has been the major single operation in the district.

Today, the pioneer company is being liquidated to settle the late owner's estate.

Other major pole operation in the area is the Hazelton Lumber Co., besides which there are about 140 private operators each employing from two to eight men during the winter.

Other products from the lumbering industry include piling, mine timbers, sawn lumber, cordwood, cedar posts and hewn ties.

Although the Hazelton lowlands are heavily wooded, size of timber is small compared to other central B.C. areas and contains only scattered quantities of saw-log lumber.

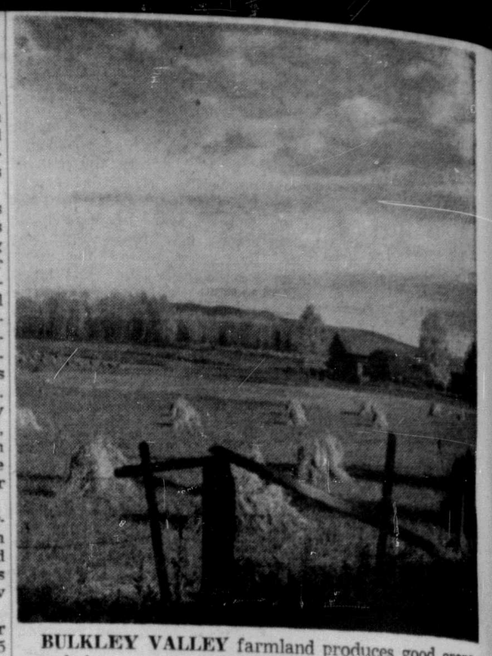
But the quantity of medium-sized, limb-free cedar has made it highly profitable for operators to specialize in cedar poles, used throughout the continent for telephone and power lines.

Private operators, running small shows and employing about six men, have done well in the pole business in post-war years. Prices were good and markets plentiful. The poles are cut during the fall and winter months and hauled to market before break-up, before the roads turn soft.

Because good roads are necessary to haul the heavy loads, many have been pushed by bulldozers into the 3,000 acres being logged.

These roads have also helped the sparsely settled farmers in the district, many of whom have turned to logging during the winter months—a combination which is practised throughout central B.C. on a large scale—to provide a year-round livelihood.

Total woods production in Hazelton in 1953 was 700,000 long feet of poles and piling and 1,732,798 board feet of sawn lumber by six mills.



BULKLEY VALLEY farmland produces good crops and plays a major part in the economy of valley residents, most of whom are at least part-time farmers who augment their income with logging.

The Bulkley Valley

From Topley to Moricetown, Including SMITHERS — TELKWA — HOUSTON

FARMING—Thriving farms produce varied crops in this the largest agricultural area in North Central B.C. Growing markets at Prince Rupert and Kitimat are not yet being supplied. Organized production, grading and marketing of livestock, dairy, poultry and farm produce on a larger scale is being encouraged. Over 200,000 acres of arable and summer pasture land are still available.

LUMBERING—Forest production is a large part of the present economy of the district.

MINING—Sporadic attempts have been made at development of numerous mineral deposits. Coal is shipped from Telkwa to Prince Rupert.

HUNTING AND FISHING—Excellent.

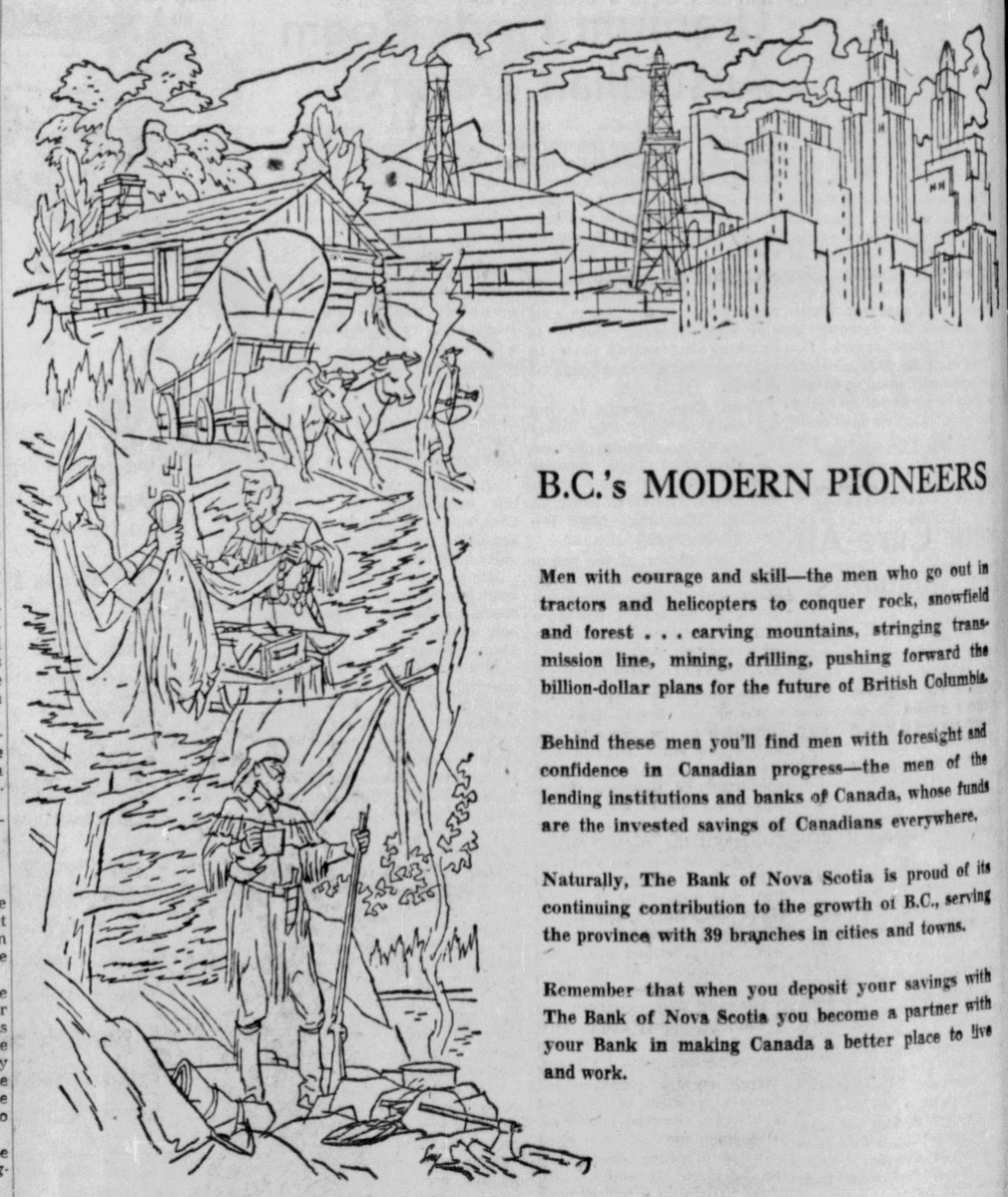
TRANSPORTATION—The Canadian National Railways, the Northern Trans-Provincial Highway No. 16 and Canadian Pacific Airlines serve the Bulkley Valley.

POWER—B.C. Power Commission provides electrical service to the 3 main centres and some rural areas. Further rural electrification is being sought.

CLIMATE—Moderate, with annual rainfall about 18 inches, it is generally conducive to comfortable living and good crops.

Smithers & District Chamber of Commerce

A. N. DANDO, Telkwa, President. GEO. KIDD, Smithers, Secretary.



B.C.'s MODERN PIONEERS

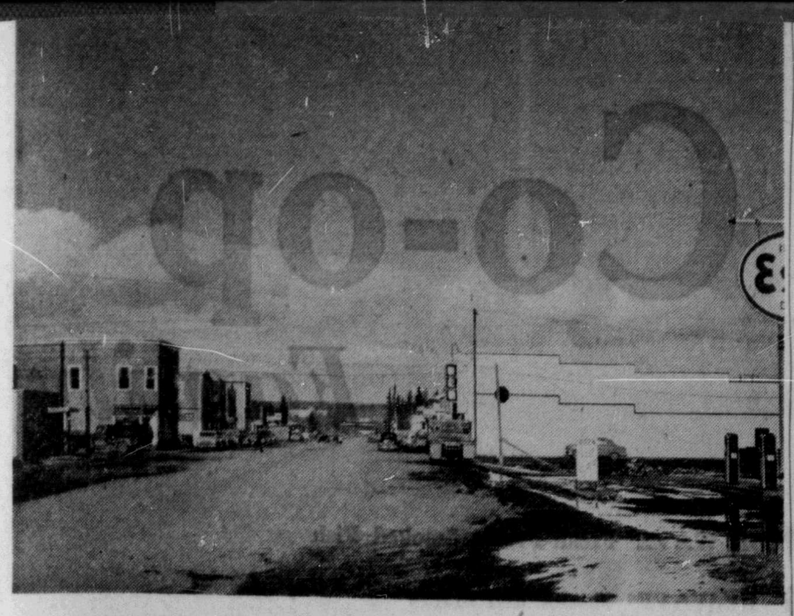
Men with courage and skill—the men who go out in tractors and helicopters to conquer rock, snowfield and forest . . . carving mountains, stringing transmission line, mining, drilling, pushing forward the billion-dollar plans for the future of British Columbia.

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The BANK of NOVA SCOTIA
• Your Partner in Helping Canada Grow



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 acitivity 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 increased 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.

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."

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 "a wave of activity and prosperity such as this country has never known."

Road crews are now pressing northward from Osilinka River where a bridge started last summer has just been completed. The Osilinka was reached after bridging the turbulent Omineca River at Germanson Landing.

The 180-mile mining road from Vanderhoof to Manson Creek was started as a provincial government project in 1930. The road was a widening and grading of a trail to the feverish mining towns which receded into history at the turn of the century.

Millions of dollars in gold had been taken from dozens of the small tributaries of the Omineca by placer miners from the Yukon and gold camps all over the continent.

While the placer gold rush fever in the Manson area abated almost as abruptly as it began, many small and some profitable operations are still being carried on. Some believe that untold riches in gold still lie in the area.

In recent years, however, new interest has been aroused as a result of rich samples of silver, lead, copper and many other minerals brought out of areas further north by trappers, prospectors and geologists.

As a result, several expeditions have been led into the north, although hampered by lack of adequate maps or trails, and inability by explorers to back-pack enough provisions for full summer prospecting.

Attempts to overcome these handicaps were pioneered by bush-pilot Russ Baker, now general manager of Pacific Western Airways, who became a well-known figure to trappers, prospectors and mining men in central and northern B.C.

He is believed to know the country better than any other living person. His bush plane service and that of other pilots made it possible to land season's supplies on small lakes in a vast unpopulated area and exploration on a larger scale.

In 1946 and 1947 rich lode deposits of free gold were located in the area to the north of Aiken Lake, but further exploration was discouraged by remoteness of the area, 125 miles into a wilderness from road's end at Germanson Landing.

Last year more than half of the roadless stretch was completed with 54 miles remaining. It is expected the link will be finished by this fall.

Meanwhile Boards of Trades 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 project work.

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

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 recapitilization 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 — totaled 31,492 tons mined of which 9,833 tons were sorted as waste, leaving a net tonnage milled of 21,559 tons.

Ore 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 other 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 the last two years have explored 15 properties. Findings "have not been over-encouraging" in the immediate area of Hazelton, said Mr. Dunn.

"But given any kind of transportation system into the country north of here, mining development would likely soar."

SMELTER NEEDED

Mr. Dunn also looked at the proposed metallurgical and hydro development by Frobisher Ltd. on the Taku River as "a major contribution to the whole B.C. mining picture.

"If a smelter were located anywhere in northern B.C., even low-grade mines could operate at a profit and a lot of base metal mines already discovered and known to hold vast deposits could also be operated profitably."

OTHER MINES

Other mining properties where development work has been carried out in the last two years between Terrace and Hazelton include the Nicholson Creek, a copper show and a combined ore deposit known as the Grotto at Usk, the gold-copper-lead-zinc Fiddler property at Dorreen, and American Boy (silver), Rocher Deboule (copper-gold-silver), Western Tungsten Rocher DeBoule (copper-gold-silver) and Brunswick (silver-lead-zinc), all in vicinity of Hazelton.

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

Thriving Northland Village Was 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 newset 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 pokes 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 a membership of 50 paid-up members, mostly under 40 years of age.

They are the men that run the sawmills, the trappers of today, the miners, the merchants, the mechanics.

They are the men that are boosting Fort St. James, not so much with ballyhoo, but with their spirit and their work.

Like Clifford "Slim" Powney, who as a veteran of the Second World War, sought out Fort St. James, because:

"There are definitely more opportunities here than in any other place in B.C., and I know most of the rest of the province.

"There is lumber for the getting, and plenty of it. There is plenty of fur for trapping, and plenty of gold in the creeks in return for elbow grease.

"There is a tourist business for anyone who builds for it. No one who wants to work can lose, and what more does a man want?"

Powney recently sold out his sawmill, one of the first established after the war, and with his stake is doing prospecting and mining.

There are others as enthusiastic about the Fort and its vicinity.

The Blackburn brothers and others—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."

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 the previous year.

Earnings per share, on common shares, 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, depletion and taxes was higher than in 1952, being $95,800,000 in 1953 and $95,200,000 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.

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VANDERHOOF BRITISH COLUMBIA

GEOGRAPHICAL CENTRE OF B.C.

Business and Banking Centre of the Famed Nechako Valley

Portal to the vast mineral resources of northern B.C. via the highway now under construction north from Germansen Landing.

The Nechako Valley district offers unusual opportunities to investors, farmers, ranchers, lumber producers, industrialists and mining companies.

SPORTSMEN—SPORTSMEN—An ever-increasing number of sportsmen return year after year for their limit of big game, geese and ducks and fish. Numerous lakes and waterways abound with giant rainbow trout.

FARMING - RANCHING - LUMBERING

FOR INFORMATION WRITE, PHONE OR WIRE

The Vanderhoof and District Board of Trade



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Finning Tractor & Equipment Co. Ltd. was organized more than 20 years ago to sell and service Caterpillar and Allied Equipment and to supply and serve the primary industries of British Columbia.

As B.C. has become Canada's fastest growing province—emphasized by the vast new industrial empire of northern B.C.—so has our company grown to give users of Caterpillar equipment the best service possible. Just as Cat is Caterpillar—pioneer in track-type power—has developed the best product, Finning Tractor has developed B.C.'s leading equipment dealership.

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EARL H. FINNING, President.

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WESTERN PLYWOOD (Cariboo) Ltd. plant at Quesnel, B.C., in its second year of production, plays an important role in the economy of the central B.C. town, known also as a mining and cattle-shipping centre. Structural consultants for the $2,000,000 plant, including the recently built sawmill and skyline across the Fraser River, were Phillips, Barratt and Partners of Vancouver.

Brothers Develop Early Homestead Into Most Modern Northern Dairy

Proving that certain types of agricultural activities pay off in Terrace, the community now boasts one of the most modern dairy farms on the whole North American continent.

Located on the site of the first white settlement in that area the Franks Dairy recently installed a $50,000 combined loafing barn and milking parlor which can accommodate 100 milking cows with little more difficulty than the 35 the two Franks brothers operating the dairy are milking now.

Ivan and Floyd Franks have developed the modern farm which supplies milk-by-the-quart to the rapidly growing community of Terrace from the first pioneer homestead taken up by their father in 1908.

The same year the nucleus of today's herd of 55 was shipped in by river from Prince Rupert by river boat. They were two calves.

Those days were recalled by Mrs. Franks, mother of the brothers, one of whom was the first white baby born between Prince Rupert and Smithers.

the river on a paddle steamer which was running up to Hazelton at that time. We made our home at Kalum on the Skeena River. In the summer we got our supplies for the winter, and in the winter we got mail once a month by dog team from Kitimat," said Mrs. Franks, now living in town but still active. She is building a duplex as a hobby.

"Our folks worked very hard to make this farm pay off," said Floyd Franks as he supervised the milking in the shiny, modernly-equipped milking parlor. "Even we, until a few years ago, did a lot of milking by hand, as many as 15 cows each.

"But this is a cinch now," he grinned.

The milking parlor is located at the end of the loafing barn which is a large, open-air rotunda covered by a roof. In the barn, the cows feed or loaf around, wandering in and out at will. At milking time, the cows are herded into a small corral inside the barn. At one end a door leads into the milking parlor.

Three cows are let into the parlor at one time and they take their places in three separate stalls. There the milking machines are attached and all three cows milked at one time. The milk is pumped up to an overhead cooler, then flows into a bottler.

The entire operation of milking the 35 cows, the cooling and bottling takes slightly more than two hours. The bottles of milk are stored in a refrigerated "holding room" and delivered in the morning.

The Franks dairy is the only one such commercial venture in central B.C., 300 miles west of the Bulkley Valley, and is the most modern throughout central and northern B.C.

Cost of operation is high, though, says Mr. Franks. Large tracts of land for raising the feed are not available in the Terrace area at economical prices. Clearing costs are high and much of the land that is available is of poor grade. Some feed has to be imported from the Bulkley.

"But we hope to increase our herd in the next few years so we can produce to a maximum of efficiency. Yet we know it will not be long before we won't be able to supply the bulk of Terrace's milk consumption," said Franks.

"There is no doubt in my mind that the need for more dairying in this area will exist soon for the Terrace market alone. And then there is always the potential Kitimat market which will be right next door once the road and railway are in operation."

SOCIAL CREDIT KEEPS YOU INFORMED

In the first twenty months of Social Credit government British Columbia has experienced the most progressive legislation in the history of the province.

Between February, 1952, and December 31, 1953, the net debt of the province has been reduced by $36,178,000.00—in other words, $38.00 for every citizen.

YOUR SOCIAL CREDIT GOVERNMENT
has placed British Columbia—along with Alberta—ahead of all other provinces in Canada in the field of Old Age, Blind and Mothers' pensions and Social Assistance.

