# This Is Prince Rupert, Port of U.S. Embarkation Americans Found Well Developed Port Here

Part in Pacific War

Prince Rupert, the port, came into existence dur-g the early part of the twentieth century through e efforts of Sir Wilfrid Laurier, prime minister of anada at the time, to promote the construction of a ailroad from Winnipeg to the Pacific Coast. A site Northern British Columbia was chosen by Sir harles Hays for the outlet, as it was desired to link

central prairies and Northand Central British Columwith the coast.

It is situated on Kaien Island. e necessary land was acquired om the province of British Combia and the Department of dian Affairs. A prize of \$250 s offered for the most suitable me for the new terminal and e name of Prince Rupert was osen from 12,000 submitted.

Prince Rupert, the man, was e deare and entirely beloved usin" of Charles II, and he d a group of nobles obtained large grant of land from the ng and formed the famous ompany of Adverturers of gland Trading into Hudson's v." This later became the dson's Bay Company and Rurt was its first governor. At time the whole of Northern nada was known as Rupert's

Sir Charles Hays and Sir Wild Laurier intended to make e terminal of Prince Rupert a val base. Plans were even laid the establishment of transcific shipping lines and at the tbreak of World War I negotions were nearing completion r a fleet of steamers to opete between Prince Rupert and adivostok and Japanese ports feeders to the railway finishn 1914. Previously Hays was owned as he was returning om Europe where he had gone seek further financial backg for the project.

The first survey party landed Construction crews came mediately after and started ork on the wharf. About 150 ople arrived in 1906. The town s mainly one of tents and ard walks as lots were not sold il May 1909. Many of the s sold for \$5,000 and some as gh as \$25,000 to \$40,000. There ere 5,000 people in Prince Ru-

Primarily a city of young peoe young people left and by ient. 17 the population had dwined to 3,500. The dry dock and a cost of \$3,000,000 and the SKEY PORT pulation began to climb again. d developing in the meantime, the set of the least of the the outbreak of World War Prince Rupert had about 6,000 7,000 inhabitants. At present ere are more than 11,000 rain books issued in Prince Ru-

e fertile plains and valleys of 1,250,000-bushel grain elevator and other substantial facilities for handling of fish, grain, lumber and mineral products.

The Skeena Highway, which runs from Hazelton to Prince Rupert, was completed in September 1944. Now, in addition to the Canadian National Railways, the port is connected with the interior by a motor route This roadway, many believe, may become a major motor trail to Alaska. Motorists would drive to Prince Rupert, board a steam er for Haines, where they could drive over the Haines Road to the Alaska Highway; Valdez, where they might drive up the Richardson Highway to Fairbanks; or Anchorage, where they can meet the Chickaloon

Prince Rupert is an ideal location for a port, being 500 miles closer to Alaska and the Orient than any other Pacific seaport of continental United States or Canada. It is almost land-locked, free from dangerous currents and ice-free the year around. Some mariners claim it has the third best harbor in the world, excelled only by Halifax, Nova Scotia, and Sydney, Australia.

Prior to Pearl Harbor the ad-

vantage of Prince Rupert supply base for Alaskan forces had been realized. After Pearl Harbor, ships were scarce, so it was defided to develop and make use of the port at Prince Rupert. The Canadian government quickly gave its assent. Barges could be used in place of ships he Prince Rupert site in May along the Inside Passage as far north as Skagway. Railroad facilities were available to the States. The narrow channel of entrance could be easily protected by submarine nets, and the high points all along the coast were ideal for gun emplacements. Prince Rupert is a natural gateway to Alaska and the North Pacific and expectation is that the port will develop into a major Pacific shipping and when war broke out in 1914 distribution centre for the Or-

Five Hundred Miles Closer To Orient-Gateway to Alaska

Prince Rupert was chosen by the United States Army as a when the war came, Prince sub-port of embarkation in the pert was the centre of the Pacific war emergency for the gest fresh halibut business in simple reason that it is 500 e world and had one of the miles closer to the Orient than rgest fish cold storage plants any other Pacific Coast port a number of salmon can- and because it is only forty ries nearby. It possessed a miles from Alaska.



THE PAST THREE YEARS in which the American forces have been in Prince Rupert have seen the cementing of many firm, international friendships which will endure into the years of

WE IN PRINCE RUPERT have enjoyed our contacts with the Americans, and take this opportunity to say . . .

