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

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Editor: LARRY STANWOOD

### OUR NORTHLAND EMPIRE proposal for northern B.C. and

By JOHN F. MAGOR Publisher, Prince Rupert Daily News

On these pages the Prince Rupert Daily News and six months or more is that of a nine participating newspapers offer the remarkable railroad connecting Fairbanks, story of an area of Canada which holds the same kind Alaska, to some point on the of bright promise that used to lead men west.

It is an area that invites more knowing as knowl- tional Railways. edge 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 could mean not only an elaborthe west by the Queen Charlotte Islands and on the ate defense measure, but a revoeast by the Cariboo country of Quesnel and Prince lutionary development for B.C.'s George. Northward it fans out through the Peace River untapped northland, rich in mincountry and enters the Yukon Territory where, if a erals, timber and agricultural boundary line is needed to give it shape, the Alaska lands. Highway passing through Whitehorse will do.

There is no pretence here that this is all of Can-dream of industrialists since ada'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 been surveyed since then, but it in any other section of northern Canada. The world was not until early in 1953 that has heard of the inland sea being created behind our possibility of an Alaska-B.C. link coastal range to provide energy for the Aluminum Co. was seriously explored. of Canada's plant at Kitimat. It is beginning to hear And a lot of the groundwork of even more ambitious plans to harness the waters of has been accomplished, not by the Yukon for a gigantic northern metallurgical centre. a financier or industrialist-or

By themselves, two such projects would justify even a government official or putting any section of the country in a special class. military leader - but by a pri-Yet in this same area there are great natural gas dis- jects as a hobby. coveries, an oil boom, an asbestos find which is perhaps the world's richest, a uranium development and mining FIVE-PAGE REPORT in a mountain which some say-admittedly with a sense of colorful prose-is made of copper. Its forest coma published a five-page reindustry has taken on immense size, and its agriculture port of his findings in June, is also growing in importance.

As if the wealth on land were not sufficiently Trade Association, members of large or varied, the sea must add its treasure. Within the B.C. government, the Canathis same area Prince Rupert stands as one of the great dian Senate, United States Confishing ports anywhere and, in fact, is known as the gress and several industrial halibut capital of the world.

In the face of such assorted subjects, no one centre leading railroad men. of activity could attempt to speak for all. With this in During his investigations in mind, the newspapers taking part in this publication which he contacted leading inhave made it a truly co-operative effort. Although the dustrialists, government offi-Prince Rupert Daily News initiated the idea and was ada and the U.S., Mr. Carter responsible for final make-up of the publication, the kept continuous contact with the contributing papers shared in the project with equal secretary of the Associated enthusiasm. They submitted much of the editorial ma- Boards of Trade of Central B.C. terial 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, government 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 The report proposes that B.C. in even greater growth, develcomplete a picture as possible, a special Daily News government owned Pacific Great opment and prosperity for the to play the major role in our of northern British Columbia U.S. border. writer visited each of the communities concerned. He Eastern Railroad operate it, for northern portion of British Co- economy. brought back not only editorial material but a definite all traffic from Alaska would lumbia. impression that this northland empire is alive every- funnel to the south through the where to the promise of its future.

We believe this is the first time there has been WESTERN BEST such comprehensive newspaper coverage of this par- The most western route of the the events which are making 1954 such a big year for Whitehorse, is the most favored cent years nearly the whole of that even greater quantities of been blocked out and it is greater importance with every ticular area. The thought behind it was to put on record four, from Hazelton to Atlin and northern B.C. and the Yukon. The principal one, of by those in central B.C. Such the development of British Co- grain, and in particular barley, thought that from 15,000,000 to new well that blows in-but course, is the commencement of operations by the a route, claim the Boards of lumbia has been confined to a lumbia has been confined to a Rupert to the Orient, aluminum smelter at Kitimat. This is the crackling to the comparatively parrow strip just a route, claim the Boards of lumbia has been confined to a Rupert to the Orient. aluminum smelter at Kitimat. This is the crackling tentially-rich territory than any spark, but elsewhere the energy of progress runs with other direct line to Alaska. equal strength.

turn of the century was to the Canadian prairies when to Atlin is favored as an alter ready seen evidence of the grow- result of the efforts of an enter- surveys have been carried out settlers poured in from the east and south to share in nate line. The former, however, ing importance of our northern in the vicinity of Terrace. I power potential of the Yukon but with greater long-term assurance, it is the same from a defense point of view as the waving golden wealth. Less strikingly perhaps, is thought to be more useful as '98 was to the Klondike. Beyond any question, there it would run near the Alaska of the Columbia Cellulose Com- of lumber through the Port of that sufficient power can be is a rush on, but it is divided into organized moves quite Panhandle boundary. unlike the helter skelter of prospectors after quick U.S. SENATOR money.

of the old rush and the beginning of the new can be U.S. is Senator Warren G. Mag. and Kitimat. seen together. Up in the Atlin Lake area, on B.C.'s nuson, who says: northern boundary, the old sourdough is still at work while engineers and industrialists come and go in their quire a standard guage railroad planes and helicopters, talking about water power and linking Fairbanks with the Pauranium. The same is true in the Cassiar district farther east where the old prospectors still pan the streams for maximum quantity of resources gold, while on the mountains overhead men and ma- including timber, mining an chines are extracting asbestos.

