

# The Daily News

NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

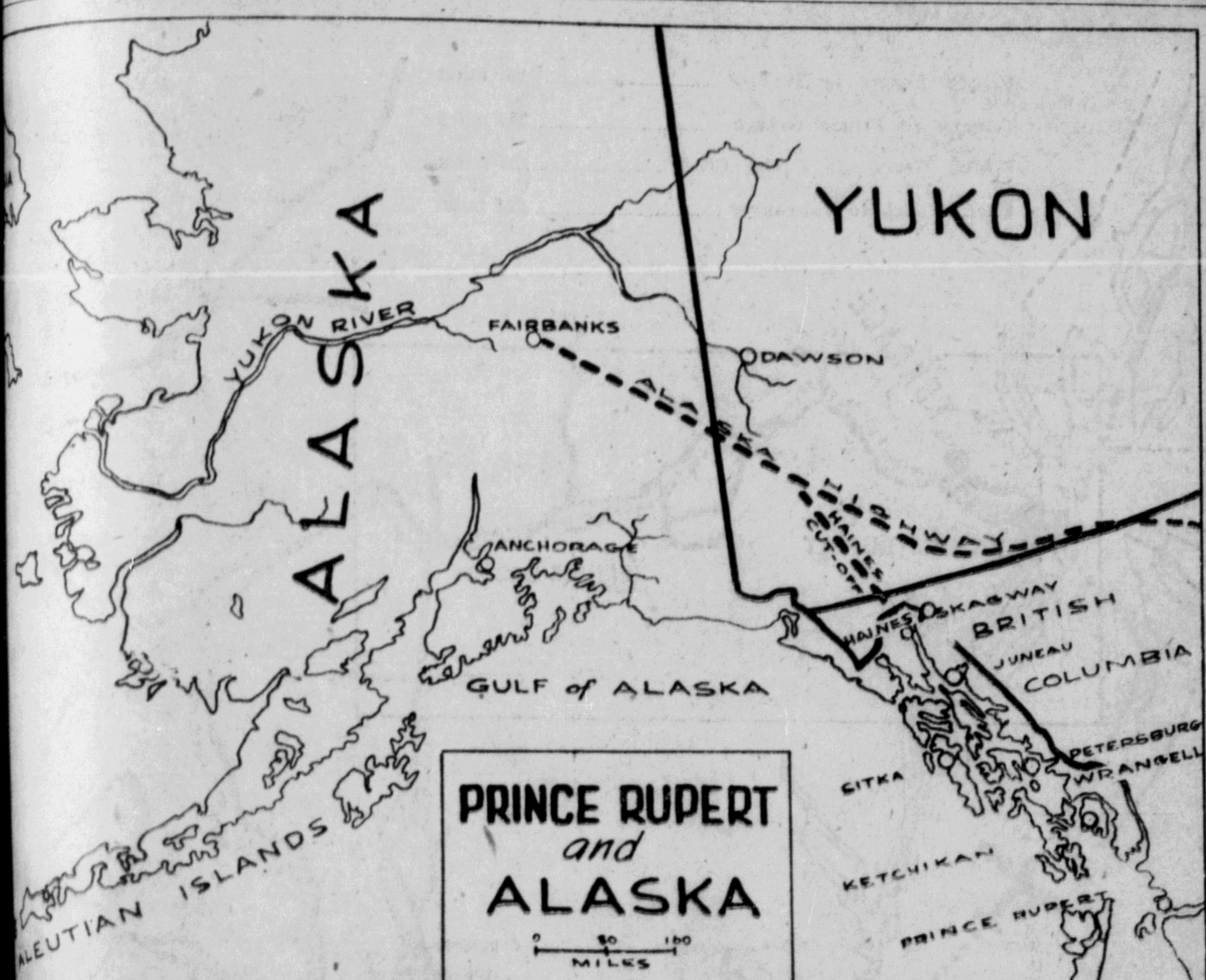
PRINCE RUPERT, B. C., THURSDAY, NOVEMBER 17, 1949

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

An International Edition published jointly with the Ketchikan Chronicle as a prelude to Alaskan Statehood and Industrial Development

## Alaska and Prince Rupert

### COMMON DESTINY



PRINCE RUPERT and ALASKA

It only needs this map to illustrate how the destinies of Alaska, the territory which expects soon to become a state, and the port of Prince Rupert, whose strategic advantages in the Pacific theatre have long since been established and practically demonstrated, are indissolubly linked.

Neither artificial barriers set up to prevent the use of natural and economic trade and transportation processes nor political and financial manipulations can permanently frustrate the exercise of natural relationship and inevitable co-ordinative functions.

Prince Rupert, the most northerly terminus on the Pacific Coast of a transcontinental railway and a continental highway system; Prince Rupert, one of British Columbia's two principal ports, railway, highway, shipping and aviation centre, is the natural entry port to Alaska.

Only forty miles from the southerly tip of the Alaskan Panhandle and ninety-six miles from Ketchikan, Alaska's first port, such other Alaska ports as Wrangell, Petersburg, Juneau, Haines and Skagway are all within 375 miles of Prince Rupert.

Prince Rupert is 500 miles closer to southeastern Alaska than Seattle, the original port of Alaska—a factor that is becoming increasingly recognized. This advantage also holds for western Alaska ports such as the new metropolis of Anchorage.