YOUR SOCIAL CREDIT GOVERNMENT
abolished the unfair method of Hospital Insurance premiums and instituted a 2% increase in the Social Service Tax. This means a family of four with an average wage of $260.00 per month now pay only approximately $14.60 per year for Hospital coverage against the old premium method of $39.00 per year. This progressive change spreads the cost of a worthwhile service as equally as can be devised and saves the people of the province $1,000,000.00 per year in administration costs.

YOUR SOCIAL CREDIT GOVERNMENT
has removed the Social Service Tax on meals costing up to and including $1.00, and abolished the Sales Tax on young children's clothing, young children's boots and shoes, reduced car license fees and car registration fees, and reduced the Amusement Tax.

The following three factors will lay a solid foundation for opening up the rich interior and northern country of British Columbia and encourage new industries.

YOUR SOCIAL CREDIT GOVERNMENT
passed legislation to extend the Pacific Great Eastern Railway both north and south. Clearing has already commenced on the southern extension from Squamish to North Vancouver. The surveys to the Peace River country will also soon commence.

YOUR SOCIAL CREDIT GOVERNMENT
has undertaken the largest highway construction program in the history of the province.

YOUR SOCIAL CREDIT GOVERNMENT
places major importance on rural electrification.

YOUR SOCIAL CREDIT GOVERNMENT maintains a constant and uncompromising stand for free democratic way of life in which the rights and responsibilities of each individual citizen are recognized and respected.

BRITISH COLUMBIA SOCIAL CREDIT GOVERNMENT will continue to do its best to administer your affairs honestly and efficiently in the best interest of the people and the province as a whole.

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HAS ALREADY ABOLISHED

PATRONAGE — WASTE AND EXTRAVAGANCE
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Noel J. Murphy, President

B.C. Plywood Operations Near Quesnel

Quesnel, some 80 miles south of Prince George on the Cariboo Highway, was born out of the famed Barkerville Gold Rush days, but today its economy is based on three natural resources — timber, agriculture and mining.

Major single operation in the town's vicinity is the $2,000,000 plywood plant of Western Plywood (Cariboo) Ltd., which began active production in January, 1952.

A sawmill to process logs not suitable for plywood manufacturing was completed in January this year. A total of 325 persons—including woods personnel—are actually employed by the company's operations in the Quesnel area.

But as only enough raw material to supply one shift at the plant can be harvested from Western Plywood's forest management acreage, another 200 persons are engaged in contract-cutting to meet the company's demand.

The company's forest management license comprises 86,000 acres.

"Through planned management of the forest resource . . . it is anticipated that at some future date the entire requirement for the mill can be met from this area. During the present transition, however, from virgin forest to managed forest, this is not possible," states Ian C. MacQueen, mill manager.

CATTLE COUNTRY

Quesnel, with a population of some 2,000, is the centre of the northern Cariboo cattle country, with some 2,000 head of cattle shipped from its active stockyards each year. It was until recently the northernmost terminal of the Pacific Great Eastern Railway, which two years ago was extended into Prince George.

Other forms of agriculture, such as poultry farming, dairying and seed potato growing, are becoming increasingly important.

The Quesnel area includes the communities of Alexandria, Cottonwood, Quesnel, Wingdam, Barkerville and Wells, and totals some 6,000 people.

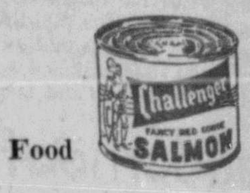
Daily air transportation is provided by Canadian Pacific Air Lines to Vancouver and to Whitehorse, Y.T. A bus service provides transportation to Vancouver and way-points, and to Prince George to the north, connecting with the Dawson Creek bus.

Although mining is no longer considered a principal activity in the area, some 30 gold placer-mining operations are active, as well as several gold hard-rock mines.

The Co-op Family



- HY-WAVE* Fresh-Frozen Smoked Fish
- HY-WAVE* Steaks and Fillets
- CHALLENGER* Canned Sea Foods
- MILD CURE SALMON
- WHITE CREST* Fresh-Frozen Fish Mink Food
- SHRIMPS, CRABS, OYSTERS in season
- BLENDED FEEDING OILS
- VITAMIN A and D EMULSION
- FISH LIVER OILS
- GARDEN GRO* LIQUID FERTILIZER







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Producers—Packers—Processors of Fine Fish Products

COMPLETE DEPARTMENT STORE—LARGE MODERN BAKERY

YOUR LOCAL NEWSPAPER COVERS EVERY ANGLE



FROM THE ADVERTISER'S POINT OF VIEW

"I know my advertising is accepted with authority when I place it in the local newspaper! A man may want to buy a new car, a radio or a power tool; he may have heard all about the advantages of this or that model but he still wants to "read all about it," to see the claims set down in authoritative black and white for his careful study. Women, too, look to newspaper advertising for the guiding facts on merchandise they plan to buy. In my opinion, no other advertising medium has the Selling Power of the Local Newspaper."



FROM THE READER'S POINT OF VIEW

"I wouldn't be without the newspaper published right here in my community! It's the authority on what's going on in our town, keeps our family informed on neighborhood happenings and world events, carries the features of local interest which are so important to every family. Its stories are of every-day living, the simple and homey events that touch our lives. In my opinion, no other reading matter entering the home is as vital to the family as the Local Newspaper."

MORE VALUE TO THE ADVERTISER
MORE VALUE TO THE READER—
READ AND USE YOUR LOCAL NEWSPAPER

The B.C.-Yukon NORTHLAND EMPIRE Edition

SECOND SECTION — PRINCE RUPERT, B.C., JUNE 30, 1954 — PAGES 17-26

GATEWAYS TO NEW HORIZONS

Central B.C. Hub City Takes Long-Range View

Prince George, British Columbia—the "hub" of the province, equidistant from two main seaports and centre of major highways and railways—is slowly turning its back on a fabulous post-war boom.

For having experienced a crippling three-month strike in its $25,000,000-a-year lumber industry, the city is looking to natural gas, cheap power, and tourism to help stabilize its booming post-war growth.

More than 700 lumbering operations in the Prince George district, which blossomed as a result of lucrative American interests in the last 10 years, have zoomed a comfortable 3,000 population into a housing-short 10,000.

Businesses likewise mushroomed. New homes replaced empty and unkempt lots until all available were taken up. Within the last few months, city council had to extend the boundaries of its municipality to include an additional 3,000 persons who had settled around its original perimeter.

Then came the blow. Although the strike has been settled since early in 1954 and business has resumed its normal pace, it is estimated it will take five years to recover the loss of some $3,000,000 in wages and markets.

But those in Prince George who take a long range view, say that perhaps a good deal can be learned from the strike.

"Sure it hurt," says Al Bowie, local merchant, and president of the Prince George Board of Trade. "But it has sobered us up to a more rational way of thinking.

"For the first time, Prince George is actively trying to locate other industry here. The Board of Trade has formed several committees to investigate all industrial potentials, and city council is also preparing promotion data."

Promote Cheap Electric Power

Their main concern is the city's lack of electric power and Mayor Gordon D. Bryant has pledged himself to correct the situation "if it's the last thing I do."

"Our present need has far outgrown our supply, not counting the additional amount we could use if it were available cheaply and abundantly," said the mayor.

Present capacity of the diesel-operated power plant is 4,500 horsepower. Energy demand is estimated at 10,000-h.p. The plant is operated by the city but Mayor Bryant has asked the B.C. Power Commission, provincial power suppliers, to take over.

"Naturally, we should like to see a hydro project developed in central B.C. There may be such a possibility."

As a result, possibility of utilizing either the Clearwater hydro potential of more than 100,000 horsepower, and that of the Nation River of 80,000 horsepower is being studied.

The Clearwater, however, is some 200 air miles southeast of the "hub" city, and the Nation, about 150 miles northwest.

Natural Gas Line Brightens Future

Strong possibility of natural gas from the Peace River area 300 miles north reaching Prince George, figures largely in the Hub's future. Westcoast Transmission is only awaiting approval of the United States to begin construction on a $90,000,000 pipeline from Fort St. John into southern B.C. and across the border. Route of the line would pass through Prince George.

"Gas may well be the answer to our future and may solve the power problem. Natural gas is one of the greatest drawing cards today for industry," says Mayor Bryant.

Potentials for large-scale pulp and plastic manufacturing industries using the combination of natural gas and the vast resources of pulp timber surrounding Prince George are cited by the Board of Trade.

The board also points to Prince George as the major distributing centre for northern and central B.C. The city is the approximate centre of the province, with three major highways passing through it, and is the terminal of two railways.

Centre of Transportation Lanes

Prince George also has a Grade A airport with facilities to handle all types of planes. Daily airline service is maintained by Canadian Pacific Airlines to Vancouver, Edmonton, Smithers, Whitehorse, Fort St. John, and many other centres along these routes.

Daily rail service is given by the Canadian National Railways between Prince George and seaports of Prince Rupert and Vancouver, and to Edmonton, and by the Pacific Great Eastern to Vancouver over another route.

Highways connect the Hub with Prince Rupert, 480 miles due west; with Vancouver, 480 miles south, and with Dawson Creek and the Alaska Highway by the new, year-round, first-class Hart Highway.

"The Hart Highway already has greatly increased our tourist traffic," says Mr. Bowie, Board of Trade president. "We are looking forward to a bumper crop of visitors this year."

Nine new auto camps and tourist lodges have been built since the highway was opened in the spring of 1953.

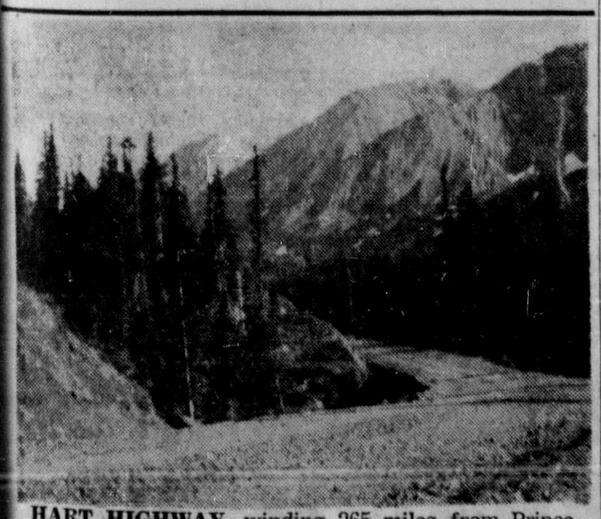
ANCHORAGE (AP) — The army engineers' Alaska district has announced an apparent low bid of $4,196,083 for constructing eight three-story buildings at Ladd air force base. The bid was by Grove, Shepherd, Wilson and Kruge of Seattle. Twelve bids were submitted. The government estimate was $4,473,426.

CANADIAN BANK HEAD WITNESS BEFORE MPs

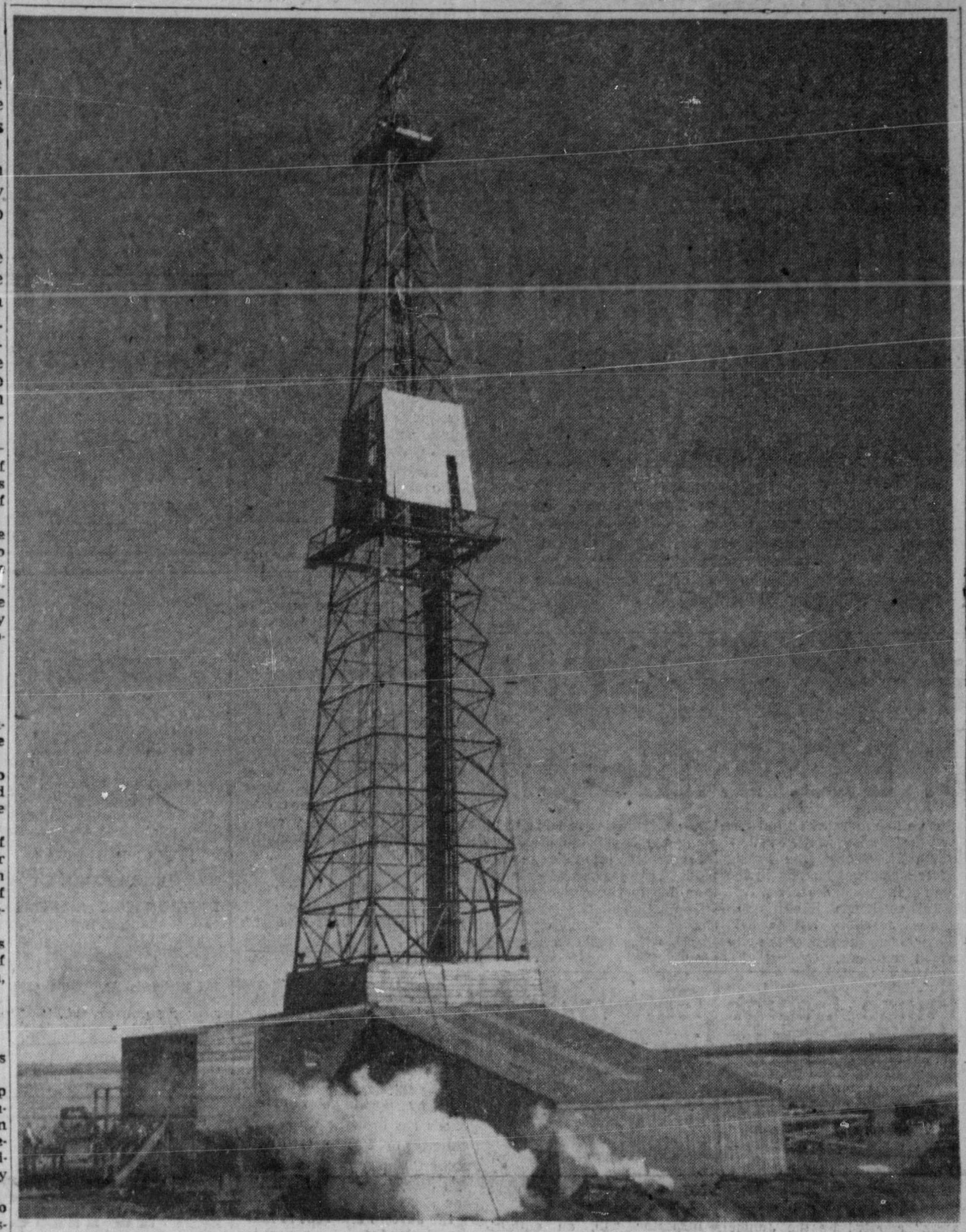
OTTAWA (CP) — Graham Towers, governor of the Bank of Canada, said here that final responsibility for any monetary expansion in Canada must rest with the government.

That was his reply to a proposal by J. M. Macdonnell, Progressive Conservative financial critic, that Parliament should have some check on the central bank's power to increase the money supply.

Mr. Towers, appearing as a witness before the Commons banking committee, had no opinion on whether Parliament should try to control such expansion.



HART HIGHWAY, winding 265 miles from Prince George to Dawson Creek through a maze of spectacular scenery, passes alongside the Murray Mountain Range to the right at Mile 148.



OIL DERRICKS like these are a common sight today on the wheatfields or wilderness tracts of British Columbia's Peace River area. Since the first oil and natural gas wells "came in" four years ago in the Fort St. John area, millions have been spent on exploration annually. While several oil reserves have been located, the emphasis is on natural gas, reserves of which total more than three trillion cubic feet to date.

Natural Gas From Peace River May Launch Major Industrial Age

Eager eyes of industry today are glued on the rapidly expanding natural gas reserves of British Columbia's Peace River area, expected to launch this province on its greatest economic and industrial era in history.

But while $1,000,000 a month is spent in the quest for gas and oil in the Peace and one well brought in for two drilled, the spark that will set off the fabulous potential empire still needs to be struck.

It is the "go-ahead" signal West Coast Transmission Co. Ltd. needs from the United States Federal Power Commission to export natural gas to the U.S. Without such a permit, says the company, it could not bear the initial cost of $90,000,000 line from Dawson Creek to Vancouver.

But all indications are for a favorable decision by FPC, with oil exploration firms, other industrialists, and B.C. government officials betting high on an early U.S. concession.

Although construction of the pipeline is a big project, it is minor compared to its far-flung effect on B.C.'s economy.

W. A. C. Bennett, premier of the province, has this to say:

"The development which would originate from this project will be greater than anything since the war."

NORTH WILL GROW

But besides providing cheap fuel and power for industry wherever the pipeline goes, Peace River natural gas and its development will have a tremendous stimulating effect on growth of such northern B.C. centres as Prince George, Dawson Creek, Fort St. John, and even Fort Nelson.

Dawson Creek has been using natural gas domestically and commercially for over a year, first centre in B.C. to do so. But its gas is piped in from nearby Alberta wells.

Dawson Creek electricity is generated by natural gas and other towns in the vicinity expect the same set-up soon.

Greatest benefit to these communities, however, will come from the millions to be spent in future development work and secondary industries.

Dawson Creek itself looks forward to becoming a city of 20,000 in the near future. Fort St. John knows it is facing an expansion boom. And Prince George, 265 miles to the south and gateway to the Peace River area, places most of its future hopes on the coming of natural gas.

Route of the proposed pipeline would pass through that central B.C. city.

44 GAS WELLS

To date, a total of 31,052,747 acres of land in B.C.—most of it in the Peace River and Fort Nelson area—is under petroleum or natural gas holdings, with several drilling permits pending.

Up to May this year, 44 wells were completed as potential gas wells in the Peace, 10 were drilling, and several were in stages of preparation.

Pacific Petroleums, which holds a major interest in West Coast Transmission, has led exploration of all firms in the field. Their record to date is 65 wells. Others drilling were Phillips Petroleum, Fargo Oils Ltd., Gulf State Oil Co., Northern Foothills Agreement, Stanolind Oil and Gas Company, Central Leduc Oils Ltd., Van-Tor Oils and Explorations Ltd., B.C. Northern Oils, Del Rie Producers and B.C. Oil Lands Ltd.

Together they have proven natural gas reserves in an area about 45 miles square totalling 3,700,000,000,000 cubic feet, or a 25-year backlog for the maximum daily capacity of 400 million cubic feet of the gas line.

But oil experts say that demand for natural gas will mount vividly and new wells will have to be sunk regularly to keep apace.