Special editions are often promotional pieces. It is point of view, I have always felt not our intention to fall into that pattern. We do not the westerly route is the better suggest this is a place of assured riches where every- one." thing is wonderful. There are pains and problems up here along with prospects. Large industries have found of the 1949 bill "to authorize the trouble in providing homes for their employees. In location and economic survey of some cases the labor turnover is too rapid and, of the railroad from Prince George course, the north country has its trying conditions of to Fairbanks" says it is still in 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 committee to study the proposed railway and bring back a ventures in the Atlin Lake- for another generation. Yukon watershed may have a with the rapid pace B.C.'s no striking influence on a decision, land, the Yukon, and Alaska Of Upper Fraser Valley

depression spread over the con-

(Continued on Page 8)

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SER

By BERT LEBOE

of the steel from Jasper to young boy could really live. Belvoir, Virginia; Glenn Car-Prince Rupert in the year 1913, The sound of the saw, cutting rington, Seattle; and Frank E. Ole Leboe, a son of Norway, mi- through the logs; of falling McCaslin, president, Oregon grated west from Alberta and trees accompanied by the lusty Portland Cement Co., Portland, located at Loos where he set up shout of "timber"; of the mill Ore. in the sawmill business with whistle and the dinner gong at two brothers-in-law. Two years the cookhouse - all are cher- proposal are the Union Pacific, Takla Lakes, then on to Telelater the rest of the family were ished, never to be forgotten Chicago, Milwaukee & St. Paul, to find themselves on the way memories which are a real part Great Northern, Northern Pa- licensed in 1910 by the B.C. to a new country, leaving Al. of British Columbia's past and cific, Chicago-Burlington-Quinberta behind. the threshold of the future.

The passenger train of the There was a great feeling of Grand Trunk Pacific Railway confidence everywhere. Sawfinally reached Loos, a flag- mills were springing up here stop, which marked the place and there all along the railway ister of railways, and J. S. that was to open up a new between McBride and Prince world for the remaining mem- George. Men were developing bers of the "Leboe family"- small acreages for agriculture often referred to as the "Leboe as well as building homes. The Tribe." by many of the resi- time of testing came in the valdents of the "Upper Fraser ley, too, when the unforgettable

a change from the scenes of "moosemeat and potatoes." stands that covered the floor of they continued to work and lowing the Second World War, Ketchikan, Wrangell and Petersthe Fraser Valley and the slopes

Groups of Canadian and ernment officials on three different levels are expected soon to shed some light on a gigantic

The plan which has been under close study for the past northern line of Canadian Na-

The plan, if put into action,

Such a railroad has been a 1910 when an Alaska-B.C. railroad route was actually licensed. Several different routes have

vate individual who plans por

Since Archie Carter of Tamagnates among whom are

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.

A second route from Vander-

"I believe circumstances reroute selected should tap, the agricultural lands. From this

Senator Magnuson, sponsor

### STUDY REPORT Following through with Mr.

Carter's report, the Pacific have expressed strong favorable Perhaps this is only another Northwest Trade Association with headquarters in Seattle, has appointed the following committee to study the pro-

C. J. Rogers, president of White Pass & Yukon Corporation of Vancouver; T. S. Mackay, Investment Securities, Vancouof the Canadian Rockies. Here ver; Christopher E. Webb, Van-Member of Parliament, Cariboo was a land of tremendous couver; Don H. Goodman, Anwealth and beauty; a challenge; chorage, Alaska; Colonel John Three years after the laying and above all, a place where a R. Noyes, Engineer School, Fort the Telegraph Trail.

> U.S. railroads studying the cey, and Southern Pacific.

On Canadian government levels, the propsal is being studied George was surveyed by Canain B.C. by Ralph Chetwynd, min- dian-U.S. army engineers, while Broadbent, assistant deputy, berta, to Stewart, B.C. was surand in the Canadian Senate by veyed jointly by the Canadian Senator Gray Turgeon of Van. Pacific and Canadian National

Meanwhile, U.S. Senator Mag. World War. nuson is seeking presidential ap-That was August, 1918. What tinent. Those were the days of pointment of a commission to

study the matter. central Alberta and its poplar Yet the confidence of the old- Since such a railway was would offer an opportunity for groves to the spruce and cedar timers remained unshaken and mooted in several quarters fol- such southeast Alaska cities as



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.

borders.

cent years.