"FAREWELL, AMERICANS!"

HARDWARE

Prince Rupert

CENTRAL BRITISH COLUMBIA'S PORT



BEAUTY AND UTILITY—This air picture of Prince Rupert depicts in unique combination the beauty as well as the utility of Canada's great northwest port which the United States Army seized as its port of embarkation during war emergency because of its strategic location in the Pacific theatre as the transfer point from a transcontinental railway to trans-Pacific and Alaska ships in delivering the

sinews of war which protected these coasts and defeated the enemy across the ocean. Probably no city in the country is more artistically yet simply designed from the standpoint of its thoroughfares. About centre and near the top of the picture is to be seen the huge warehouse in which the war supplies were stored. Connected with the large building is the massive ocean dock, the enor-

mous shed of which is one of the waterfront's most imposing structures. In the distance is the 1,250,000-bushel grain elevator. Closer along the waterfront are the other commercial docks of the port. The airplane wing partly closes off the view of the spacious harbor which is unsurpassed by any in the world-deep, open the year around, clear of all obstructions. The building within the horseshoe street in the foreground is the court house, centre of provincial governmental administration for a vast section of Northern and Central British Columbia. Across from it is the fine YMCA War Services Building. where many American soldiers found a welcome during their stay in Prince Rupert and

which, now the war is over, is to become Prince

Rupert's civic centre.

### FAREWELL BYMAYOR

It is with mixed feelings of joy and sorrow that I oid farewell, on behalf of the citizens of Prince Rupert, to our American friends and colleagues both military and civilian personnel.

rejoice that the successful termination of hostilities will permit them to return to their homes and loved ones but many of us will be saddened by their departure.

I hope and trust that most of them have enjoyed their stay in our city and that in the days to come many will return to visit us and renew old acquaintances. To these I say "Au revoir" rather than "good-bye" and to all I wish "Godspeed" and the very best of everything in their return to civilian

> H. M. DAGGETT, Mayor.

### ARMY MEN TOOK THESE PICTURES

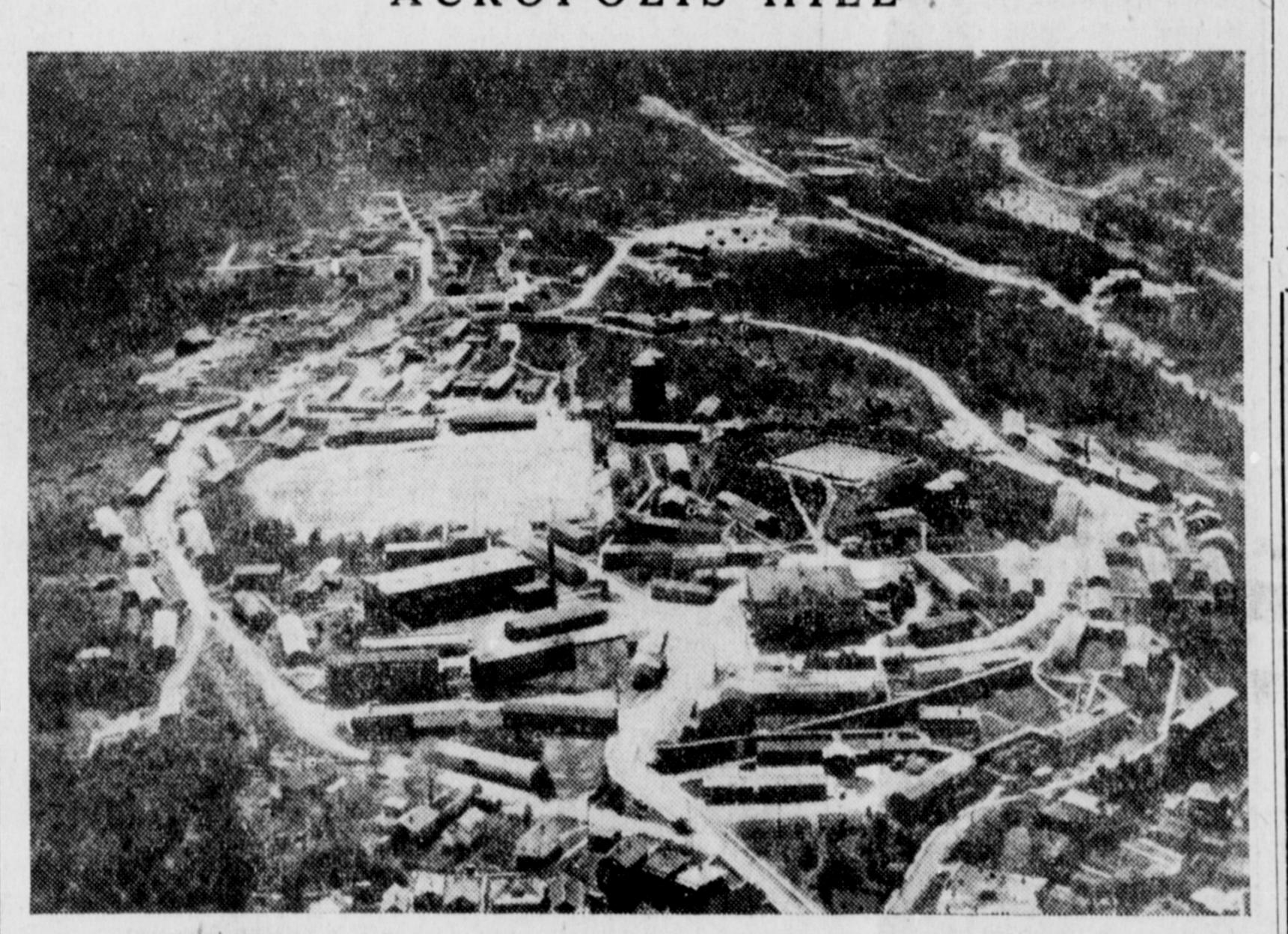
Aerial views of Prince Rupert and the Acropolis Hill Cantonment Area, the photographs of the V-J Day parade, and port installations, were taken by Staff Sergeant Audely Allison and Sergeant Alex Stepick of the Port Signal Office.