NEW AREAS

Meanwhile, the north-east sector of B.C. as far up as 60 miles north of Fort Nelson, near the Northwest Territories boundary, to within 45 miles of Fort St. John, is attracting drillers at a fast pace. Results indicate enormous potential reserves that are easy to find.

History of gas and oil drilling in northern B.C. dates back to 1921 when the first gas bubbled out of a hole near Fort St. John, only 800 feet deep. Drillers were roughnecks of a provincial government crew, but although they sank another five holes, only a trace of gas was found.

Gas fever in the Peace waned after that attempt and it wasn't until 1951, when Pacific Petroleums Ltd. brought in the first real gasser there that exploration turned serious.

At least one oil well also was brought in, but news in this field has been at a minimum.

NEW LAW

Meanwhile, a new Petroleum and Natural Gas Act has been passed by the B.C. government, designed to discourage speculation through holding of gas lands, but aiding development.

The gas act works like this:

An operator with a gas exploration permit can lease contiguous crown reserves for gas exploration. If he should strike oil in one of these adjoining reserves he immediately loses all installation there and the reserve goes up for public auction, but his permit on the central block then covers him for oil in that area.

In B.C. the crown owns all oil and gas rights in the Peace River area.

NORTHERN SURVEY

Meantime, provincial survey crews are penetrating the wilderness areas of northeastern B.C. to keep one step ahead of oil and exploration work.

About 50 men, aided by helicopter, are making surveys and charting the northern area so the government and companies know exactly where they are drilling and also the boundaries of exploration permits.

With natural gas and oil, B.C.'s northland has the ideal combination of natural resources, including timber and pulpwood, a vast storehouse of minerals, some of the world's greatest hydro poten-

(Continued on Page 21)



PEACE RIVER BRIDGE which spans the mighty drainage system of the area which bears the river's name. The bridge forms a vital part of the Alaska Highway, connecting Fort St. John and Dawson Creek.

New Railway Extension Sparks Peace River Area

Extensions of a new Canadian empire in the north—catapaulted by the wartime construction of the mighty Alaska Highway—is to get another shot in the arm in the near future.

The B.C. government recently announced it will start construction soon of the Pacific Great Eastern Railway extension from Prince George to Dawson Creek, providing for B.C.'s great Peace River area its first Pacific rail outlet.

But while future development of the Peace is considered "staggering," the recent past depicts a transformation almost as fabulous.

Dawson Creek, today the biggest town in the Peace River area of B.C. and Alberta, is the beginning—"Mile-O"—of the fabulous, 1,529-mile link with Fairbanks, Alaska.

The village of more than 6,000 also is the terminal of the Northern Alberta Railway and a highway to Edmonton; a highway to Yellowknife, N.W.T.; and recently the Hart Highway from Prince George was completed to bridge a 265-mile gap needed to provide the first overland contact with the rest of B.C.

And this year, the B.C. government announced it will soon start construction of a railroad from Prince George to Dawson Creek, an extension of its Pacific Great Eastern.

Growth to its present status from a population of less than 100 in 20 years, indicates the prosperity and progressiveness of Dawson Creek and its district.

In 1930, the present townsite some 500 miles northwest of Edmonton, was an oatfield. The railroad arrived the next year and in 1934 the village was incorporated with a population of 400.

Twelve years later, with the world torn by a war of destruction, a high-ranking U.S. army offficer coolly announced in Dawson Creek that work would begin soon on a highway to Alaska, for the continent was in danger of invasion from the north, and a supply line was of prime importance.

Mighty Road Built in One Year

The $135,000,000 road, described as a crowning engineering achievement, was started in March, 1942, and completely finished a year later.

During its construction, population at Dawson Creek swelled to 15,000. After the end of the Second World War, the village was left not only with an all-weather overland highway to the far north, but with a water and sewer system, warehouses and other buildings, and numerous new streets built by the American army.

But the army of men and equipment also withdrew, leaving the village with a ghost-like atmosphere, yet not for long.

Since Alexander Mackenzie, first white man to see the Peace River, established a fur trading post near Fort St. John in 1792, its surrounding area was expounded as one of the greatest agricultural vistas of Canada.

Men who headed overland through the Peace River area on their way to the Klondike in 1898, returned with glowing accounts of vast farming country.

First wave of settlers came from Alberta over the 400-mile Edson trail in 1913, followed by veterans of the First Great War in 1918-19 under the Soldier Settlement Plan.

First Railroad Reaches Dawson

In 1931 the railroad reached the B.C. Peace River section, providing its first public communication with the rest of Canada and starting its heaviest settlement until the end of the Second World War.

Again, veterans played a major role in expansion of the Peace, accompanied by farmers from every part of Canada and from several European countries.

Today there are about 1,200,000 acres of land occupied, with 300,000 under cultivation. But there are still 2,300,000 acres not settled, with another half million acres available in the Fort Nelson area, 300 miles northward.

But while agriculture is the country's backbone, most of its publicity has come to the rest of the continent because of recent gas and oil discoveries.

Natural Gas Line Waits Decision

Since the first major gas discoveries in the Fort St. John area in 1951, reserves proved to date total more than three trillion cubic feet. Exploration is continuing at an unprecedented rate but producing wells are capped until the U.S. Federal Power Commission's decision on a gas line to supply the Pacific area is handed down.

Major industrial development of the whole of B.C. is seen stemming from construction of such a natural gas line for which Westcoast Transmission already has received Canadian approval.

Another imminent major project which will hoist Dawson Creek and the whole Peace area is the extension of the B.C. government-owned PGE Railway from Prince George northward.

Work on the extension is to begin next year, and when completed, will give the Peace River area a direct outlet to two major Pacific ports, Prince Rupert and Vancouver.

The railroad—depending on what route is selected—could also tap vast coal resources located along the Peace River. Three active mines are now in operation west of Hudson Hope.

B.C.'s Peace River Block—turned over to the Dominion government in 1883—no longer is a forgotten territory. To the contrary, it is the "hope-chest" on which the province stakes much of its future; a golden empire, causing Robert Bonner, B.C.'s attorney-general, to say: "We have opportunities of development there comparable to Texas."

13 Communities In P-G District

The Prince George area comprises School District No. 57, with an approximate area of 13,122 square miles, including Prince George city and the 13 communities of Crescent Spur, Dewey, Fort McLeod, Giscome, Hansard, Longworth, Nukko Lake, Red Rock, Shelley, Sinclair Mills, South Fort George, Summit Lake and Woodpecker.

The discovery of gold in the Cariboo brought the first settlers. In 1914 Prince George was linked with eastern Canada by rail.



ALASKA HIGHWAY is maintained as a year-round travel artery throughout its 1,500-mile length from Dawson Creek to Fairbanks by units of the Canadian Army. This sign is located at Mile 1 of the highway, just out of Dawson Creek.



PRINCE GEORGE today shows a well-planned city of more than 10,000. Bounded by the Nechako (left) and Fraser Rivers, Prince George is near the geographical centre of British Columbia and the centre of transportation between the northern and southern sections of the province. Claiming to be the "Hub City" of B.C., Prince George is at the crossroads of the Cariboo, Skeena and Hart highways, a major divisional point for the Canadian National Railroad and northern terminal of the Pacific Great Eastern Railroad. Cross near the top right-hand corner denotes large airbase. To the left, across the railway tracks, is the industrial centre where many large sawmills produce millions of feet of finished lumber annually.—(Photo by Wally West)

Early Days of Prince George City Linked With First B.C. Explorers

Early history of Prince George is linked with the names of Canada's greatest explorers and first white men to set foot in northern British Columbia.

Alexander Mackenzie reached the present site of Prince George in 1792 in the first overland trip across the country. In his wake came Simon Fraser, scout for the Northwest Trading Co. and founded Fort George in 1807, using it as a base of operations in exploring the Fraser River the following year.

Before Mackenzie came, the Indian village of Lheitli occupied the flats at the junction of the Fraser and Nechako Rivers.

It was this Indian reserve that staged a major upset in location of the early boundaries of the city, born of the railroad.

SPECULATORS

When news of the railroad first reached the province, around 1900, speculators from afar sent envoys rushing to central B.C. to stake land along the surveyed strip from Jasper to Prince Rupert in the places most likely to become townsites.

Prince George was one of several places where investors were fooled by the canny Grand Trunk Pacific Railway. While acres of land were bought up and promoted as future townsites, the GTP went quietly on building a railroad.

In succession, little settlements sprang up—Ft. George, Central Ft. George, South Ft. George and North Ft. George. All bordered the railway right-of-way, and each expected to be named the terminal.

None of the realty promoters had given a thought to the Indian reservation in the middle, held by the federal government—none, that is, except the Grand Trunk Pacific Development Company, subsidiary of the railroad.

In a "deal" with Ottawa, the railroad purchased the reservation in 1914 and announced its surprise. The City of Prince George was incorporated in 1915.

Heavy investors in property as far distant as New York were left "holding the bag." Some of the property is still in original hands or in their estates. But not all have been left in the lurch.

Since its incorporation, Prince George has annexed all but one of the earlier settlements—South Ft. George, the Fraser River steamboat landing in the days of the paddlewheelers.

This settlement is still unorganized territory but is held likely to become part of the city as it expands. Central Ft. George, lying immediately along the city boundaries, was incorporated into the municipality last year, adding more than 700 to the city's tax roll.

Population of Greater Prince George today is estimated at 15,000, with 10,000 in the city proper.

CITIZEN PRINTS TWICE WEEKLY

The Prince George Citizen, published twice a week (Mondays and Thursdays), has a circulation of 4,703.

The "Hub City's" independent newspaper is edited by C. A. Warner whose family has been connected with weekly newspapers for several generations.

The Citizen boasts up-to-date equipment including a new newspaper press and provides a complete printing service. Format of The Citizen is seven columns, 21 inches deep.

Prince George Gateway To Finest Hunting, Fishing

A wooden moose with real horns mounted as a signpost greets all drivers as they enter Prince George by any of the three highways that converge at city centre.

The moose is the "trademark" adopted by the Junior Chamber of Commerce in lauding the district for its hunting and fishing opportunities.

Although most big game has withdrawn from the immediate area surrounding Prince George since the advent of civilization, it is still common for farmers to see moose, deer and bear wander over their fields at any time of the year.

But most of the big game—moose, caribou, deer, grizzly and black bear, and mountain goat—are hunted in the backwoods.

Guides and outfitters are available, as well as tourist accommodation.

Headquarters for the largest game division in the province is located here, in the charge of Inspector Walter Gill. Under his jurisdiction operate 15 game wardens from Prince Rupert on the west coast, south to Rivers Inlet, east of the Cascade Range to the Alberta boundary, and north to the Yukon boundary.

Inspector Gill, an enthusiastic hunter and angler himself, welcomes inquiries from tourists.

"There has been a marked increase over the past few years of tourist sportsmen in our division. We are happy to have them. The whole north, from the coast to Alberta provides the best hunting and fishing to be found anywhere."

"Many areas have never been hunted and hundreds of streams and lakes have never been fished. Northern B.C. is among the last good hunting frontiers on the continent," says Inspector Gill.

Meanwhile, provincial game laws and expert wardens to enforce them are playing a major part in game conservation. Active Rod and Gun Associations work with the game department to keep the country from being ravaged by indiscriminate killing of game.

As well as abounding in big game, the Prince George area also produces grouse in large numbers, and prairie chickens are increasing. Ducks of all western species are found in lakes and rivers. Canada geese are found on the Stuart and Middle rivers, and Ootsa Lake to the west.

GOOD FISHING

Anglers, too, find Prince George a jumping-off place for fine trout fishing in such lakes as Six Mile, Summit, Bednesti, Cluculz, Stuart, Trembleur and Takla, Babine and Ootsa; and in such rivers as the Nechako, Crooked, and Fraser.

The Nechako and Fraser rivers converge at Prince George. Other angling waters named are all within 110 mile radius, where lake trout (char) up to 25 pounds and rainbow trout up to five pounds are plentiful.

The active Prince George Board of Trade and Junior Chamber of Commerce have called their city "the Cariboo Gateway to a New Playground."

Their publicity folder reads in part:

"This is the land of pine-scented air, where mile after mile of coniferous trees merge into the still blue haze of the early morning horizon. Nowhere can the sense of nature's vastness and bountifulness be better appreciated.

"Here man assumes his rightful place as a very small cog in nature's scheme. Here the bustle and noise of the big city are as remote and out of place as horse and cart on New York's Fifth Avenue."

Recreation Program Under Way

A long-range, three-point program to fulfill the cultural and recreational need of Prince George is being promoted by Mayor Gordon Bryant.

The "several-hundred thousand" program includes:

1. Completion of a Civic Centre bulding.
2. Construction of a swimming pool and development of parks and playgrounds.
3. Reconstruction of the civic arena and installation of artificial ice.

Completion of the Civic Centre is expected shortly, providing a gymnasium and a host of other facilities for young and adults.

Next on the mayor's program is construction of a public swimming pool, coupled with park development.

Financing of the projects is proposed through city guaranteed bond issues.

"Nothing of importance is going to be accomplished by public subscription," said Mayor Bryant, referring to an attempt to raise money for the centre which bogged down at an early stage.

A special feature of the proposed artificial ice arena is a new system of imbedding freezing pipes in a concrete floor.

"Advantages of this are obvious. With a concrete floor we could have a structure seating several thousand in which could be staged all types of indoor rallies, shows and games."

Present ice arena depends on natural ice, but warm weather often hampers the hockey-conscious central interior for most of the play-off games are staged in Prince George.

Hockey is the major winter sport. An amateur senior league draws on teams over an area in which the two outside participating communities are 250 miles apart.

Yet, most of the league games are attended by capacity crowds. Playoffs draw spectators from half of northern B.C.

P.G. Jaycees Supply Skins

Supplying bear skins for the big, furry hats traditionally worn by Buckingham Palace guards has brought world-wide publicity to Prince George Junior Chamber of Commerce.

To date, more than 500 black bear skins have been collected by the Jaycees and sent to London, England, to play a part in royal pageantry.

While many of the skins have come from points outside Prince George, local Jaycee members themselves save contributed a good number. There is no closed season on the bears in British Columbia and Prince George always has been well populated.

"Bearskin," by the way, is the name of the group's official magazine.

Northern Airport Serves Wide Area

Built during the Second World War as a major base in the Northwest Staging Route, Prince George's airport has three asphalt runways measuring 5,624 by 150 feet, 5,000 by 150 feet, and 5,770 by 150 feet.

Operated day and night by the department of transport, it has full hangar facilities. Scheduled air-line service is provided by Canadian Pacific Airlines with twice daily flights to Vancouver and interior points, and daily flights to Edmonton and Whitehorse via Peace River points of Fort St. John and Dawson Creek.

A daily flight between Terrace and Prince George is to be reopened this summer.

Greater B.C. North of P.G.

More than half of British Columbia lies north of Prince George, present limit of northerly railroad development, and contains less than 2 per cent of B.C.'s population.

British Columbia's established natural gas reserve in the Peace River area is 3.7 trillion cubic feet. B.C. gas contains a high proportion of propane and butane, some sulphur, and important strategic material recently in short supply, and some oil.

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Radio station CKPG, affiliated on a frequency of 550 kcys. with a power of 250 watts.

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TYPICAL FARM LAYOUTS in the Prince George district are seen in this aerial photo. There are few open patches or natural clearings except some old burns where land-clearing is simpilified. In general, however, farm develoment is slow and costly but land is cheap and so are living costs. Most farmers supplement their income from part-time logging.—(Photo by Wally West Studios)



HY-BRED CHICKENS are the result of several years of experimenting by farmer J. H. Cuddie of Prince George, who is shown tending his home-bred flock. A cross between two popular poultry strains, the new breed is ideally suited for northern poultry farming, claims Mr. Cuddie. Poultry-raising for both egg and meat production is a growing trend in Prince George's mixed farming areas.—(Photo by Wally West Studios)

New Telephone Service For Northern B.C. Points

Expansion of local and long distance telephone facilities in northern B.C., as well as in the central and coastal areas, has been accelerated since two associated companies acquired the Canadian government telephone system west of the Rockies last April 1.

The system was purchased recently by the B.C. Telephone Co. and Northwest Telephone Co.

While small in number of telephones—approximately 4,500—geographically, the recently-acquired territory is large and scattered, stretching from the Queen Charlottes into central B.C., including the Cariboo, along with the Sechelt Peninsula, the west coast of Vancouver Island, and some islands between the mainland and Vancouver Island.

Hundreds of telephones and a large quantity of switchboards are scheduled to be installed within the next few months in many of the 27 central offices in the territory. In the meantime, local service is being provided for waiting applicants in areas where equipment is already on hand.

Major development in this field has been the opening of a

(Continued on Page 21)

Untouched Farmland Near Hub City Faces New Stage of Development

BY JOHN ZACHARIAS
District Agriculturist

A half-million-acre tract of untouched farm land fanning out from the junction of the Fraser and Nechako rivers in Central British Columbia is facing a new era.

Surrounding the city of Prince George and one of the fastest-growing communities in the province, these rolling lands will soon be host to the builders of a new highway which will provide modern access for the first time, and a continuous road from Prince Rupert on the Pacific coast to Edmonton.

To date, only one-tenth of the potential agricultural acreage of the area has been cleared for cultivation.

Greatest development has taken place south of Prince George, including districts of Pineview, Tabor Creek, Red Rock and Woodpecker, and near McBride on the Fraser River, 140 miles east of Prince George. Other farming communities are Beaverly and Mud River to the west, Reid Lake and Chief Lake to the northwest, Salmon Valley to the north, and numerous small settlements lying along the CNR east to the McBride district.

Clay soils predominate. Silts and silty loams are found along the Fraser and Chilako rivers and in the districts northwest of Prince George. Tree cover on these soils consists mainly of poplar and lodgepole pine with some willow and birch. Heavy stands of spruce are common on the silts and in the river valleys heavy groves of cottonwood may be found.

HIGH FERTILITY

The fertility of these soils is comparatively high as demonstrated by good yields of hay and grain. They are, however, somewhat low in organic content. Barnyard manures and commercial fertilizers can be used to very good advantage and crop rotations designed to increase the organic matter content are essential.