What is it, then, that gives

special significance to this

present outpouring of words?

Why is it that, behind the fan-

fare of words and pictures.

stirs the undeniable feeling that

its timing is right . . . not only

and industry, we can speak

right but inevitable?

and the Yukon.

come true.

it is in sight.

smelter at Kitimat.

MAJOR FACTORS

Power is perhaps the largest

have contributed in the past to

farming, ranching and base

metals . . . have now been

by large-scale manufacturing.

All these endeavors have their

part to play and all are expected

to share in the rewards of the

## Land of Tomorrow

By BRUCE BROWN, MLA land on foot in an unchartered necessary. This tremendous



north of the 49th parallel.

It is an odd fact that in some places the remains ers of the proposed link in the pany of Canada Ltd. at Kemano lar shipments will continue to plants would, in addition to

However, in view of recent At Kitimat, Aluminum Com- ores not only from British Co-

traveling by canoe and over many more millions will be natural resources such as min-

Hazelton to within 20 miles of

Stewart, then up the old

"Grease Trail" to connect with

The Vanderhoof route which

was unanimously recommended

in 1941 by the International

Highway Commission for the

Alaska Highway, leaves Fort St.

A third route, up the Rocky

Mountain Trench from Prince

a fourth, from Peace River, Al-

Railways during the First

But only the western route

RICH TERRITORY

it has been dismissed several burg to connect with it, at the

government.

wilderness. However, due to investment of capital, resulting If the first fifty years of this the great advances made dur- in the largest single industrial century belonged to the southern ing the last half-century, it can undertaking in Canada, is only part of this province, there is be expected that the develop- one indication of what the now every reason to believe that ment of our great frontier, northern part of British Columthe next fifty years will result northern British Columbia, will bia has to offer. proceed apace and exploration, Another development of conplanning and development, sequence in northern British

which formerly would have re- Columbia during the past two quired years, can now be ac- years has been the discovery complished in as many months. and proving of one of the larg-Before discussing the poten est high-grade asbestos mines

tials which are known to exist in the world at McDames Creek in this northern area, let us just south of the Yukon border. look at what has already been There is reason to believe that realized within the past five as a result of this discovery and other anticipated developyears. The first major development ments in the northern area, a

was the establishment of the road will be constructed from \$35,000,000 Columbia Cellulose this point to a Pacific outlet United States have been brought time is at hand when those is Company plant at Port Edward, possibly at Stewart. which now employs in the Apart from those undertakwoods and in its plant as many ings which have been mentioned as 700 men. This enterprise and are now a reality, and the has added materially to the many more that may not yet industrial history. economy of the north, and be planned but which will sure-Prince Rupert in particular, ly follow, there are two venwhose economy was previously tures now in the planning stage based almost entirely on fish which when they become a reing, although it must be remem- ality will have a far-reaching burrowing through the earth is going to be productions bered that fishing will continue effect not only on the economy

For twenty years or more In the Portland Canal area Few people realize that the the government grain elevator what promises to be one of the geographical centre of this in Prince Rupert remained idle. largest copper mines on this single factor in the coming de-During the past two years it continent is now being explored, velopment of this fabulous province is somewhat north of has been used nearly to capacity It is now rumored that 3,000,000 north country, while natural Prince George. Until very reand there is reason to believe to 4,000,000 tons of ore have gas and oil are assuming

In addition to the shipping case hydro-electric power and of our progress. occasioned by the use of the a railway to tidewater will also The basic industries which In the few years since the elevator, further substantial be necessary. The year 1954 is to our northland empire what the hoof to Telegraph Creek and on Second World War, we have al- shipping may be expected as a For somewhat over a year the growing economy of the pany Ltd. at Port Edward, fol- Prince Rupert to the United created to warrant the establowed by the tremendous under. Kingdom and the fact that it lishment of plants costing up taking of the Aluminum Com- is reasonable to assume reguito a billion dollars. These

> information and announcements pany of Canada Ltd., following lumbia but from all over the we can look on these projects an initial investment exceeding world. The establishment of as only constituting a mere be- \$250,000,000, will be in limited such an industry would result cific Northwest. Obviously the ginning of what may be expect- production this summer. This in the opening up of a large ed within the next few years. first stage of development will and now almost uninhabited Northern British Columbia result in the coming into exist- part of the province. may well be looked on as the ence of a model city, the em. Apart from the strides that last frontier in Canada enjoying ployment of 1,000 men and the have been made in the last few an abundance of natural re- attraction of a large number years and the tremendous unsources, coupled with a favor of secondary industries. It is dertakings now in the planning able location for world markets. common knowledge that the stage, we can justifiably look To most of us the word Aluminum Company plans to forward to continued expansion, "frontier" calls up memories of increase its capacity to the ex- using our almost unlimited supthe days of the early explorers tent that the expenditure of ply of waterpower and our other

> > times by both the U.S. and Cana- same time provide the most dian governments as having direct route to Alaska and prodefense merits. On the other vide access into the most potenhand, certain military heads tially important B.C. territory.