Special thanks are also given to Staff Sergeant Bob Elston, editor, and Sergeant Walt Montgomerie, associate editor, of the Acropolis News for the use of many cuts appearing in this edition. Too numerous to mention individually, many of these pictures were taken by Corporal Steve Byrlinsky, Acropolis News staff photographer.

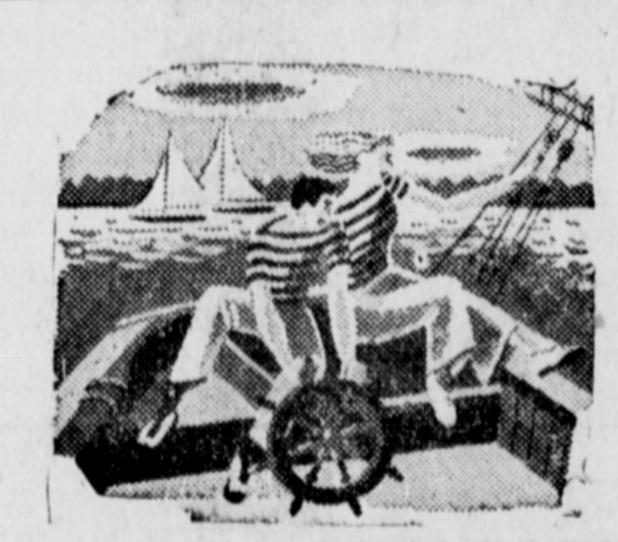
### Enormous Crane On Ocean Dock

The big whirley crane located on the ocean docks has a capacity of seventy-five tons. This crane loaded much of the heavy construction equipment and railway cars and locomotives required in Alaska for the construction of defence installations.

### ACROPOLIS HILL



THE CANTONMENT-Aerial view of the Acropolis Hill cantonment area, home of the American GI in Prince Rupert for more than three years. In the right foreground can be seen the Exhibition Building, and directly behind it the reservoir. The long building on the left is the gymnasium and to the rear of it, the ball diamond.



The ...

# Strategic Importance

of Prince Rupert, "Gateway to Alaska," brought American military personnel here in the dark days of 1942.

We have enjoyed your presence among us. A greater depth of understanding has been achieved, we know. For your great contribution to the war we say "Thanks, Americans." We hope that the future will see you return to visit us again and again. . . .

# and Didrickson

Boat Builders

Cow Bay

Prince Rupert

WE JOIN WITH THE OTHER BUSINESS FIRMS OF PRINCE RUPERT IN SAYING, "Good Bye, Americans"

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