The climate may be described as cool and temperate. The seasons are characterized by abrupt changes and strong temperature contrasts. The growing season is short with long warm days and cool nights. Summer frosts are common. The total annual precipitation is approximately 21 inches, one third of which falls as snow.

MIXED FARMING

The district as a whole is suited to mixed farming, although the lack of readily available domestic water is a serious problem in many locations, especially on the higher hills. Coarse grains and most forage crops are well adapted. Potatoes and vegetables such as turnips, carrots and cabbage are grown on a commercial scale in the river valleys.

Other cash crops include hay, grain and alsike clover seed. Within recent years, a number of car lot shipments of grain have been made to coastal markets.

LOCAL DEMAND

The rapid growth of the city has created a good local demand for livestock, dairy and poultry products of all kinds. This situation is expected to cause a definite swing to livestock farming.

Local production of fluid milk has increased but is still insufficient to meet the needs of the city. Very good opportunities exist for poultry farming. Small herds of beef cattle are common and a few farmers with ample feed supplies have been successful in finishing feeder cattle purchased from the range areas of the province. This industry is expected to grow although the raising of beef cattle is handicapped by the limited amount of natural pasture and the long winter feeding period.

The McBride district is particularly well adapted to dairying and seed potato growing but future expansion along these lines in that area will depend largely on the development of markets and completion of the Northern Trans-Provincial highway to Prince George and the Yellowhead route to Kamloops.

At present, the total number of farmers in the entire Prince George area is estimated at less than 500. Many of these are partially engaged in lumbering, sawmilling or railroading activities.

But increased production is expected to come, partially through expansion and development of existing farms, many of which are now too small to be considered as economic units, and future development.

Production in most lines so far has been insufficient to warrant the setting up of organized marketing facilities and grading regulations. Thus local farmers are often faced with severe competition from established areas in a position to ship in steady supplies of graded, attractively-packaged produce.

Potato production has now increased to the point where the local supply exceeds the requirements of the city, yet large importations from Southern B.C. and California are necessary, owing to the fact that the local supply is usually unwashed and ungraded.

Local farmers and businessmen alike are working to overcome such difficulties, assuring the efficient producer of a steady reliable income. But the emphasis is on greater development and higher production to feed a hungry northland.

Elephants on Sale

Notice in a pet shop window in Beeston, Nottinghamshire, England: "42 tame Indian elephants for sale."

The owner said: "I don't really expect to sell any, but you never know."

Capacity Up, Prices Lower BCPC Reports

The B.C. Power Commission in the fiscal year ended March 31 increased its generating capacity 35 per cent, while bringing electricity costs to its residential users down for the seventh consecutive year.

These figures were released in Victoria by commission chairman T. H. Crosby, who said the provincial-owned utility will "continue to expand, as, when and where needed."

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Better Long Distance Telephone Service For Northern British Columbia

Because we had faith in the north, we bought the Canadian Government's telephone system west of the Rockies this spring. This gave us a line of telephone exchanges from the Queen Charlotte Islands east to Prince George and down through the Cariboo country to the southern area we already served.

These exchanges are tied together by long distance telephone circuits which also connect them to southern B.C. and the world in general.

To meet the industrial growth of the north, we have already increased our northern network of long distance circuits. The pole line running south from Prince George has been supplemented by a chain of 12 very high frequency radio-telephone stations between Prince George and Vancouver, providing more talking and teletype circuits.

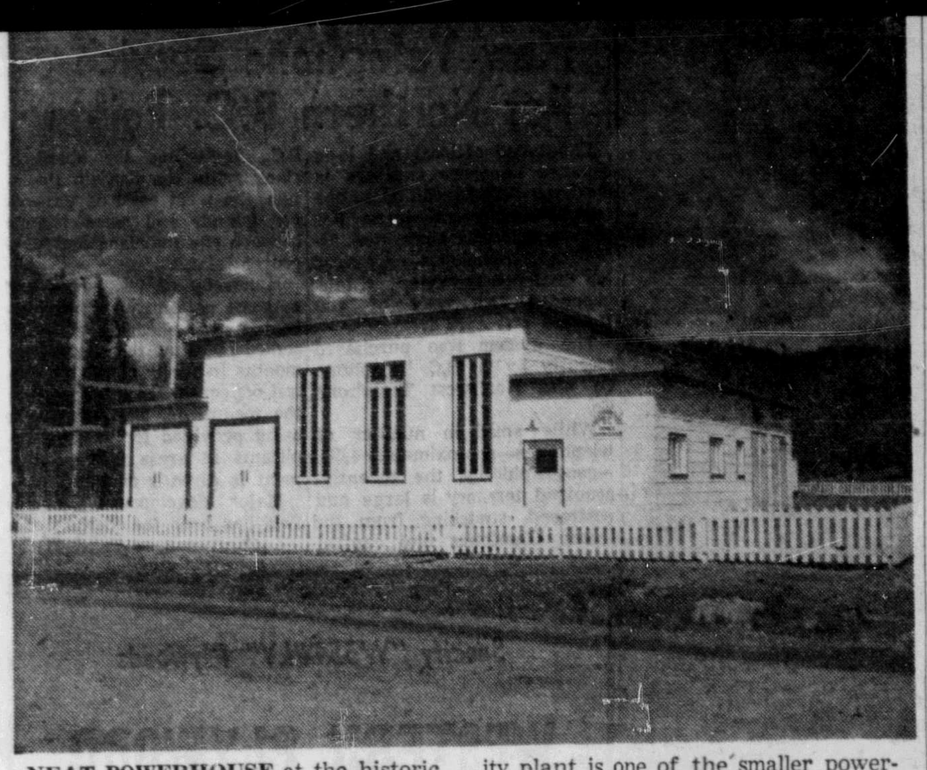
At Prince Rupert we have a medium frequency radio-telephone station which connects boats and isolated land points to the regular telephone system.

At Prince George we have another medium frequency radio-telephone station which will serve isolated points over a considerable area.

Northern industries are already benefitting from the enlargement of the long distance telephone network, and other projects in hand will result in further improvement.

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NEAT POWERHOUSE at the historic community of Fort St. James was built by the B.C. Power Commission in 1952, along with distribution system to bring the district its first central station electrical service. This 250-kilowatt capacity plant is one of the smaller powerhouses operated by the publicly-owned utility in the central interior, but is able to provide about 175 customers with reliable, round-the-clock service.

Electric Power Major Factor In Growth of B.C. Northland

By JAMES McKEACHIE

"Where there is no vision, the people perish."

That Biblical quotation has a modern application to British Columbia's vast central interior and northland. The far-sighted vision of men, organizations and governments in recent years in unfolding the threshold of a new era for this province and its abundant untapped resources assuredly rules out any thought of this huge area and its inhabitants perishing economically.

A vision usually is pictured as something emanating light and brightness. B.C.'s vision is no exception—for a major factor in the post-war growth of B.C.'s hinterland has been the British Columbia Power Commission.

Ten years ago, villages along the CNR's northern line from Prince George to Prince Rupert had spotty, often inadequate power service. In some cases, an individual would own a small diesel engine, would string wires to some of his neighbor's homes and, first thing he knew, he was in the utility business.

But if the engine broke down, it was often days or even weeks before a new part could be obtained and installed. Thus the oil lamps were kept handy at all times.

This unreliable service was lighting only; no one would or could depend on it for cooking and heating, and certainly there was no service available for any type of industry, large or small.

In some centres, small utilities were unable or unwilling to invest the capital needed to provide services warranted by the growth. Then, in April, 1945, the B.C. legislature passed the "Electric Power Act." Under that act, the B.C. Power Commission came into being as a Crown Corporation.

ZERO TO $65,000,000

Starting from scratch, this publicly-owned utility has grown into a $65,000,000 organization—a utility owned by those it serves. Now there are nearly 53,000 customers receiving adequate, reliable power in 27 power districts, from Duncan to Dawson Creek; from the Queen Charlottes to Quesnel, and from Ucluelet to Golden.

This growth has been accomplished through sound financial policies at no cost to the taxpayers of the province. The commission operates like any other business—it sells its product, electricity, and it is from these sales it derives its revenue. It finances through floating its own bond issues, but in its early days it received advances from the government—advances which are being repaid, principal and interest, from revenue.

The commission has received no subsidy from the taxpayer, and the people it serves are, in effect, building a publicly-owned self-sustaining utility.

Because there are no shareholders power is sold at cost. However, everyone in B.C., has an intangible share in the commission, since commission bonds are guaranteed by the provincial government as the organization is contributing to the entire econmy of the province.

AWAKENED AREAS

Most people are familiar with amazing percentage figures of growth in the awakened central interior and northern areas. The Power Commission's story of growth to meet the rapidly-expanding requirements of centres like Terrace, Smithers, Burns Lake, Quesnel, Vanderhoof, Williams Lake and Dawson Creek is no exception.

In fact, the commission's expansion is an excellent yardstick to the growth enjoyed by these activated areas. Number of customers served has doubled, tripled and even quadrupled and quintupled in most of these centres, and in many cases, average monthly domestic consumption is approaching what was the annual consumption less than a decade ago!

For example, Quesnel had 256 customers in 1945, with residential customers paying 8.4 cents per kilowatt hour, with an average monthly consumption of 35 kwh (something less than the average refrigerator uses per month). Today, there are more than 1,500 customers, average residential cost is 3.8 cents per kwh, and the avertge home uses 140 kwh per month.

In 1945, three small diesel units with a combined total of 80 kw and a small 125 kw hydro unit gave Quesnel a total capacity of 205 kw.

Today, the commission's powerhouse has five large diesel units which can produce 3,200 kw of electrical energy, and a 1,000 kw unit will be added this year.

It's the same story in Terrace, Smithers, Vanderhoof, Hazelton, Houston, Burns Lake, Williams Lake, Fort St. James, Queen Charlotte City and Dawson Creek—more power for better living for more people at a steadily-decreasing average cost.

All these centres, incidentally, are serviced from diesel electric stations, the individual towns' loads being insufficient to justify hydro, or because no suitable, economic hydro development is available.

At Dawson Creek, natural gas drives the diesel engines with a fuel saving of more than 50 per cent over diesel oil.

But there's more to the story: hundreds of farms and homes in these districts which formerly were without electricity now enjoy the amenities of electric cooking, heating, ironing, etc., just as folks in the big cities do—and at comparable rates. In addition, entire areas such as Fort St. James and Queen Charlotte City, which never had central station service, now are electrified.

And what of the future? The Power Commission will continue to not only meet the requirements of its customers, but to plan, survey and study to assure proper service for homes, businesses and industries.

This year a survey will be carried out on the Clearwater River system at the head of the North Thompson valley; studies of other hydro sites are under consideration; new diesel units will be installed at Terrace, Williams Lake and Quesnel, and other units will be transferred to increase capacity of the Houston, Hazelton and Queen Charlotte Island diesel plants. Additional capacity for the Burns Lake diesel station is under consideration. Possibility of transmitting Kitimat power to Terrace has been studied.

A survey of the municipally-owned Prince George electrical facilities got under way in mid-May following a request from that city that the commission provide service there.

The survey will be followed by a report to the city of Prince George and possibly negotiations will follow, but the survey and its results are in no way binding on the city to sell its electric utility to the commission.

Following a request from the city of Prince Rupert, backed by a plebiscite which favored the proposal to ask the commission to serve the area, preliminary negotiations have taken place, but there has been no decision one way or the other in this matter.

On a request from the village of McBride, east of Prince George, the commission agreed to take over the existing village-owned distribution system and serve the district. The distribution system will be completely rebuilt this summer and a new diesel generating station will be built. Incidentally, a plebiscite, with only one dissenting vote, endorsed the action of the village in agreeing to sell the system.

Huge Forest Tract Opened By New Northern Highway

Access into a large forest area north of Prince George provided by the newly-opened Hart Highway is expected to increase the district's annual lumber production by one-quarter of its annual output of 50,000,000 board feet.

Six new applications for forest management licenses have been submitted, covering an estimated annual cut of 120,000,000 board feet.

While some 700 operations—from small outfits of 20 men to major ones employing up to 250—are cutting timber in the area, resources still are plentiful, say forestry officials.

The Fort George forest district which extends northward from a point between Quesnel and Williams Lake to the Yukon border includes some of the richest timbered areas in the province, an estimated 35 billion feet.

To date, major produce has been finished and rough lumber for export to U.S. and Eastern Canadian markets.

"But the vast amount of pulp timber hasn't been touched and provides raw material for several pulp mills for many years to come," says Bob Gallagher, manager of the Northern Interior Lumbermen's Association, whose offices are located in Prince George.

AT QUESNEL

A new industry, however, was located near Quesnel, 80 miles south of Prince George when Western Plywoods opened its multi-million dollar plant in 1953.

Western Plywoods (Cariboo) Ltd, received the first forest management license in the district providing an allowable annual cut of 9,500,000 board feet.

Most of the major operations are located along the railway centre of Prince George, biggest of which is the Prince George Planing Mills Ltd.

At Giscombe, a few miles east of the city, the Eagle Lake Sawmills is the largest such operation north of the lower Mainland.

NEW INDUSTRY

Meanwhile, a new industry making use of mill wastes is being developed. Hans Rione believes he is the only manufacturer anywhere of a type of building material made of wood shavings, sawdust and concrete. The four-inch thick slabs measuring two by four feet, are made for use in putting up walls and for basement floors.

Several homes in Prince George have been erected recently using this material. The new homeowners corroborate the manufacturer's statement that the slabs, which are light in weight and fireproof, are also impervious to moisture.

The present building boom in Prince George is providing an increasing local market for its home-sawn lumber and other building materials.

has called on Soviet trade unions to concentrate on wage inducements as a means of increasing productivity of Soviet laborers.

ASK LOWER TARIFFS

STOCKHOLM — The international federation of newspaper publishers has urged lower air transport tariffs for newspapers, contending that they can be considered easily perishable goods.

ALASKA MEET VOTES FOR COAST HI-WAY

McKINLEY PARK, Alaska (AP) — Resolutions introduced at the Alaska Chamber of Commerce meeting here included one urging construction of a paved coastal route through Canada with tributary feeder roads where needed to promote trade and industry in northwest Canada and Alaska.

The resolution said a road from Hazelton, B.C., via Telegraph Creek to Atlin, would be cheaper to pave, would serve an area favorable to development.

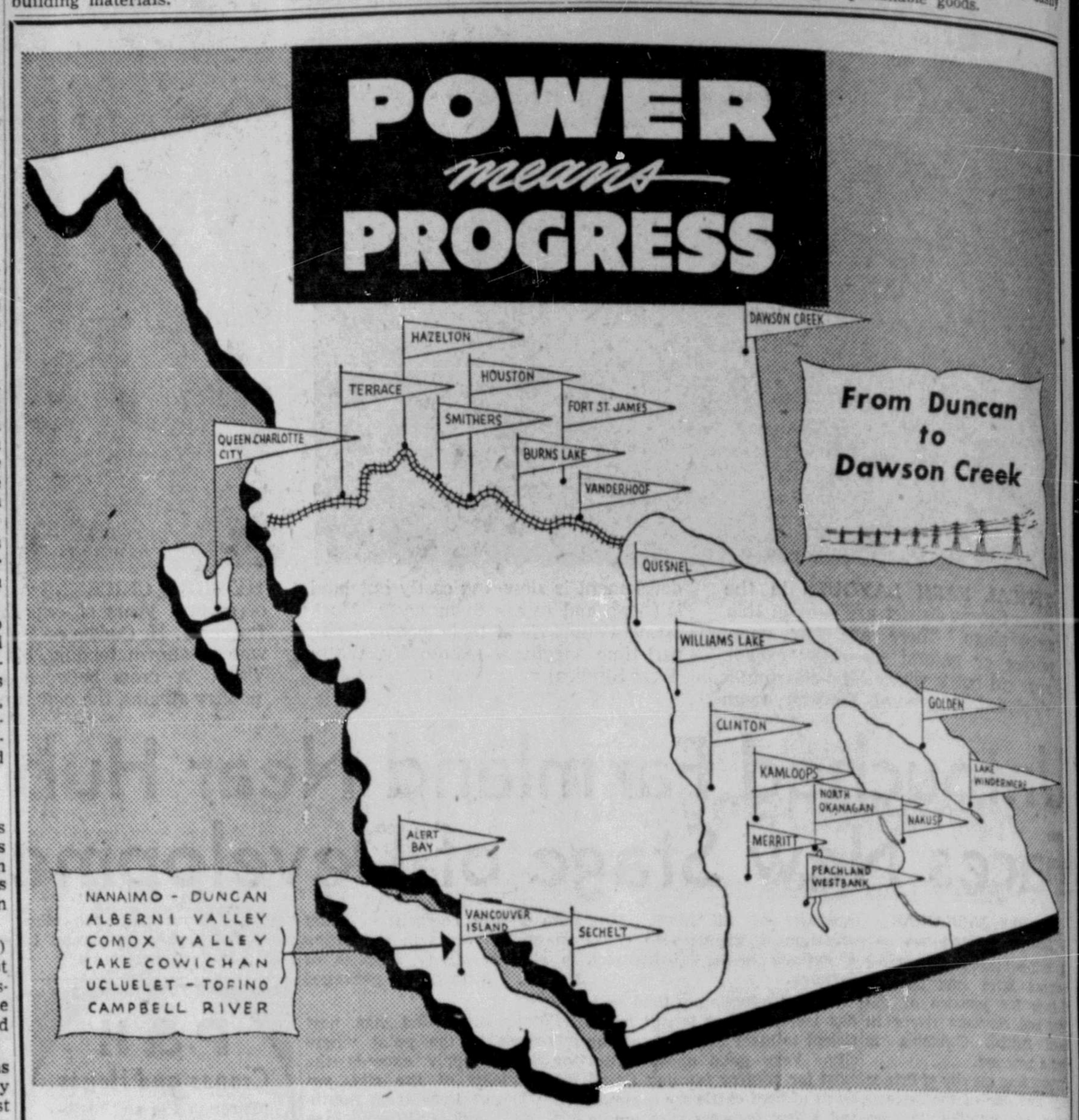
It would pass through highly mineralized areas to open potential sources of needed strategic minerals, and would enhance national defense as an alternate Alaska Highway route.

