# Prince Rupert Supplies Fresh Halibut Every Part North America

VALUE OF FISHERIES IS IMMENSE AND BUSINESS DONE THROUGH PORT REACHES LARGE DIMENSIONS

Twenty-seven million pounds of halibut was marketed at Prince Rupert last year valued at over two and a half million dollars. Over five million dollars worth of salmon was canned in the Prince Rupert district and there were also small quantities of cod, herring, crabs, soles, flounders and shrimps caught and sold. That is the fishing record for the district and it is a good one, This year may fall a little below it owning to adverse weather conditions at the beginning of the halibut season but the promise is good for a catch closely approximating that of last year.

for Prince Rupert's existence, the reply Many fishermen make their livelihood is that it is a fishing port. It is the fishing in that way. Other salmon are largest market for halibut in the world caught near the mouths of rivers or and has the largest fish cold storage in the narrow channels of the inside in the world. That is something of which passage by means of seine nets. At the to be proud. The Skeena River is the mouth of the Skeena and Naas rivers only large western river that is not drift nets are used. On some parts of affected by American fish traps and is the coast traps are used but generally holding its own well, the salmon run the fishermen are strongly opposed to showing no sign of diminishing.

### HARBY PEOPLE

The fishermen are a hardy people and they need to be. They get good money if they are lucky but they earn every dollar of it. Usually they spend freely and the result is that the port is pros perous. Halibut fishing is a hazardous occupation. The men when actually engaged in catching halibut work very hard for long hours, usually from daylight to dark. Then in the winter there is three months close season and they take

the shallow banks which are found certain sections of the coast. The hooks are baited with herring or some other fish and the ordinary trip from the time of leaving port to returning runs from ten days to three weeks. The No article on fishing could be com-

There are several methods of catch- The plant has a payroll of about \$300,-

When people ask what is the reason | a line attached to the trolling boat. this method of taking fish and the result is on most parts of the B.C. coast

> Most of the herring are taken during the spawning season when they enter the harbors in huge quantities and are easily taken in nets. Some are sold directly to the halibut fishermen for bait and others are frozen in the cold storage plants and used during times when "live bait" is not available.

they are not allowed to be used.

Very little has been done so far in the way of curing fish. A few black the salmon are salted and smoked but I most of the fish landed at Prince Rupert are either sold fresh or frozen, except the salmon which are canned and sold all over the world but especially in Canada and the United States.

### COLD STORAGE PLANT

fish are all sold by auction and most plete without special mention of the of them are shipped away east by train plant of the Canadian Fish & Cold in express refrigerator cars to the Storage Company at Seal Cove. It has Chicago and New York markets. Only been the most powerful factor in bringsmall part of the catch is sold in ing the fishing business to Prince

ing salmon. Many of the spring salmon | 000 a year and handles something like are caught on a spinner at the end of twenty million pounds of fish annually.

PREJUDICES OVERCOME

## Agricultural Lands of Central British Columbia Bringing Good Returns to the Owners!

Markets Now Provided For Grain, Dairy Produce, Beef and Seeds, and This Has Good Effect on Farming

Conditions

Although mining is a great source of wealth to any community, and fishing and lumbering are also extremely important the stable industry in every country is some form of agriculture. That is just as true in northern British Columbia as elsewhere. Agriculture is not only a basic industry but the most stable of them all. While mines, fisheries and the timber of a country may be all depleted, agriculture tends to improve as the years pass and especially so in a new country.

Today there is a revival of agriculture in the valleys of interior British Columbia, especially in the cen-, to the farmers and yet convenient to tral portion which includes the Bulkley the pool. This insures that the farand Nechako valleys. Until the past mers have money throughout the year. few years the farmers of those valleys Provision is also being made in many have depended largely on road work, districts for an increase in the milk tie cutting and other outside sources of supply so that the market at Prince income to provide them a living. Today Rupert and the creamery at Vanderhoof they are looking to their farms and may be supplied with the product of their farms are not failing them. And the dairies. the development of a market is one of The improvement in farming condi-

The Nechaco and Bulkley Valleys are of new farms and the result will be typically mixed farming districts. The beneficial to everyone. people there engage in grain growing. The Provincial Government has redairying, seed growing, beef raising and presentatives of the department of the growing of hay for the market, agriculture stationed both in the Bulk-Grain growing is placed first on the ley and Nechaco valleys and they aid list, not because today it is the most the farmers in deciding what crops to important but because it is likely to grow and where to market. The Dombecome so in the near future. The inion Government also has a man at building of the elevator at Prince Ru- Vanderhoof who is looking after expert and the eestablishment of a mar- perimental work there. ket through it for all the wheat that can be grown was the greatest step yet taken as an aid to the farming industry. Added to that has been the estabmarket for much of the produce of the

