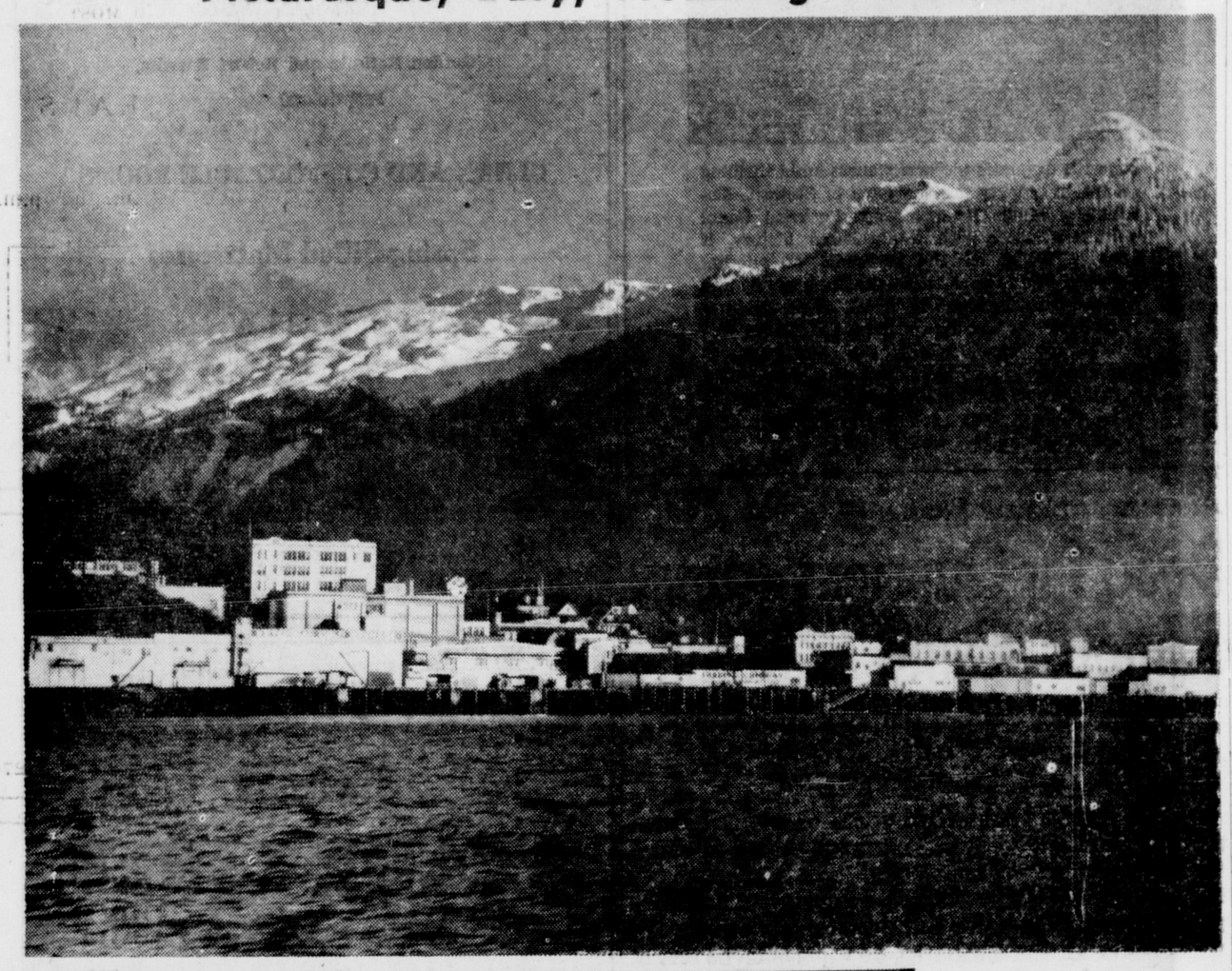
Best Relations with Friendly Neighbor of Greatest Val

Picturesque, Busy, Promising Ketchikan



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KETCHIKAN

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Picturesquely nestled under a mountain about 100 miles from Prince Rupert lies "The First City of Alaska"—Ketchikan, thriving and progressive town of some 6000 persons. It is Alaska's greatest fishing port with its many salmon canneries and halibut handling establishments. A large sawmill is another major industry and now the place is being investigated for an $8,000,000 pulp mill project.

There is also important mining development in Ketchikan area. (The pictures show the town and waterfront from Tongass Channel and a street scene in downtown Ketchikan. It is one of several alert Alaska cities associated with Associated Boards of Trade of Central B.C.).