Electronic Plan For Keeping Food

Four young nuclear scientists are at work in California on an atomic-age machine they believe may make it unnecessary to use refrigerators to preserve foods.

Their problem is how to make an electron linear accelerator cheap enough and small enough to be practical for treating foods.

Two years ago at the University of Michigan and the Massachusetts Institute of Technology, it was proven that exposing food to radiation destroys the bacteria and interrupts enzyme action that make refrigerators necessary.



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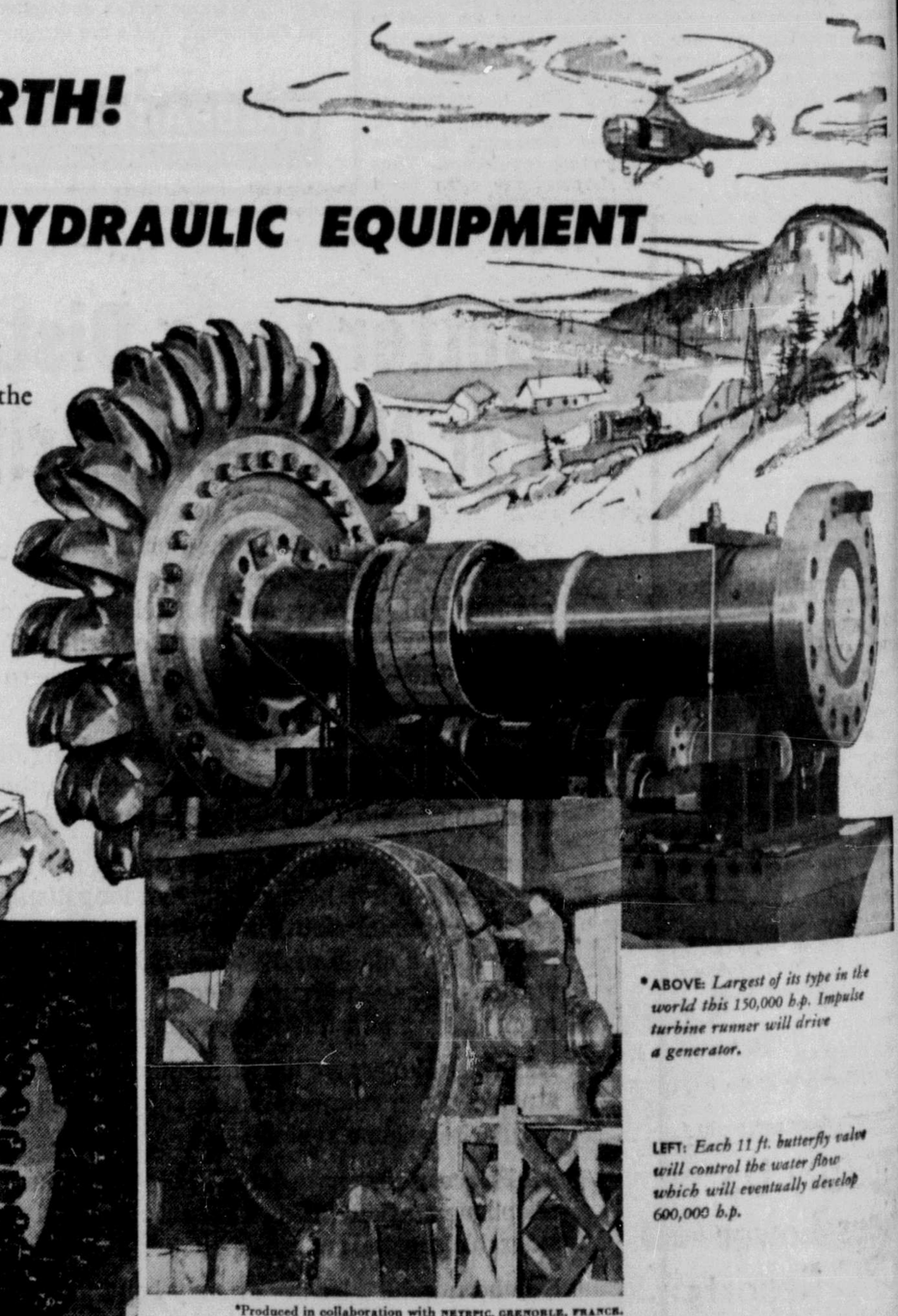
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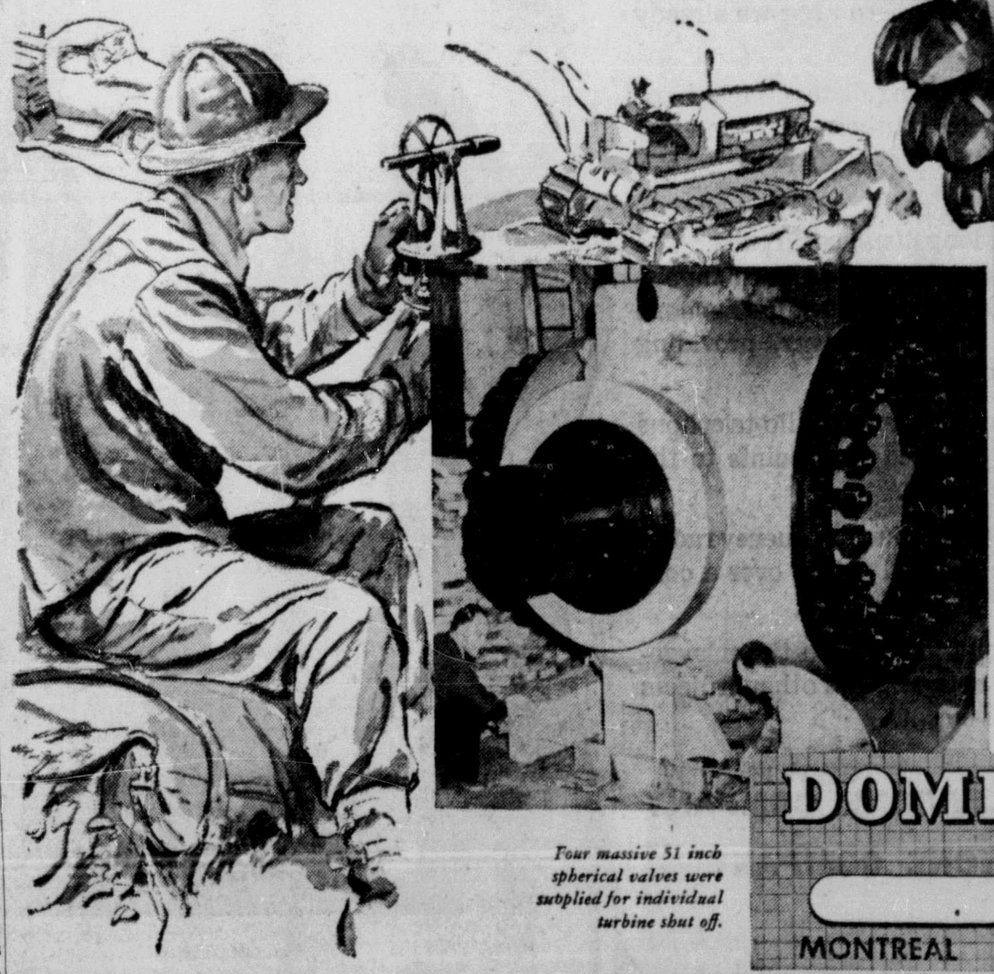
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DAWSON CREEK has become a bustling centre of more than 6,000 persons since its incorporation in 1934. Supply centre for the vast agricultural area of B.C.'s Peace River country, Dawson Creek is also surrounded by large natural gas reserves. It is distinguished as the largest shipping point of grain in the British Commonwealth. Note elevators at right, near railway.—(Photo by Bilvic Studios)

Much Open Land Still Available In B.C.'s Peace River Country

Rapid expansion of agricultural development in the Peace River area of British Columbia is shown in production figures, which have doubled in the last five years.

But there is still room for increased settlement and development of the 3,500,000 acres of range and arable farming land. To date only 1,200,000 acres are occupied of which 300,000 are under cultivation.

Another 500,000 acres are untouched in the Fort Nelson vicinity, 300 miles north of the Peace.

Total grain production figures for 1953, supplied by A. M. Johnson, district agriculturist at Dawson Creek, are highest in the history of the Peace.

Wheat yielded an average of 30 bushels to the acre for a crop of 1,650,000 bushels; barley, at 35, totalled 2,100,000 and oats, biggest producer, yielded 2,475,000 bushels.

Dawson Creek, as the centre of the main grain producing area, is the greatest initial grain shipping point in the British Empire, disposing of more than four million bushels through its nine elevators.

Recently, growing of forage crops for seed has hit a peak, with Creeping Red Fescue leading the list in production and financial returns.

One farm last year, with 1,500 acres seeded, grossed $250,000.

Besides crop production, cattle ranching and mixed farming are fast gaining market attention, but here, too, says the district agriculturist, is much room for expansion.

Total return from sale of hogs, lambs and cattle exported from the district and shipped from Dawson Creek was more than $1,000,000 in 1953—not including the large number of animals butchered for local consumption.

And on the heels of these figures comes an offer from Alaska distributors to buy prime Peace River beef and pork, poultry and eggs, and fresh milk.

Farmers and ranchers, studying the vast but scattered markets of the far north, believe greater production is necessary to fill the demand. But the opportunity is there, they say, looking upon the Alaska Highway as their market gateway to Alaska and the Yukon.

Meanwhile, a new 80 by 50-foot steel and aluminum apiary which houses 3,000 colonies of bees, erected recently, illustrates the success of another branch of agriculture. Several carloads of high-grade honey were shipped last year.

CLIMATE

The climate of the Peace River area is continental, with an all-over average of 18 inches of precipitation annually. About two inches a month falls during the growing season. Average annual snowfall is 50 inches. The average mean temperature in the winter varies between 4 and 7 degrees and in the summer between 58 and 60.

Frost-free days vary with elevation of different areas, running from 20 days to 123 days, but the more typical are 65 to 70 in the valleys and 97 to 106 on the plateaux.

Hail, although not unknown in the area, does not fall severely enough to cause serious damage. Spring tillage does not start until early in May, but by the end of August harvesting is well under way.

SOILS

Soils fall into two main divisions, Northern thin black and Northern grey-wooded. The former, developed under grassland conditions, occurs chiefly in the Fort St. John and Dawson Creek vicinities. The choice farm lands fall in this division.

Most of the farm and ranchlands still available fall into the grey-wooded soil division, much of it broken up by thinly wooded areas natural meadows and grassy plateaux.

While Dawson Creek with its 6,000 population is the major town of the area, followed by Fort St. John, 40 miles to the north, the little village of Pouce Coupe, near the Alberta boundary, is host to the provincial government offices.

Pouce Coupe still bears this distinction because it was the first settlement in the area to be incorporated, although it has grown little since that year of 1932. Population today is about 500.

'STRANGE CATCH' LANDED BY YOUTHFUL FISHERMAN

COURTENAY, B.C. (CP)—Twelve-year-old Jimmy Robertson, Jr., hooked an eight-foot octopus while fishing for cod here. It was more than he could manage, but his father and a friend helped to land the creature.

GUEST EDITORIAL

Future of Dawson Creek Assured by Men of Vision

By STAN CARNELL
Editor, The Dawson Creek Star

Dawson Creek, main distribution centre of the Peace River district, is situated 380 miles by road northwest of Edmonton and 265 miles northeast of Prince George. Its location as terminal of the Northern Alberta Railroad and as beginning of the Alaska Highway has been mainly responsible for its phenomenal growth in the past 23 years to a thriving centre of an estimated 6,000 people.

The town is served with natural gas for heating and industrial use, modern water and sewer systems, paved roads, an ample supply of electrical power at reasonable cost, public swimming pool, excellent school facilities, and many recreational outlets for leisure hours.

All of these things didn't just happen. The town has been fortunate in having, since its incorporation as a village, men of vision—not only in its village commissioners and Chamber of Commerce, but in other organizations which have been inaugurated as time went on.

The greatest remaining source of agricultural lands in Canada, the Peace River area of B.C. has already given Dawson Creek the distinction of being the "largest grain-shipping point in the British Commonwealth." But our future growth is largely dependent on the provision of a new transportation outlet.

It is the extension of the Pacific Great Eastern Railway to the Peace River area. No other single project can do so much for the farmers of this area, in providing a rail outlet to B.C.'s central interior and two ocean ports—Prince Rupert and Vancouver.

Other project of paramount importance is the proposed construction of a natural gas pipeline to the coast and western United States. In a matter of weeks we hope the necessary approval will be given which will enable immediate construction. The $110,000,000 project will not only put men and machines to work, but will mean immediate development of the Peace River oil and natural gas, which is already proven to exist here in large quantities.

Approval of the line will, of course, spark a stepped-up program of well-drilling. Already three refineries are projected for Dawson Creek.

Our town is indeed looking to the future with confidence.

NATURAL GAS

(Continued from Page 17)

tials, and millions of tons of coal.

That is why the B.C. government is ready to stake the future of the province on development in the north and preparing to spend multi-millions on such enterprises as extension of its Pacific Great Eastern Railway into the Peace River.

That is why, too, the whole northland of B.C. and the Yukon Territory stands poised on the threshold of a new empire—a glittering, exciting, industrial empire.

Pioneer Rancher Still Holds Nags In High Esteem

FORT ST. JOHN — Although he may be grasping the wheel of a late model sedan, Lynch Callison, address Northern B.C., is likely to say on reaching his destination: "Let's head up this draw and rein up."

Pioneer rancher and packer of British Columbia's Peace River area, Callison still has high opinions of pack horses, in spite of modern-day bulldozers and even helicopters.

And each year he proves the point by putting to use his 100-horse string packing supplies for mining and oil exploration units, or survey parties.

At present he is negotiating for a major contract to supply road building crews this summer in the Cassiar district. When interviewed, he was on his way to Vancouver to discuss the project. It will be his first visit in 20 years.

"Horses are necessary in this country. They helped open up the Peace River in the first place. They helped build the Alaska Highway, and we're not done with 'em yet," says Callison, who doesn't look anywhere near his 57 years.

"Horses can pick a trail where nothing else can go, and pack a load at the same time. They don't need gas or oil. They can feed right on the job."

Callison was born and raised on a Montana ranch. He was 13 when he rode into Canada with his father and brother. In 1913 the trio trekked into the Peace River over 400-mile Edson Trail, began ranching and raising horses.

An 11-section ranch, on which Callison grazes 100 head of cattle and his select cayuses, is located near Fort St. John. His remaining horses are grazed between here and the Yukon border.

Brother Leisch operates a tourist lodge near the Toad River on the Alaska Highway. He wrestled a female grizzly last fall while guiding a group of big-game hunters. Came out of the scrape with lacerations.

Lynch claims he has made and lost two major fortunes during his freighting career.

A deeper tragedy struck several years ago when he lost his two children in a fire which destroyed his ranch buildings. Today he is raising a new family and beams on his four-year-old son, and daughter, aged six.

NEW TELEPHONE

(Continued from Page 19)

500-mile chain of Very High Frequency (VHF) radiotelephone relay stations which stretches from Vancouver to Prince George via the Fraser Canyon and the Cariboo.

This has made it possible to increase facilities between the two points, and by linking up the radiotelephone system with landlines between Prince George and Prince Rupert, leased by B.C. Telephone Co. from the C.N.R., an additional circuit has been provided between Vancouver and Prince Rupert.

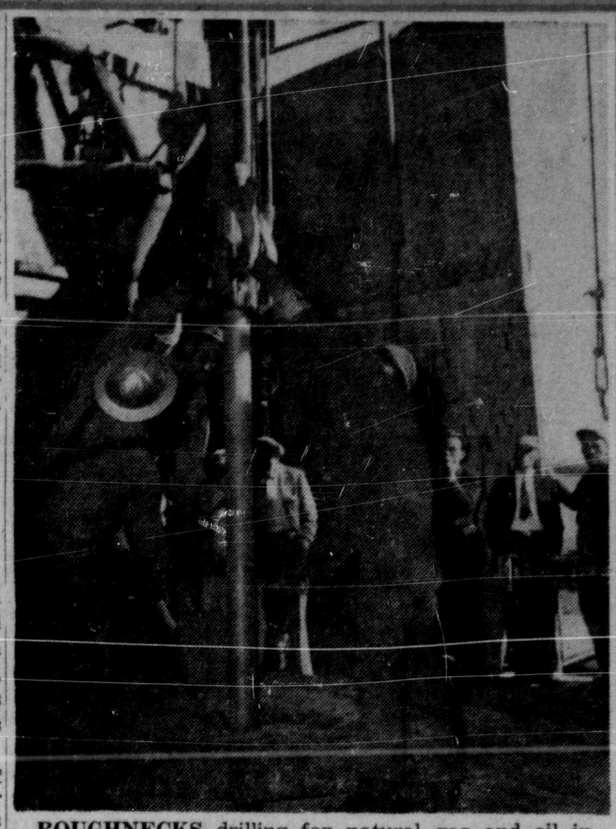
Among exchanges in the central and northern parts of B.C. acquired by the B.C. Telephone Co. are Terrace, Hazelton, Vanderhoof, Smithers, Burns Lake, Quesnel and Wells, and the company is now planning for the installation of additional long distance circuits between a number of these points.

Oil Men Probing Alaska's Regions

Nearly every major oil company in the United States will be exploring petroleum possibilities in Alaska this summer, according to a consulting engineer.

Ted C. Mathews, who returned to Fairbanks recently after a series of conferences with top officials in the petroleum industry, said he found "tremendous interest in Alaska existing among top geologists working for major oil companies."

Mathews, who now works for the Fairbanks Oil & Gas Co., formerly was consulting engineer for the Navy's Petroleum No. 4 exploration project at Point Barrow.