#### valleys at the best possible prices. MARKET FOR EVERYTHING

Today their beef and gram are taken them with the south by way of Prince and West. hay, it is allowed to go to seed and the opening of the Skeena valley to 1867, justly says:-

machines that can handle it. It is reported both from the Bulkley, will be of great advantage to everyone. had brought indirect gain that more first portion of the line Montreal- country, united from the Atlantic to the the Nechaco and the neighborhood Money will be brought into the coun- than offset the direct loss. Farming dis- Toronto, 125 miles long, was finished in Pacific. Their efforts have resulted in around Prince George that a greatly try and people will come and stay. tricts were opened up rapidly, freights 1855. The first trip on this time took the industrial, commercial and agriculincreased acreage of wheat is being Communication is the one thing needed were reduced in many section, inter- place on the 22nd October, 1856. In tural development of the Dominion, in grown there this year. This will be more than anything. Cheap and easy course was facilitated, and land values 1860, the Grand Trunk, with its 850 which country it is so good to live; not sold through the wheat pool, local pools transportation both by rail and road, were raised. The contribution to the miles of railroad was the most import- a fabulous country of unrealizable haphaving been formed to handle it. The a better mail service and regular daily railways was bread well cast upon the ant line in Canada. wheat will be shipped to Prince Rupert seven days a week trains and the ex- waters." and paid for by the system of install- tension of the telephone services and Railway construction in Canada began relate the railway history of the years abundance to those of goodwill and ments adopted by the pool which the Nechako and Bulkley valleys will in 1836. From 1836 to 1852, that is which followed the issue of the Grand courage. spreads the payments over the season be among the most desirable places to during the experimental period, 159 Trunk charter would constitute a forin such a way as to be most beneficial live in the whole world.

LIGHT JUNECE of Canada's Confederation 1927

1867 Confederation of Dominion of Canada

Canadian Fish & Cold Storage Co., Limited

Prince Rupert - - - British Columbia

# the great factors in bringing about this tions is bringing about the clearing up C.N. RAILWAYS happy state of affairs. AS FACTOR IN

(By Sir Henry Thornton)

The story of the first Canadian railways is an absorbing subject, very complicated also, as it includes all event Central British Columbia has had to which happened, all influence which overcome the prejudices of those who worked until the final amalgamation of cannot believe anything good can come the lines which now form the Canadian lishment of a more stable market for out of the north. Tales of hardships of National Railways of Canada. These cream and milk at Prince Rupert, the early settlers have been told so often influences were military, political and finding of a market for the timothy that people on the ouside still look the builders together with the secondseed and the building of an abattoir on these districts as beyond the pale of ary powers were often in opposition and at Prince Rupert. Then the revival of civilization. Could they but see the too often showed their narrow-minded the miing industry is providing a local development that is going on they ness, their prejudices, but which, howwould never again whisper a word ever, have established an enduring work.

The 2,278 miles of railroad which exagainst this garden country of the isted at the time of Confederation in time, and the progress realized will its express service, and other auxiliaries. A few years ago the farmers com- Possibly these central British Colum- Canada were, as it was proven later, of easily be seen. plained that they could not sell their bia valleys stand to benefit more than a great value. Not perhaps for those The Grand Trunk secured its charter story in the limits of an article. I beef or their grain, and if they had too anyone else from the extension of the who invested their money in them, but in 1852, and started building right close in paying a sincere tribute of admuch hay there was no market for it. main highway which now connects as a connecting link between the East away. This railway expansion and the miration to the men of courage and

think there will be a glut of timothy interior valleys is at Prince Rupert and speaking of the railroad situation in tion; the census of 1861 reports a gain spite of the fact that many railroad

miles or railroad were built, most of midable task. This fact is a striking

acquired new strength.

tional Railways of Canada, would be a ing part to-day of the Canadian Nacolossal task. To have an idea of the tional. The story of each one is worthy is vastness of that undertaking one has of the attention of an historian. only to draw a comparison between the Wonderful and instructive stories, 150 miles of railroad built in 1852 and very often full of romance. It begins the 20,798 miles mileage today in Can- with the building of a small line of

ada by the Canadian National, to portage, the Champlain and St. Lawwhich should be added 1,883 miles in rence, which ran from Laprairie to St. the United States, forming a total of Johns, Que., a distance of 16 miles; the 22,681 miles, the greatest railway sys- Toronto, Simcoe and Huron Union Railtem of North America. One must not way, running from Toronto to a place forget also that the population of the where now stands Aurora, Ontario; (29) of the Maritime Provinces, of Upper and miles). It goes on to the Canadian Na-Lower Canada was only 2,384,919 in tional Railways as it stands today, with 1851, compared to the population of its all-steel cars, its de luxe steamship 9,300,000 inhabitants at the present lines, its spacious hotels, its telegraphs,

rapid growth of business which followed, vision who are its makers. Let us forcare of at Prince Rupert and if they George. The natural market for the In "the Railway Builders" Skelton, brought about an increase in popula- get the mistakes committed and

of 32.26 ber cent. there is a market for the seed and their cars and the development of "There had been waste and misman- The first prospectus of the Grand the work accomplished was necessary in tourist travel as far as Prince Rupert agement, it is true, but the railways Trunk was publihsed in 1853 and the order that Canada could become a large

which around Montreal. There followed illusion of it: When the amalgamation a period of speculations, during which of the Grand Trunk with the Canadian the Grand Trunk, the first of the Cana- National Railways took place, the oridian lines, branched out, improved and ginal charter of the Grand Trunk counted not less than forty companies, To relate the story of the Canadian as a matter of fact, during the years railways from that time, or simply that which preceded or followed Confederof the Grand Trunk which now forms ation federal or provincial charters were integral part of the Canadian Na- secured by ninety-one companies, form-

No! It is impossible to write all this

I was saying a moment ago that to country which offers everything in

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