"railroad dream"-an ambitious And recent reports of the pro- idea which will find its way posed hydro power and smelting only into files to gather dust Yukon watershed may have a with the rapid pace B.C.'s northstriking influence on a decision. land, the Yukon, and Alaska are Meantime, the B.C. govern- developing industrially, chances lumbia is "The Land of Tomorment has completed a road sur- for this dream to become a re- row," and already the dawn of vey from Hazelton to Atlin. This ality were never better. route swings sharply west from

erals and pulpwood.

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

However, to successfully

but on the province as a whole.

Surely northern British Cothat tomorrow is now breaking.

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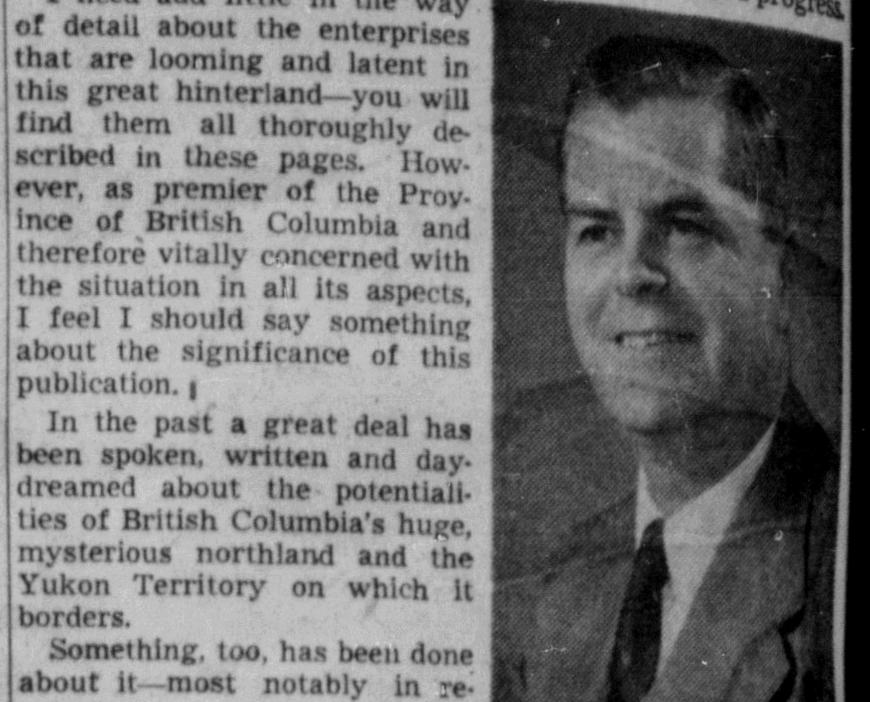
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# Tells Thrilling Story

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



W. A. C. BENNETT

. . premier of B.C. prise is offered the choice of many paths—and therein lies the strength of this move

Let us draw additional It is the fact that now, at strength from our confidence last, by an accumulation and and enthusiasm, but let us also a converging of strong as be realistic. surances from government NO COASTING

There is a great deal to be with some certainty of the done if we are to make the tremendous things that are about to be done . . . for, by most of the opportunities openand in the great Northland ing up before us. It will not Empire of British Columbia be sufficient to coast along on the momentum of a few major The day-dreams are about to enterprises. All sections of this industral The fanfare heralds a future empire must go forward b

that is more than promised- gether, all classes of its people must participate energetically This year, the first aluminum in the general advance. ingots will be poured from the The various departments of potlines of the giant Alcan your government are already

being geared to the new temps This year, too, funds are au- of your progress. thorized for the extension of NEW.PGE the Pacific Great Eastern Rail-In the important field of Within recent weeks, leading communications, our plans for

businessmen of Canada and the the PGE are well known. To together under the auspices of tials will no longer suggest your provincial government to "profits going east." I will me discuss a power project for the be surprised if producers north Atlin Lake area that will make of 53 start calling it their Pa cific Gateway Exit . . . while Before the year is out, we manufacturers in the south will are hopeful that another huge soon get to know it as the undertaking, the Westcoast Prince George Express Bu Transmission pipeline, will be call it what you will, the PCF from the Peace River to the greatest encouragement. Highways and seaways are

also essential services which we propose to extend as the unit country's development expans The ever-improving pro-

(Continued on Page 6)

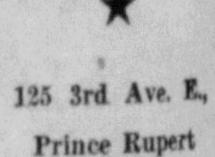
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new era that lies ahead. It is a source of great encouragement to note that the way to the bright future of the Northland Empire is not along one road alone, as was the case in the gold rush days

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