ROUGHNECKS drilling for natural gas and oil in B.C.'s Peace River area are a familiar sight in recent days, and activity is expected to be stepped up to fever pitch once the proposed natural gas-line from Dawson Creek to the west coast is approved. The $110,000,000 project hangs in the balance with the U.S. Federal Power Commission. (Photo by Belvie Studios.)

Survey Crews Begin Work On Peace River-PGE Link

History-making survey crews out of Prince George are locating routes for the first railroad to connect the Peace River area with the rest of British Columbia.

Estimated as a $50,000,000 project, the link will mean the third extension of the B.C. government-owned Pacific Great Eastern Railway, for years the brunt of political attacks, dubbed the greatest government folly of all times, and branded a "white elephant."

The completed line will be connected with other Canadian and American railway systems after operating for 40 years between two remote terminals through a sparsely settled area.

Meanwhile, construction crews are underway linking the southern portion of the north-south 400-mile railroad to Vancouver.

First extension to the railway was completed in November in 1952, from Quesnel to Prince George to connect with the east-west transprovincial Canadian National Railways line.

Premier W. A. C. Bennett recently announced the government would wipe out interest of $97,000,000 that has been pyramiding on the railway's debt to the province for 40 years.

At the same time he announced plans for the extension of the railroad into North Vancouver from Squamish, 40 miles up-coast, and into the northern Peace River area from Prince George, a little more than 300 miles.

The northern extension will connect with the Northern Alberta Railways at Dawson Creek from Edmonton.

Completion of the PGE is heralded by Prince George as "a wonderful boost" for its industrial economy. In support, it cites the result of the rail extension from Quesnel, accounting for 6,500 additional carloads shipped over the CNR alone in 1953.

A PGE official recently announced that last year's rail revenue was the greatest in its history.

Revenue over the line when completed is estimated by officials as $2,750,000 annually.

Until the southern link is completed, the railroad continues to ship cars from tidewater at remote Squamish by barge to Vancouver.

Biggest reward for the PGE is expected in the outlet it will provide for products of the Peace River area; most extensive farming country in the province, and also Canada's greatest natural gas reserve.

Westcoast Transmission Company's pipeline project will provide the line between more than three and one half trillion cubic feet of proven natural gas reserves in the Peace River Area of British Columbia and Alberta, and markets in British Columbia, Washington and Oregon.

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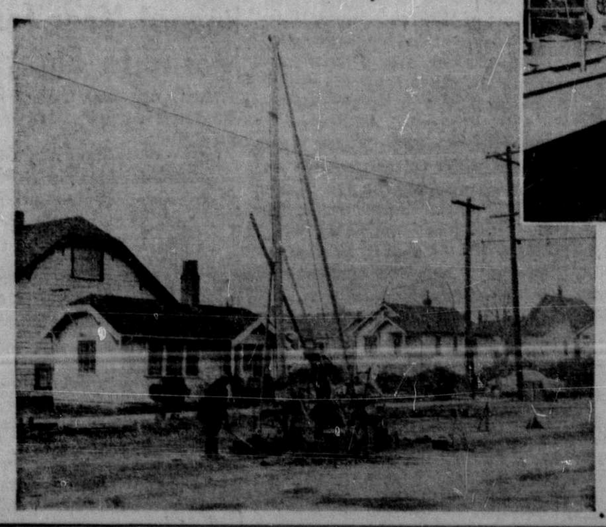
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Cassiar Asbestos Mine Sensational Discovery

40-Year Reserve of High-Grade Ore Estimated; 500-Ton Mill Installed

One of the most sensational mineral discoveries of recent years is located in northern British Columbia near the Yukon border and today is producing some of the highest-grade asbestos fibre in the world.

With more than 40 years of ore in sight, Cassiar Asbestos Corporation plans completion this year of a 500-ton-a-day milling unit and installation next year of an aerial tramway 14,900 feet in length and capable of handling up to 100 tons an hour.

Exact location of Cassiar Asbestos is at McDame Creek, 70 miles south of Watson Lake airport and the Alaska Highway; latitude 59:17 north, longitude 129:15 west.

Although the area has been prospected as early as 1870—mainly for placer gold—it was not until 1949 that asbestos surface showings drew attention of the mining world.

EARLY ACCESS

Early access to the region was from Wrangell, Alaska, via the Stikine River to Telegraph Creek, then by trail or road to the head or south end of Dease Lake. From this point, barge or river boats were used along Dease Lake and on the Dease River, past McDame Post to Lower Post at the junction of the Dease and Liard Rivers.

The Liard flows into the Mackenzie River. This route was followed by early Indian and white traders and later by trappers and prospectors.

Construction of the Alaska Highway, east-west through the northern fringe of the area in 1942-43, and location of the Watson Lake airport a year earlier, afforded means of access to the general area that were amenable to modern forms of transport and travel.

Following the Second World War, a group of four men financed prospecting in the Northwest Territories and northern B.C. They were V. A. Sittler, R. L. Kirk and H. H. Nelson, mechanics at the Army maintenance camp at Fort Nelson, B.C., and R .W. Kirk, a trapper.

In 1949, Sittler became aware of the asbestos showing in the McDame Lake area and the following year staked a group of seven claims. Later, the same year, Conwest Exploration Company acquired an option on these claims and staked others.

LIKE SADDLE

The property now consists of 40 claims.

The rocks underlying the claims are mainly sedimentary, consisting of lower argillites and shales overlain by limestone, which in turn is overlain by quartite. Intruding the sediments along the valley floor is a porphyritic granite and basic rock. This latter rock now altered to serpentine, contains many veins of cross-fibre chrysotile asbestos, and takes the form of a dike, varying in width from 200 to 600 feet.

Striking in a northeast direction across the mountain top, the main asbestos showing occurs at an elevation of about 6,000 feet. Fibre-bearing outcrops occur over a length of 3,000 feet.

Overlying this dike, on both sides, is a saddle-like mantle of asbestos talus—the result of frost action which penetrated the asbestos seams and freed the fibre from the rock. It varies in depth from one to 10 feet and has spilled over on the sides of the hill to create an area containing a conservative estimate of 280,000 tons.

All the evidence available suggests that this material truly represents the underlying deposit, both as to grade and quality.

Cassiar Asbestos Corporation Limited was formed on May 17, 1951, and took over the claims from Conwest. The same year a road was completed into the deposit from Lower Post.

Tests of the deposits showed the fibre to be of a non-ferrous variety, not found elsewhere on the North American continent except in small quantities in Arizona. South Africa has been the only major producer.

Non-ferrous asbestos is regarded as a highly-strategic material.

Test milling and spinning of samples indicated a grade of 7½ per cent 3K fibre, plus an undetermined amount of 4K fibre. The indicated tonnage at this stage was 5,892,000 tons of $30 per ton ore.

PRODUCTION

In view of the substantial ore reserves and excellent results from tests, plans were made to put the company on a production rate of 500 tons a day by fall of 1954. Additional equipment was installed immediately to permit milling of asbestos talus at 225 tons a day.

By the end of the 1953 mining year, 73,257 tons of ore had been stockpiled at the mill. New estimates indicated 7,032,625 tons of reserve ore, grading approximately $38.75 a ton.

Meanwhile, the stockpiled ore is being marketed to customers around the world. Sacked in 100-pound bags, the fibre is trucked in company vehicles to Whitehorse, a distance of 350 miles along the Alaska Highway. From there it is shipped by rail to Skagway via the White Pass and Yukon route, thence by Canadian Pacific Steamships to Vancouver, the f.o.b. point of sale.

CONSTRUCTION

A heavy construction program was undertaken recently at the Cassiar millsite, including a new dryer and dryer building, crushing plant, mill extension and a 40,000-ton dry rock storage building. A new machine shop was erected and diesel electrical installation increased to 950 horsepower.

The company townsite was started with five 30-man bunkhouses, a recreation hall and school, a 30-man staff house, five three-bedroom houses, five two-bedroom houses, a steam plant and laundry, a new cookhouse and a curling rink.

NEW ROAD

Cassiar Asbestos credits the "co-operation and far-sighted policies" of the provincial government as having "contributed largely to the comparatively rapid development of this ore deposit."

In particular, the company cites the construction of a first-class road from the Alaska Highway to the mine, completion of which this fall will provide facilities for semi-trailer operations and elimination of load transfers at the Alaska Highway to larger and more economical trailer units.

Meanwhile another road, providing direct access to a Canadian seaport from Stewart to McDame Lake via Telegraph Creek, is under study by the government. Surveys were completed last year of the route, which makes use of an existing road between Telegraph Creek and Dease Lake.

But regardless of a new coast outlet, Cassiar believes it has a good future.

"With completion of the new mill and aerial tramway and further development of the townsite, Cassiar Asbestos will be well established as a new and profitable industry for northern B.C.," says J. D. Christian, company official.

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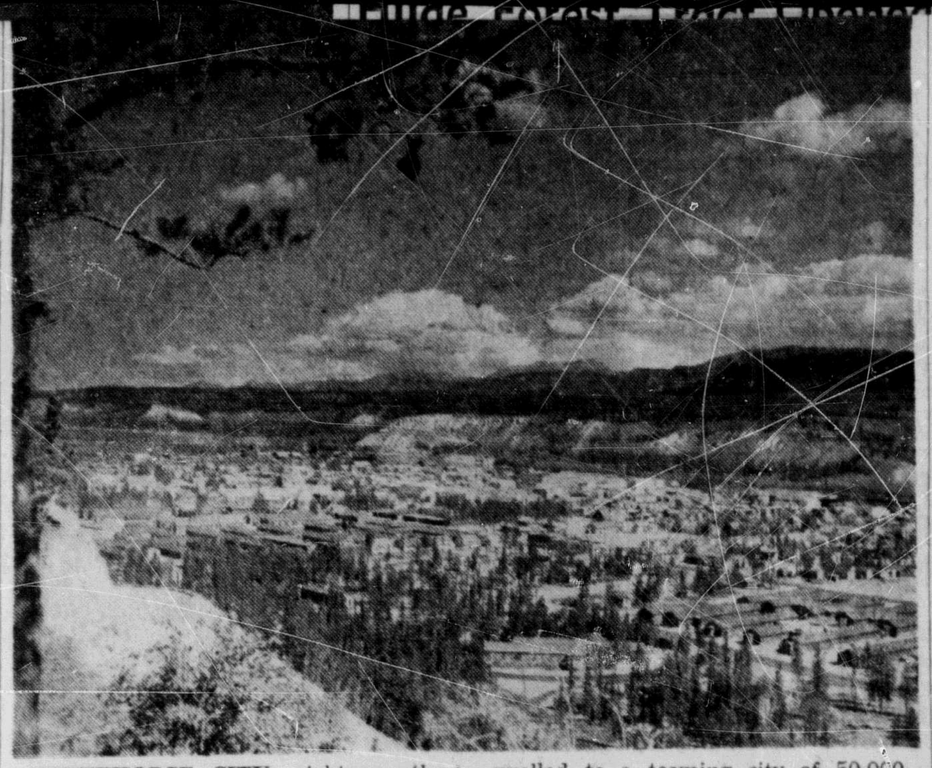
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WHITEHORSE CITY, right on the banks of the Yukon River, is the capital of the Yukon Territory and its distributing centre. Born out of the Klondike gold-rush days of '98, the community of miners and prospectors suddenly swelled to a teeming city of 50,000 during World War II when it was headquarters for U.S. and Canadian army and air force contingents. Many of the buildings in the foreground were service accommodation.

Yukon City Poised on Threshold Of Major Development Program

"I tottered along the sidewalk, that was made of real cement; a skyscraper loomed above me where once I remembered a tent. . . I thought that I'd cross the Yukon over the big steel bridge; I heard the roar of the stamp mills upon the western ridge. . ."

So wrote Robert Service, bard of the Yukon, in 1906 when he described, "'This is my dream of Whitehorse when 50 years have sped."

Today, not quite yet 50 years later, there are the sidewalks, and the rushing automobiles, but the "'skyscrapers'" are still limited to three storeys. Local citizenry, however, is optimistic:

"The way things have been moving in the past few years, anything can happen in the next two."

Faint rumblings of smelters are growing louder with each new proposal to develop the 10,000,000 horsepower hydro potential nearby.

The Yukon River bridge, too, may not be too far off, according to Whitehorse Mayor George Armstrong, who says:

"Only feasible answer to make more land available is to expand across the river. We haven't got a single vacant lot for sale now."

Since becoming the capital of Yukon two years ago, Whitehorse has seen a minor realty boom. Although building costs are high—about $2,500 a room—numerous new residences have been erected recently.

Although a new subdivision is being made available by the Canadian Army moving some quarters to upper Whitehorse, it is not expected to completely relieve the present housing demand of close to 7,000 people.

Whitehorse borders the east banks of the Yukon River and stretches to the limits of the narrow two-mile-long valley. Cut banks rise sharply to a 300-foot high plateau on which is located the airport and national defence living quarters.

Known as Upper Whitehorse, the area includes several modern settlements of air force and army married living quarters.

But while businessmen and mining officials hold that the Frobisher hydro project will awaken the Yukon to a boom that would make the 1898 gold-rush era seem like peanuts, the thought that Whitehorse itself may be wiped out by such a development doesn't worry them.

"It probably won't happen in our lifetime," they say.

The Frobisher plan to utilize the 10,000,000-horsepower hydro potential to its fullest includes damming of the Yukon River north of Whitehorse for the final development stage. Such a dam would make a lake out of the present city site.

Meanwhile, as surveyors already are starting on their second year of exploring the watershed area, a $2,000,000 federal government building is nearing completion.

And city voters are facing a by-law asking them to approve a $1,000,000 loan from the Territorial government for installation of a water and sewer system.

Most of Whitehorse is still not served by such facilities. Outdoor privies are general and water for all purposes is bought by the barrel or by the bucket.

Still, there is opposition to the million-dollar loan. Old-timers feel that privies are still good enough for the raw Yukon and water by the bucket can be tolerated for some years yet.

Majority of new city residents, however, heartily endorse the proposed systems which will give them up-to-date plumbing. One housewife explained:

"We get two deliveries of 45 gallons of water each week. There are four of us living in our house. In order that we can have a bath once a week, do the laundry and floors and still have enough left for drinking and cooking, we have to cut a lot of corners,'" said Mrs. Robert Johnson.

"First I take a bath, then my husband uses the same water for his bath. We save that water for the laundry next day, then use it to wash the floors.

"Believe you me, I'm sure going to vote 'yes' on that by-law.'"

Whitehorse is going through a painful period all around. First, when the city became incorporated in 1952, businessmen and home-owners screamed about taxes. They went up from $15 to $1,500 a year for businesses, and from $5 to $100 a year for homes.

Now they are faced with another hike in taxes, or they'll have to remain satisfied with dusty gravelled streets, no sewers, no water system.

But high living costs and taxes does not seem to deter Yukon generosity and community spirit, says Mayor Armstrong.

"I don't think you can find anywhere on the continent where people will chip in for the common good like they do here." Mayor Armstrong cited the new hockey and curling rink which was built in two months by volunteer labor, donated money and equipment.

The campaign began a week after the community arena burnt down one October night. The new rink is valued at $100,000 and actual cash expenditure was only $20,000.

Whitehorse citizens are also building a new hospital, funds for which are being obtained by public subscription.

What the future holds for the major Yukon city born out of the fabulous gold-rush era and reborn during the Second World War when 50,000 persons swelled its limits, present-day citizens are doubtful. It forms a major topic of their daily conversation.

One thing, however, appears certain. Whether or not the Frobisher plan becomes a reality, Whitehorse is a growing distributing centre for the deep north. It is the terminal of a railroad to the coast at Skagway, a major air-route centre, and cross-roads for the Alaska, Dawson City and Mayo highways.

"That feature and the developing mines which we supply is reason enough to believe Whitehorse is due for long-term prosperity," sums up Mayor Armstrong.

Peace River Area Home of Record Big Game Trophies

Millions of acres of partly explored or totally unexplored country lying adjacent to the Peace River area of British Columbia offers some of the finest hunting and fishing in the world.

Notable among the hunting areas are such districts as the Cassiar and Phrophet River which today are considered to hold most of the world record trophies in sheep, goat, grizzly bear and moose.

Jumping-off place for hunters entering these areas are Dawson Creek, Fort St. John and Fort Nelson. The latter is the main outfitting place for trips into the famed Nahanni or "Headless" Valley.

The larger lakes and streams hold whitefish, trout, jackfish and grayling. At present, the British Columbia Game Commission is engaged in a restocking program which should greatly improve sport-fishing.

Registered guides and outfitters are located in the Moberly Lake region, entered by the Hart Highway out of Prince George, and all along the Alaska Highway which has its beginning at Dawson Creek.

Pack-horses in any number are available throughout the area.

Besides big game, the area surrounding the Peace teems with such furbearing animals as coyote, fox, beaver, martin, weasel, mink, fisher, otter and muskrat, and is the greatest fur-producing area in the province.

While cyclic, there is usually a plentiful supply of prairie-chicken, ruffed and spruce grouse. Migratory birds, including the Canada goose and varieties of ducks, are of the best grain-fed quality.

Record Year for Mosquito Fight

This year may see a record campaign in the fight against mosquitoes.

U.S. government laboratories have developed a new organic phosphorus compound called EPN as a substitute for the well-known insect killer, DDT. First introduced in 1945, DDT has made malaria—caused by the bite of the female mosquito (anopheles quadrimaculatus)—a rare disease in this country. But in some areas mosquitoes are building an immunity to insecticide.

Local communities also are busy combatting the insect. More than 250 U.S. mosquito control districts are preparing to spend $10,000,000 this year.

Brikon Formed To Explore Northern Ore

An extensive program of mineral exploration for 1954 has been planned by Brikon Explorations Ltd., a new company recently formed by Transcontinental Resources Ltd. of Vancouver and Toronto.

Also associated with Brikon are a number of eastern companies including Dome Mines, Timmins Corporation, Chemical Research Ltd., Saphire Petroleums, and Yellowknife Bear Mines.

Transcontinental, with offices in Whitehorse, also operate Yukon Exploration Ltd., a dredge and bulldozer operation at 60-mile creek near Dawson which produced close to half a million dollars worth of gold in 1953.