For many years now Prince Rupert has handled hundreds of carloads of fish annually from Alaska for transshipment East over the Canadian National Railways. That is established traffic. There have also been barge transshipments of lumber from southeastern Alaska sawmills. This

year for the first time regular shipments of refrigerated perishable products were delivered to Prince Rupert from the central United States by Canadian National Railway and transferred to barge for delivery to Haines and thence by truck and highway to central Alaska over the Haines Cut-off and the Alaska Highway.

Gradually, Alaska is increasing its use of the port of Prince Rupert. Statehood for Alaska, under which certain shipping restrictions mitigating against Canadian ports and shipping would be removed, the establishment of a car ferry service between Prince Rupert and Haines, Alaska, in the process of organization, and the consummation of pulp mill projects for Ketchikan and elsewhere in southeastern Alaska, which would provide huge outgoing tonnage from today's territory and tomorrow's state, would vastly increase this port's function of serving Alaska.

It is to emphasize these factors that the newspapers of Ketchikan and Prince Rupert are getting together in this joint international edition which has the sponsorship of the Prince Rupert Trades and Labor Council.

### Drill Oil On Charlottes

A Royallite drilling rig is now setting up on Queen Charlotte Islands to inaugurate epoch making oil drilling in an area which has long been regarded promising.

It was first sent to Edmonton and from there routed to Prince Rupert to be loaded on a steamer.

The oil well site is north of Skidegate village on Graham Island. Many other prospective oil well sites are to be drilled, according to present expectations. These include a number of islands between Victoria and Vancouver.

## From Our Parliamentarians

### FEDERAL

### PROVINCIAL

extend to Northern and Central British Columbia and to Alaska my very best wishes for continued prosperity and advancement, and congratulations on their present development showing future prospects. For Alaska, we all agree that statehood is not far away. The

importance of the Territory in many aspects of our national and international affairs is a guarantee of advancement in keeping with requirements. I feel that the hoped-for pulp development will also make very soon.

Integration of the tug barge service has shown that Alaska and Central British Columbia are involved in other's interests. It is to expect that a full car ferry will follow

British Columbia's prosperity is now at hand. While the Columbia River Commission is studying the proposed Alcan. project, they are only two sound enterprises contributing to our position as one of the most active areas in the

It is with great pleasure that British Columbia anticipates that Alaska will soon achieve "Statehood." This has long been a point of discussion and it is in accord with industrial expansion of trade and commerce in the North that our good neighbor Alaska should graduate from a territory to the 49th State.

During the war, the feasibility of Prince Rupert providing a shorter and quicker route to Alaska was realized. Therefore, there is no reason why this shipping route through Prince Rupert (with restrictions removed) cannot prove economically sound under post war conditions.

A barge service has been in operation all summer and it is hoped that a car ferry will be established to connect the highways of Alaska with those of Northern British Columbia.

Prince Rupert and Southern Alaska both have as their main industries fishing which will always be of major importance. Prince Rupert has under construction a Celanese mill. Southern Alaska likewise has the prospect of pulp mills being established in the near future.

Therefore, may I say again, we of British Columbia welcome Alaska to Statehood and,

since our geographical location, natural resources, and industrial development are so similar, let Alaska and British Columbia advance together along the path of progress, helping each other whenever possible and living in an atmosphere of "good neighbors."



EDWARD T. APPLEWHAITE, M. P. for Skeena.



J. D. McRAE, M.L.A.

vealing enough rich soil to support a population many times its present 2,400, which has its industrial backbone several sawmills, large and small, close by.

There is more than a touch of the Okanagan in the mellow sunlight which ripens its fruit and vegetables in long, warm summers and make it one of the favorite resorts spots in central British Columbia.

Centred by the village of Terrace with a population of around a 1000 the district is destined to be a focal point of population in years to come.

Some day if proposed plans for an aluminum development at Kitimaat Arm are completed, it may be one of the major cities of the province. Terrace was established as a

settlement in 1910 during construction of the Grand Trunk Pacific Railway and was incorporated as a village in 1927. Its principal industry is logging and lumbering, which accounts for about \$500,000 out of its \$600,000 annual district payroll. There are about 55 individual forestry operations, logging camps and sawmills in the

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## Prince Rupert

"The Gateway to Alaska"

### SALUTES

### Ketchikan



THERE HAS ALWAYS BEEN A CLOSE TIE BETWEEN PRINCE RUPERT, BRITISH COLUMBIA'S MOST NORTHERLY SEAPORT, AND KETCHIKAN, MOST SOUTHERLY ALASKAN PORT OF CALL.

CONSTRUCTION OF THE COLUMBIA CELLULOSE CO. IS MAKING ONE OF OUR DREAMS COME TRUE AND WE REJOICE THAT KETCHIKAN, ON THE EVE OF ALASKA STATEHOOD MAY BE SIMILARLY FAVORED BY THE LOCATION OF A PULP MILL THERE.

N. E. Arnold

Mayor.

### eat City Terrace

all fruits and carry her to their lush green pasture are forming an export centre of productive green the village of Terrace as the lands are cut back, re-

For the benefit of the thousands of people throughout Canada and United States who will read this special international joint edition, it is hereby explained that the issue was planned and organized early the year and that one section (pages 1-16) had been produced when, due to circumstances completely beyond the control of the Daily News, it became necessary to defer publication. That explains appearance of official messages from H. G. Archibald and W. H. Brett, who were at that time M. P. and M. L. A. respectively but who have since been replaced by E. T. Applewhaite and J. D. McRae. Also, E. T. Applewhaite has been replaced by P. H. Linzey as secretary of the Prince Rupert Chamber of Commerce. Another note of explanation which also should be made is that the Silbak-Premier mine near Stewart, and the Polaris-Taku mines re-