Implications of Rupert As New Alaska Gateway

(By WILLIAM L. BAKER, Publisher, Ketchikan Chronicle)

Opening of the Prince Rupert gateway to Alaska not only portends good trade relations with a friendly commercial neighbor—it also means the actual creation of about $2 worth of Canadian-American business for every dollar Alaskans spend with Canadian railways, warehouses, docks, longshoremen and telegraph companies.

This is true because Canada is spending much more with Uncle Sam than Uncle Sam is spending with Canada. So unfavorable is Canada's trade balance this year—it may reach $1,000,000,000—that Canada will probably have to stop her heavy buying in the states and turn to the sterling bloc, in which she has a favorable balance of several hundred million dollars per year.

Thus the more Alaska spends with Prince Rupert—and we don't minimize the importance of the alternative lifeline Rupert creates for Alaska—the more can Canada in turn spend with the U.S.A. Every dollar Alaska sends to Prince Rupert to pay for transportation, insurance and handling of Alaska-bound goods will go back over the boundary for something from the states. This will mean good times for Prince Rupert and for the 48 states if the pattern is carried to its ultimate conclusion.

What Canada needs is for more regions than Alaska to find things they can buy in the Dominion, or we of the states and territories shall find ourselves unable to sell goods to Canada—traditionally our best customer.

Prince Rupert, through construction of a celanese plant, will add much to Canada's foreign exchange through releasing of eastern U. S. money in western Canada in the form of a year-round payroll. Rupert must also go after more American tourists, not only to help itself but also to help Canada. The Cariboo-Skeena and the Cariboo-Hart highways are the last great unexplored highway [illegible] coast. Rupert and [illegible] owe it to themselves [illegible] nation to make [illegible] —and profitable.

CANADIANS RUN KETCHIKAN MINE

The usual thing is for United States capital to be invested in Canada. However, there is at least one example of investment in the reverse direction. It is the case of the famous Dolomi mine on Prince of Wales Island near Ketchikan which is being reopened by Vancouver interests headed by Robert Crowe-Swords and is expected to get into production almost immediately. A crew of 22 men is employed on the property which is equipped with ball mill, hydro-electric plant. The present mill has a capacity of 75 tons and is so designed as to be capable of expansion to 150 tons. It is the third largest lode gold mine in Alaska.

All Canadian coast steamship lines operate between Prince Rupert and Alaska with regular sailings three times a week between this city and Ketchikan. By another route Alaska is reached by steamer which goes from Rupert to Stewart and Hyder.

Governor of Alaska Se[illegible] Prince Rupert As Gat[illegible]

Message From Hon. Ernest Gruening to Associated [illegible] of Trade Convention

Our good neighbor relations with Canada have [illegible] an example to the world, and a goal for all other [illegible] among nations to emulate.

In Alaska, we have a special reason for hailing [illegible] our only land neighbor—since we Alaskans are your [illegible] in a dual capacity—both as Americans and Alaskans [illegible] necessary to elaborate on this stimulating theme [illegible] there is a new aspect of the situation which is pert[illegible] is the growing importance of Prince Rupert not merely as a port in its own right, but as a gateway to Alaska. Prince Rupert's geographic nearness to Alaska and the recent development of its port facilities incidental to World War II combine to give the port the greatest actual and potential importance as the terminus of rail and highway transportation both from Canada and from the Middle West and Eastern parts of the United States to Alaska.

Since Prince Rupert is 600 miles nearer to Alaska than the next nearest continental port, it is obvious that distinct economies can be made and effectively promoted by utilizing Prince Rupert increasingly. Considerable trade from the Middle West of the United [illegible] Alaska can effectively be routed through Prince Rup[illegible] thereby the round trip haul from ports much fur[illegible] Alaska is sufficiently large and its commerce importa[illegible] to justify several trade routes between it, Canada and [illegible] No city should have a monopoly of that trade.

ERNEST GRUE[illegible]
Governor of A[illegible]

Juneau, Alaska.

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Working for Prince Rupert and Central B.C.

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Associated Boards of Trade Delegates

May the Convention Be Productive and the Delegates' Visit Pleasant

Prince Rupert Junior Chamber of Commerce is an active force working for the betterment of the region and the country. As members of the Associated Boards of Trade of Central B.C., we pledge our support to all progressive programs.

THE NEW
"Northwest Passage"
Being Pioneered By
BRIGGS STEAMSHIP CORP
Trading Between
Prince Rupert and Southeast Alask

"I WISH to take this opportunity to convey my best wishes to the delegates to the Associated Boards of Trade Convention, and to the visiting business men of Alaska. We look forward to a long and mutually prosperous association."

Phillip G. Briggs,
President