Also managed by Transcontinental are Noland Mines Ltd., a successful deep-lead placer mine at Atlin, and Polaris Taku gold mine at Taku. The Taku mill and plant are under rental to Consolidated Mining & Smelting Company.

Industrial Safety Responsibility Of Management

TORONTO—Accident prevention in industry should be left in the hands of management and not handed over to government, states J. Gerald Godsoe, first national vice-president of the Canadian Chamber of Commerce.

Mr. Godsoe cites Ontario's excellent record as evidence of how the employer had accepted the responsibility of accident prevention and had been permitted to discharge his obligation.

Mr. Godsoe referred to recent suggestions that a better job of accident prevention could be done if it were the responsibility of government instead of that of industry. Since the matter may be brought up in the legislature at a future session, the Ontario government had recently asked for the views of industry.

"Our governments now have more than enough to keep them busy,'" Mr. Godsoe said. "Safety cannot be legislated; it is management's responsibility and we can meet it."

Strong Kick Test For Lightning Rod

A strong kick is recommended to farmers as one way to test the ground rods of their lightning protection systems.

Frank Andrew, a University of Illinois rural electrification specialist, said the rods often rust off a few inches below the ground. They may look solid, but they wouldn't do the job if they don't go down eight feet, he says.

"Give the ground rod a kick," Andrew advised. "If it's badly rusted it will break off."

He added that the lightning protection system is only as good as the ground rods and recommended a ⅝-inch rod eight feet long.

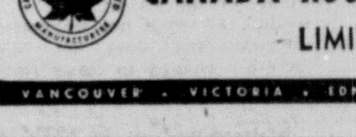
Another point to check is the connection between the cable and the ground rod. He said cattle often rub on the cable and break the connection.

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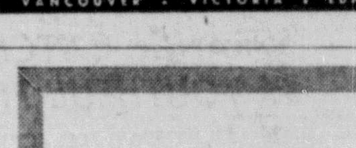
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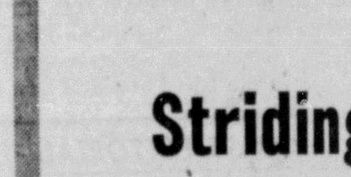
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Aluminum, asbestos, copper . . . these are the materials in the news today—Prince Rupert, Kitimat, Cassiar and Stewart . . . some of the fabulous names.

One of Canada's very first giant strides into northern territory was taken a little over 50 years ago. It was the fabulous Klondyke gold-rush of 1898.

That same year, the British Bank of North America — which later became part of the Bank of Montreal—opened the first bank in the Yukon, bringing a banking service to the prospectors at Dawson. Since then, the B of M — Canada's pioneer bank — has opened seven branches in Northern B.C. and the Yukon. Today it also has branches at Prince Rupert, Kitimat, Terrace, Stewart, Whitehorse, Prince George and Dawson Creek.

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Tapping Largest Hydro Source Could Unleash Mineral Giant

Northland Empire Edition, June 30, 1954, Page 23

BY LARRY STANWOOD

Like a slumbering giant, British Columbia's northland is stirring and the key to its strongbox of untold wealth lies in harnessing what is believed to be the greatest hydro potential in the world.

But start on development of the Atlin Lake-Yukon River watershed—estimated to hold a potential of 5,000,000 to 20,000,000 horsepower—may be mired down for years unless a satisfactory outcome is reached soon in a dramatic power play now in progress.

Jockeying for the favor of two governments and the right to rouse the sleeping northland power Titan are two of North America's biggest metallurgical interests, the Aluminum Company of America, and Frobisher Limited, a Canadian company backed by wealthy, mine-holding Ventures Limited.

Each is negotiating with the Canadian and British Columbia governments; each is trying to outbid the other with proposals of projects ranging from $600,000,000 to more than a billion dollars.

Two governments are involved because part of the watershed in question lies in the Yukon, whose resources are controlled by the Canadian government, and part lies in B.C., over which the provincial government exercises control.

The present high-level poker game developed when a proposal by Alcoa to create a large reservoir in northern B.C. and the Yukon to power a $600,000,000 aluminum smelting project of Skagway, Alaska, was spurned by the federal government.

On the heels of this proposal came announcement of a plan by Frobisher Ltd. proposing a gigantic metallurgical centre in northern B.C., making use of the same watershed, but to a much larger extent than proposed by Alcoa.

MINERAL CENTRE

The Frobisher project called for a power development in several stages and in location of a chain of smelters in B.C. near tidewater to form the greatest mineral-metal centre in the world.

After the federal government had rejected Alcoa's request for Yukon water rights, it welcomed the offer by the Canadian firm of Frobisher, but the B.C. government wanted to hear from both firms.

It is believed now that negotiations are underway to seek a plan whereby both companies would enter a joint development of the power resource.

ALCOA FIRST

Alcoa first received permission for a survey of the Atlin-Yukon region in 1949, results of which gave the original indication of a great power potential in northwestern Canada.

A post-war survey completed by the Canadian government after it was launched as a joint U.S.-Canada project during World War II, showed only spotty hydro resources in that area. Present methods of harnessing large watersheds were then unknown to government officials.

Alcoa's plan approximates the blue-print followed by its Canadian rival—Aluminum Company of Canada Limited—at Kitimat, B.C., which has dammed up a huge reservoir east of the Coast mountain range, then created a 2,000-foot head of pressure by drilling a 10-mile tunnel through the mountains to tidewater.

The American company's plan was to dam the Yukon River which flows into Alaska and empties into the north Pacific, backing it up to combine Atlin, Tagish and Bennett Lakes.

A 19-mile tunnel from the lower end of Bennett Lake would tap this reservoir, emptying into Taiya River in Alaska. Power would be transmitted to the smelter at Skagway, a distance of 20 miles.

Skagway, a deep-sea port near the top end of the Alaskan Panhandle, provided initial access to the Yukon and Atlin areas during the fabulous gold rush of '98. It is still the gateway and exit of the Yukon and terminal of a 120-mile Whitehorse to Skagway railroad.

OFFER REJECTED

While Alcoa announcement in the summer of 1952 caused a major real estate boom and much speculation in the small Alaskan town, the excitement was short-lived.

On December 17, the Canadian government made its stand clear and firm. No deal would be made with the U.S. firm for export of water power outside of Canada.

One important objection to Alcoa was that an aluminum smelter located in Alaska would be able to ship its product into the world's biggest market, the U.S., without tariff.

Alcan at Kitimat, B.C., dependent to a large extent on the American market, would have to pay the tariff and federal objections were against allowing Alcoa to use Canada's immense hydro potential to undersell Alcan in the American market.

A government spokesman stated that investigation had shown the power resource could be used by future Canadian projects.

But no such flat rejection came from the B.C. government, which invited Alcan officials for negotiations, and Alcoa's hopes went up once more.

Meanwhile, Frobisher Ltd. sent one of the largest survey parties to enter the north to investigate the Atlin Lake watershed. As a result, a tentative project was outlined by company president Thayer Lindsley at a stockholders' meeting in Toronto that startled the business world.

OTHER PLAN

Power would be developed by damming the outlet of huge Lake Atlin and reversing its flow through a mile-long tunnel at its southern tip to Sloco Lake, only 100 or so feet higher in elevation. Sloco River, which empties the small but deep lake into the Taku River and on to tidewater, would be dammed to complete the rservoir.

Initial stage of generating 100,000 horsepower would be accomplished by a nine-mile tunnel dropping from the 2,300-foot level of Sloco Lake to create a 1,000-foot head. Second and third generator stations, established by extending the tunnel to near sea level, would complete the project.

Smelters, built at tidewater — possibly at Tulsequah — about 35 miles from the power site, would form the nucleus of the greatest metallurgical centre in the world, capable of treating many types of ores mined in world-wide Ventures' holdings.

Other dams to increase reservoir capacity would probably have to be constructed. The entire project, estimated to be capable of developing up to 5,000,000 and more horsepower and costing more than a billion dollars, would dwarf either Alcoa's proposal or Alcan's Kitimat-Kemano project.

But there is one main flaw in the Frobisher plan for which no remedy has yet been proposed. It concerns the Alaska Panhandle barrier to the approaches of the Taku River and the inaccessibility of Tulsequah, the proposed smelter site, by deep-sea ships.

PANHANDLE BARRIER

The Alaska Panhandle is a strip of coastline running from the main body of Alaska to within 50 miles of Prince Rupert, B.C. It leaves Canada without a free port north of Stewart, about 300 miles south of the power reservoir.

While Tulsequah is just within the Alaska-B.C. border, it remains within a 25-mile reach of deep-water ships. The Taku River, which it borders, is fed by a glacier and keeps silting at a great rate each year.

What's more, the Taku River mouth is dotted with islands and sandbars, making it impossible for all but small, flat-bottomed river boats to reach Tulsequah. Successful dredging would mean creating a 25-mile channel to deep water.

Only other probability in using the Taku River site is for Canada to obtain certain rights from the U.S. for use of the Panhandle "corridor" to the Taku. Such a request, proposed by B.C. Boards of Trade and the B.C.-Yukon Chamber of Mines, has been shrugged off by the federal government.

Alternative smelter sites—should the problem at Tulsequah not be overcome economically—might be either Stewart, at the head of Portland Canal, or Alice Arm, at the extreme end of Observatory Inlet.

JOINT PROJECT

Both are deep-sea ports and clear of the Panhandle barrier, but are some 300 miles south of the power potential. Such a project would require transmission lines to be constructed over tough, mountainous terrain and the distance would account for high voltage losses.

It is for these reasons that current negotiations over a joint undertaking by the two companies have evolved. In exchange for a permit to export hydro power from Canada, Alcoa would provide a firm block of generated power for Canadian users.

Such a deal, the B.C. government has indicated, would meet with its approval; would provide for almost immediate, large-scale development of the vast hydro potential; would fire the long-awaited opening guns of a northern mineral empire.

Other official reaction to the two proposals has been outspokenly critical or highly optimistic.

A former Yukon mining executive and now president of the Whitehorse Chamber of Mines, says:

"'The Yukon stands to gain more from a nearby hydro project than from any other development. We have tremendous ore reserves, more and more are proven every year, but because of distance to smelters, low grade ore mining is not economical.

"With reduced transportation and smelting costs which a nearby hydro project would offer, mining in the Yukon would be subject to such stimulation which would make anything in the past look like peanuts."

RESOURCES FOR B.C.

Frank Calder, member of the Legislature for Atlin constituency, which contains the main portion of the huge power resource, says:

"Any plan for these resources must be of such a nature as to give the greatest benefit to the B.C. economy and give a just return to the people whose natural heritage these resources basically are.

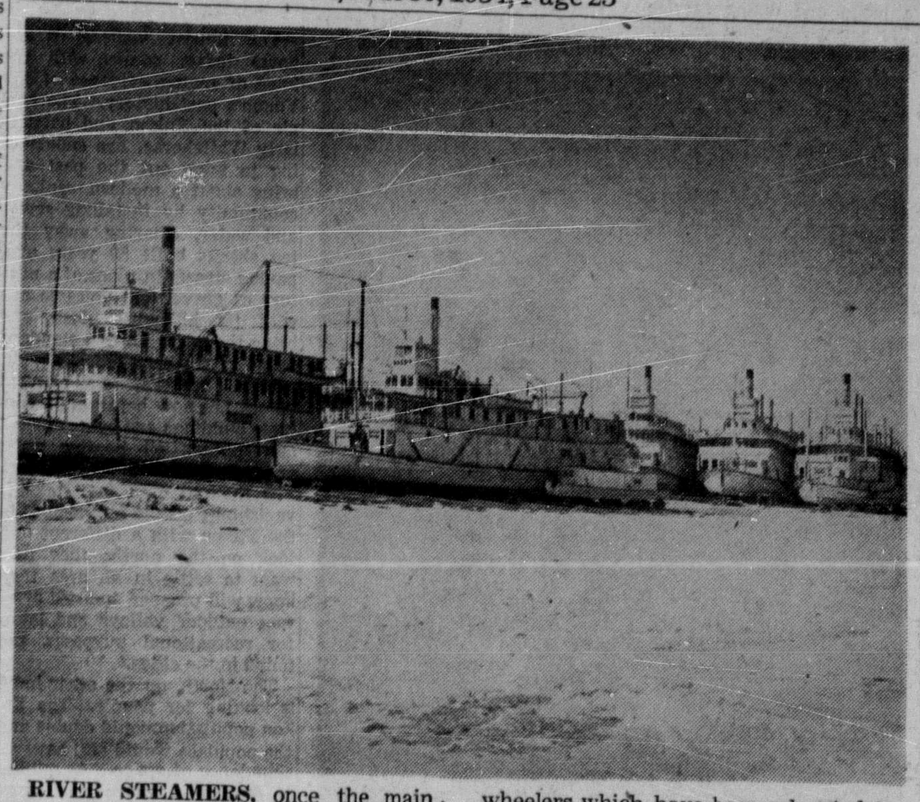
"B.C. must be careful to see that any development of northern water power will aid in provincial development and not only in establishing industry outside our borders."

In an editorial, the B.C.-published Western Business and Industry magazine, says that "it is not for this generation to alienate the assets and opportunities of the next in Canada. Particularly is this to be remembered in planning the development of the water power resources in B.C. . . .

"If we allow ourselves to be tempted by quicker returns, faster cash in hand from United States offers, but an unalterable long-term deal that will cost us tragically much in the future, then we shall be poor stewards in our time.

"History will be not more impressed with us than it is with the vision of the angry men who opposed the purchase of Alaska, greatest real estate bargain all history.'"

Meanwhile, the B.C.-Yukon hydro giant remains the most prominent single potential that may spark the inevitable dilation of Canada's far northwest from a near-primitive, forgotten frontier to a churning empire of industry.



RIVER STEAMERS, once the main form of transportation in the Yukon, no longer ply the mighty river to Dawson City and Mayo Landing. Good roads and heavy trucks now take the place of these wood-burning paddle-wheelers which have been relegated to decay and crumble on the beach. This fleet of stately river queens is owned by the British Yukon Navigation Co. Ltd., which today uses trucks and buses instead.

Sun Affects Rate Of Human Pulse

A scientist attributes to the sun what romanticists have long linked with the moon—a variation in the human pulse rate.

The sun, which governs all life on this planet, produces radiation effects which until recently have been little understood.

According to Dr. Charles G. Abbott, physicist and former secretary of the Smithsonian Institution, these effects have a "definite statistical relationship" to variation in the human pulse rate.

The solar cycle has a regular bearing on weather and temperature changes. Spots on the sun which have been noted for centuries now herald broadcast interference to radio engineers and warn navigators of magnetic storms at sea.

But if it weren't for these life-giving rays, the earth would be a frozen ball hurtling through space.

Conwest Takes Active Part In Northern Explorations

One of the most active in exploring mineral deposits in far northern British Columbia and in the Yukon is Conwest Exploration Company Limited.

But besides carrying out a prospecting, exploration and development program, Conwest is a major shareholder in such recent developments as United Keno Hill Mines Limited and Cassiar Asbestos Corporation Limited.

The company recently secured concessions to explore for oil and natural gas on two parcels of land located on the Eagle Plain and the Peel Plateau in the Northwest and Yukon Territories, each parcel comprising approximately 5,000 square miles.

OIL EXPLORATION

"The area is believed to be underlain by formations favorable to occurrence of oil and natural gas. An extensive geological survey was carried out on the parcels and on additional permit areas acquired during the year.

"The results to date have been very encouraging and further geological work is planned for the summer of 1954," F. M. Connell, president, reported earlier this year.

The concessions have been assigned to the Peel Plateau Exploration Limited, incorporated for their exploration.

FUORSPAR FIND

Also this summer, Conwest plans to investigate a "very promising fluorspar property" in northern B.C. to determine extent of the deposit and commercial possibilities. The deposit is located two miles from the Alaska Highway, about 400 miles south and east of Whitehorse, Y.T., in the Smith River area.

Payroll for 1949 in the Prince George area totaled $7,090,398, approximately half of the 1953 payroll.

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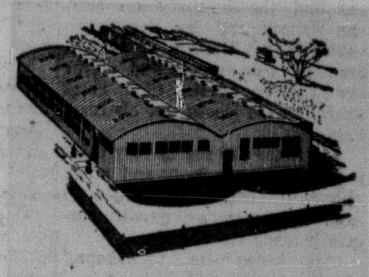
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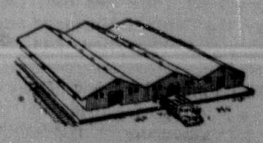
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"WATER DOCTOR" is what natives of Yukon call hydrometric surveyor Monty Alford who uses dog teams in the winter, canoe and planes in the summer to gather needed statistics of the hydro potential of the mineral-rich far north. Alford's main instrument is the Hydrometer which is seen packed on the dogsled as he begins his mush over snow and ice.

'WATER DOCTOR' USES DOGS

Year-Round Search for Hydro Keeps Yukon Surveyor Busy

Whether by canoe, packhorse or plane in the summer or in the winter by snowshoes or mushing behind a dog team, the work of Yukon's "water doctor" is a year-round "must" assignment.

Much of the Yukon's future may depend on the findings of Monty Alford who is looking continuously for sources of hydro-electric power throughout this mineral-rich territory of 207,076 square miles.

Hydrometric surveyor for the water resources branch of the federal department of northern affairs and national resources, Alford has been labeled the "water doctor" by native Indians and prospectors who have watched him for the last three years working the rivers, creeks and lakes with his instruments.

As a personality, Alford himself is unique—a buoyant, effervescent Englishman of 30 whose love for the rigorous outdoors causes him to boom:

"I wouldn't trade the Yukon for anywhere on earth. I jolly well love this country as well as my work.

"We get nipped around the edges a bit now and then when the bottom falls out of the thermometer but, by Jove, that's living!"

Basically, Alford's job is to keep a summer and winter record of the amount of water which flows through the hundreds of streams and rivers of the Yukon which may hold a potential source of hydro-power. He considers it a lifetime project.

His chief instrument is the hydrometer which measures the speed of water current. These measurements, he explained, must be taken at about 20 intervals across a given river at different seasons of the year.

In the winter Alford moves around the country on skis, snowshoes and by dog team. With an Indian assistant, usually the owner and driver of the dogs, he digs holes through the ice to get his readings.

At times the ice is very thick—up to seven feet, and much physical energy is needed to reach the water, even with specially-made ice chisels.

"It keeps us in shape," Monty sounds off.

This was Alford's first job in the Yukon, but he came better equipped than most cheekakos who press north to find a future. Although he had only $100 in his pocket and a wife straight out of Paris, France, both had a background of mountaineering in the Alps of Europe.

Besides, Alford also spent two years facing the outdoors in Canada and the U.S., and felt ready to "take whatever the Yukon could dish out."

Five years ago, the young Englishman turned to his chum working with him in an aeronautical tool designing plant in Plymouth:

"How about nipping over to Canada for a bit of a trip?" His friend agreed and the pair landed in Halifax a month later. After several government survey jobs, they found themselves in the Rocky Mountains of B.C. where a novel idea was born.

It culminated in a daring undertaking unparalleled in history. With a 16-foot canoe, the pair set out from Castelgar, B.C., in March, 1950, and ended their widely-publicized 10,000-mile voyage at Baton Rouge, Louisiana, in November, "after 137 campsites and 43 portages that almost broke our backs."

On the Yukon job for three years now, Alford's records are of great interest to the federal government and to major industrialists who look upon the territory as a latent source of mineral wealth.

But principally interested recently has been Frobisher Ltd. in their survey of the Atlin Lake-Yukon River watershed for a proposed multi-million horse-power hydro development.



SO DEEP it will almost hide the digger is the ice at times covering Yukon rivers and lakes. A series of holes have to be dug through the ice cover in order to take the necessary measurements of the flow of current. Digging here is a native helper.

4% Rise in Cost Of NHA Houses

OTTAWA (CP)—The average cost of homes purchased under the National Housing Act increased by four per cent last year, the Central Mortgage and Housing Corporation has reported.

In its annual review of mortgage lending in Canada CMHC said the average single-family home financed under the act cost $11,768 last year, compared with $11,304 in 1952.

RIMROCK RANCH

(Rich Hobson Jr., one of the Nechako's most celebrated personalities even before his book, "Grass Beyond the Mountains," was published a few years ago, operates the biggest ranch in the area, Rimrock Ranch. (Hobson and his partner pioneered ranching in the Chilcotin Valley to the south in the 1930s, then moved north. Following is a poem composed on his ranch by Hobson's close friend, Dr. Harry Dietrich of Hollywood. Dr. Dietrich recently acquired some property of his own in the Nechako.)

Far, far to the fabled north
Where "frontier" rightly names a line that can't exist
Where strong men lightly mouth the names
Of Batnuni, Vanderhoof and old Quesnel
There is a valley—as few valleys ever were . . .

Hard rock hills around it rim
And then, as if relenting, into its bowl they dip
Permitting at their feet green spruce and pine and birch,
To shelter deer and moose and bear.

The valley floor, a thousand acres more—
Flat and green and fertile
A melting pot of grains and grasses—
Of Timothy and reeds, or red top clover, brome and oats,
Enlivened timidly by flowers wild
In small bouquets of
Yellow, blue and white and red and
Patchy purple fire weed.

Threading through this verdant bottom land,
Clear, cold, and trout infested,
Willow lined and leisurely amove
Greer Creek flows . . .

Snug cabins send their blue grey smoke aloft
To test the wind—
And on that wind is softly born a symphony . . .
A symphony of sound to stir, yet quiet, restless man.
A crow's most strident chiding
The jackass bray of penned up Lionheart bull
The mowers, binders, tractors working,
The whirr of grouse, mosquitoes buzz
The munching of contented cattle
The mournful moo of mislaid calf
The ducks and geese aloft that call
Without the answering crack of guns;
The loony cry of spooked up loons,
The busy bark of dogs,
These sounds bewitch the ear of man
Till suddenly—a crescendo of silence—
So pure, so absolute,
That mortal man must bow his head in reverence.

But "this is Paradise" you say
And in all truth it may now be—
If Paradise be sweating, stinking years of work,
Of too soon frost and too much rain
Of crackling, snapping bone ache cold,
Of ice and snow and raw edged wind
Of Killer wolves and frozen calves
Of love of land and hope
And deepest pits of black despair.

This may be Paradise indeed . . .
No scales are known, nor yet devised,
To measure keenly as they should
The size of beauty or of guts.
As puny man I cannot judge
But only see . . .
For this is Rimrock Ranch, B.C.

Alaska Highway Bus Driver Operates Longest Mail Route

MILE POST 155, Alaska Highway—Thirty-two hours and 764 miles ago, bus driver Donald Ferguson had looked at the thermometer, at his watch, then at his few hardy passengers, and said

"Let's go! We've got this thing on the road." Whitehorse, Yukon Teritory, fell away in the white distance and ahead lay 919 miles of the famous Alaska Highway and at Mile 0, Dawson Creek, B.C.

But besides wheeling passengers winter and summer along that mightly road, Ferguson also tends to what he believes is the longest rural mail delivery route in the world.

At Mile Post 155, he ground the bus to a stop. Only two passengers were still with him, headed for the outside. "Fergie," as the driver is known along the Alcan, rifled quickly through a mail pouch, picked out a couple of letters and hopped to the snow-packed road. Nearby was an oil drum where he deposited the mail. Then he righted a long pole with a flag on the end.

There was no dwelling in sight from the road, but Fergie said:

"There'll be somebody along pretty soon when they see the flag."

The bus, which makes one return trip a week between Whitehorse and Dawson Creek in the winter and two in summer, makes 42 regular mail-stops to serve the 1,000-odd residents along its route.

Most of the people along the highway are members of the Northwest Highway System's maintenance crews. The stations, located about every 100 miles along the route, are operated by the Canadian army. Near these sites also are located telegraph and telephone repeater stations where operators maintain the only direct communication between Yukon and northern B.C. with the rest of the world.

Others getting mail are the homey folk who operate tourist cabins, hotels, restaurants and other highway services. All of them anxiously await the weekly mail.

"But besides delivering and picking up mail, I also sell money orders, stamps, collect for COD and express parcels. Often I carry messages on paper or by word of mouth from one party to another, or send and deliver telegrams.

"I don't mind doing these things. I know that any of these people would do anything for me anytime."

Fergie loves the Alaska Highway. He knows about every inch of its surface. He turned to point to a line of cutbanks to the east.,

"That used to be the way the highway first ran, just after it was built. But the hill was too steep. Many a trucker lost his life on that hairpin turn They called it Suicide Hill."

Winter traffic is slow, yet an average of 200 vehicles will be found on the highway daily. They'll probably be about 50 trucks, passenger cars bearing license plates from any state of the U.S., and the balance a mixture of Alaskan and Canadian cars.

"But in the summer, this road gets pretty busy, many times the traffic that we have in the winter," said Bill Anderson who, with his wife, operates a lodge and dining service at Blueberry, Mile Post 101, where the bus stopped.

"And now that the Hart Highway from Prince George is open, I guess we'll land right smack in the middle of city traffic." But Anderson doesn't mind, for the more that come, the more business he'll do.



LONGEST RURAL MAIL route in the world is serviced by Don Ferguson, driver of the Whitehorse to Dawson Creek stage along more than 900 miles of the Alaska Highway. Actually, the rural mail route is still longer, stretching beyond Whitehorse to the Alaska border, which is serviced also by bus, but on another schedule.

B.C. Is Third Province In Canada

The Canadian Gazetteer is a publication which contains the names of all populated places, the names of coastal features and the names of rivers, lakes, mountains and other topographical features presently listed in the records of each Canadian province.

Of British Columbia, the Gazetteer says that "it is only 80-odd years since British Columbia became the sixth province to join the slowly evolving Dominion of Canada.

"The intervening years have wrought tremendous changes. B.C. is now the third province of Canada not only in terms of area but also interms of population (an increase of 40 per cent in the last 10 years alone), and in per capita wealth, purchasing power and production it leads the nation.

"That so much of its development has taken place within relatively recent years makes it difficult sometimes to establish a sense of its history."

CORDILLERA REGION

Most of the province of British Columbia lies within the region of mountains and plateaux known as the Canadian Cordillera, which is a part of the great system of mountains forming the western border of North and South America.

The northeastern corner of the province lying east of the Cordillera, is part of the Interior Plains region which drains into the Arctic Ocean.

Indian place names are one of the precious heritages of British Columbia. Not only are they usually pleasantly sounding and musical but invariably they describe with peculiar aptness the geographic feature to which they are applied.

In order to protect forests of British Columbia adequately, greater attention must be given to this phase of the problem, according to forest officials. Comprehensive forest insect surveys are urgently needed and must be made.

GUEST EDITORIAL

Yukon Forgets Past; Looks to Big Future

By THOMAS BAIN
Publisher, The Whitehorse Star

The tourist visiting Whitehorse today, comes with the hope of seeing evidence of the Yukon's past history. The people of the Yukon and particularly Whitehorse, are endeavoring to wipe out the past and bring about a modern, sanitary community by installing sewer and water, clearing away the log shacks built 50 years ago, paving streets in place of a mixture of gravel and volcanic ash with its billowing dust, and bring the north up to a standard found in southern cities.

New, modern, well-planned homes are now being built, concrete buildings are being erected and modern oil heating units are replacing cord-wood heaters. The thought of a fast stake is vanishing; people are coming to the Yukon with a different outlook on the north; they now want to settle in an area they know will prosper and still offer vast outdoor valleys and lakes for recreational purposes, not found in the cities.

The North, on the other hand is looking for people. The Yukon population could double and the populace would still have an abundance of space. As mining is developed, more and more jobs are created. More jobs bring people and the people demand services, and as the ball rolls the strength of the Territory gradually becomes greater. New cities are built and facilities extended.

This is not a dream, for the ball is starting to roll and within the next 10 years, if wars do not interfere, the development in the Yukon will be tremendous. The Frobisher interests have already announced publicly that they expect to spend close to $700,000,000 in the Yukon, developing power and mining. Surveys have now started and industry is snowballing—slowly now, but it will gather speed as the years pass.

Fisheries Tag B.C. Grey Cod

VANCOUVER (CP)—British Columbia leads all Canada in insurance coverage under the new fishermen's indemnity fund.

The Department of Fisheries announced here Wednesday that last week's coverage of $21,000 worth of insurance pushed the B.C. total past the $1,000 mark.

Total protection for Canada is $2,700,000 of which $805,000 is subscribed by Newfoundland.

In B.C. more than 271 boats are insured against loss or damage under the scheme.

Fisheries department researchers now are sewing tags on grey cod to record their migrations.

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In the twentieth century's mechanization the engineer is a key figure... member of a profession that is working steadily and successfully to extract the greatest value from our natural resources—to improve manufacturing techniques—to increase knowledge and in so doing contribute to a better way of living.

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DIAMOND-DRILLING northern miners work day and night in some of the highest grade mines on the continent. Much of the mineralized territory, however, 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 erty near Mayo Landing, n, a recently-developed dis-y by placer gold miners lowing from the Klondike pede in 1898.

hile rich, hand-sorted ship-s of ore and some milled ave come out of Keno since arly discovery, it was not after the Second World that regular production

e property was taken over nited Keno Hill Mines Ltd. 46. In 1953, production ed over $12,000,000. The any reported 612,937 tons in reserve, and a milling f 429 tons a day.

s mining area lies on the ern flank of the MacKen-Mountains, an extension of Rocky Mountain system, t 300 miles north of White-se. Operations are concen-ed on two main hills, Keno nearby Galena, 5,000 and feet in height, respectively.

D HAULING

ll 1952, concentrates were piled during the winter s and barged down the rt River to the Yukon, to Whitehorse and via the Pass & Yukon Route to way; by steamship to Van-r, then furthered by rail elter.

tremendous handling nd round-about transpor-has been largely allevi-y construction of a high-rom Whitehorse to Mayo. ntrates are now trucked head in the Yukon, but on-shipping route remains the

ck convoys of 26 units day and night for nine hs of the year moving ns of concentrates daily. other three months, the way is impassable, during e-up and break-up, for rivers have to be crossed. g the summer, such ings are made by ferries, n winter, by ice-bridges.

e Canadian government Yukon is studying construc-of one permanent bridge cross the Stewart River, ear Mayo.

Mine operations were given nother boost with the con-ruction by the North West erritories Power Commission 3,500 horse-power hydro ant, supplying industrial elec-ical energy to the mine, also mestic lighting for Keno City, e company townsite, and for ayo Landing.

MINING

Because of high price and carcity of cordwood in central ukon, United Keno also oper-ates a coal mine at Tantalus Butte, across the Yukon River from Carmacks. With government assistance, the mine was placed on a producing basis in 1947 to supply the needs of the silver mine as well as the rest of the Territory.

However, in practice, about half of the total production has been absorbed by United Keno with the bulk of remainder going to Dawson City and a small quantity to Whitehorse. Improved transportation facilities are expected to play a major part in greater development of this coal deposit.

Reserves appear to be large with a BTU value averaging 12,500. Seam is from nine to 14 feet without partings or foreign matter, dipping about 60 degrees with outcrops on the river bank 300 feet above water level.

No major capital expenditures are planned this year by United Keno, according to F. M. Connell, president.

PGE to Buy New Equipment

Pacific Great Eastern Railway will purchase one Diesel ocomotive, 25 flat cars, 25 gon-ola cars and five refrigerator ars this year, officials have nnounced.

The rolling stock is to be used o handle traffic which has been ncreasing 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 interior some 400 miles to Squamish on the coast, just north of Vancouver.

Work is already underway to complete the Vancouver link and survey parties are on location to lay out a route to extend the railway into the Peace River area, its northern terminal.



RECORD HEAD of Canadian moose was taken by Indian Chief David Moses near Stewart and Hess Rivers on September 26, 1950. Greatest spread of horns is 75½ inches, winning the 1951 North American Game Competition. It is officially recognized as the second largest moose head in the world. It was presented to the Whitehorse Museum by Mr. Moses.

10 Weekly Newspapers Service Huge Northland

There are 10 weekly newspapers and one daily servicing some 100,000 readers with local news in central and northern British Columbia.

Following is a brief outline of each of the weeklies. The Prince Rupert Daily News is the only daily in the area.

With a growing circulation of 1385, the Terrace Omineca Herald comes out each Thursday to provide its readers with up-to-date local news.

Published by Thomas Fraser and edited by wife Cathy, the Herald serves a scattered area including communities as far as Hazelton. Its size is seven columns by 19 inches.

Local newspaper for Smithers is the weekly Interior News, published by Ken Warner. Publishing date is Thursdays, size is six columns by 18 inches, with a total circulation of 970.

Norman E. Kerr is publisher of the weekly Nechako Chronicle which serves its readers in the Vanderhoof area.

The Chronicle has a circulation of 860 and is published each Saturday.

The Burns Lake "Review" is published on Thursdays by George Simpson, bringing a five-column by 17-inch newspaper to 663 subscribers.

Quesnel and district is served by the Cariboo Observer, weekly newspaper published and edited by W. L. Griffith.

Published each Thursday, the Observer has a circulation of 2,703. Its size is six columns wide by 18½ inches deep.

The village of Dawson Creek, B.C., is served by two weekly newspapers, the Peace River Block News and the Star.

The News, oldest established newspaper in northern B.C. and Alberta, is published by Charlie Kitchen and sons. Circulation is 1,700, and size is six columns by 20 inches deep. The News comes out each Thursday.

Also printed Thursday is the Star, published by newcomer Stan Cornell, an active member in the community. Size of the paper is five columns by 15½ inches, carries a circulation of 1205.

Both plants provide job printing service.

The Alaska Highway News brings 1,225 subscribers along the highway and its northern Peace River area up-to-date on local events.

Published in Fort St. John by Mrs. Margaret L. Murray, the six-column paper is printed each Wednesday.

A paper with its history buried in gold dust is the Whitehorse, Yukon, Star, now the only weekly publishing in the Territory. Published by Thomas Bain, the Star comes out each Friday. Circulation was recently boosted to 2,600. Size is six columns by 19 inches.

The Star also provides complete printing and stationery service.

'True Blue' Rose At Last Developed

Stephen R. Phelan of Memphis, Tennessee, removed a thorn that had plagued rose-breeders for years when he grew the first officially "true blue" rose.

But Phelan didn't stop there. He made his rose a red, white and blue creation.

The rose, known as Phelan's Flag, has all three colors on a single bud.

Experts and amateurs had been trying for years to produce a blue rose when Phelan tackled the job.

What breeders had been trying to do was grow a solid blue rose. But Phelan thinks his three-colored bloom is even more outstanding. He says the only such previous mutation is the Lancaster-York rose that appeared in England about Shakespeare's time and has both white and red roses on a single bush.

'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 snowbound 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 crystalize 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. Unfortuntely 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 hillsides 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 frantic 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-uv-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! Supremest 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.

PLOTS 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 Hashimoto, 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."

Most of the divers are in their forties and fifties but they easily outclass Malays. Chinese and a few Koepangers much younger.

Industry leaders said they would be glad to have Japanese shipwrights return here to help build more pearling luggers. Prewar, 70 per cent of the fleetmen were Japanese, and Japanese shipwrights also worked here.



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 outposts 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.

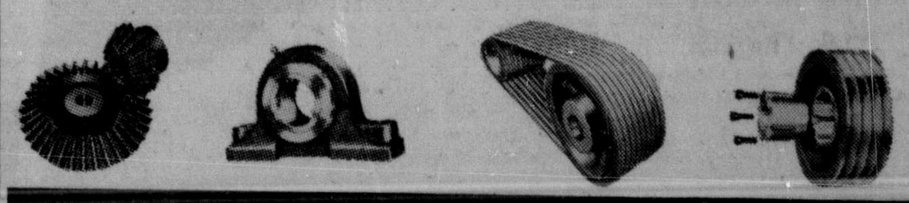
The visit is from July 29 to Aug. 17. The duke leaves London July 28 in an RCAF plane.

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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