

# Prince Rupert's Destiny Forecast By Noted Slogans



BEAUTIFUL TIMBER STAND of western hemlock and Sitka spruce is an example of the forest cover to be found along the northern British Columbia coast. These trees are some 300 years old. Today, they provide the country with a vast, natural resource and one of the

## North Pacific Forestry Output Hits All-Time High in 1953

Forestry in the North Pacific coastal area reached the peak of production in 1953, showing a 70 per cent increase over the previous year, and valued at about \$25,000,000.

Fifty per cent of the 325,000,000 board feet of sawlogs taken from the woods were cut on the Queen Charlotte Islands. Balance came from areas stretching from Stewart in the north to Cape Caution in the south.

Of the total cut, close to 90 per cent was used in the manufacture of pulp by three major companies—Columbia Cellulose Co. Ltd., at Prince Rupert, Pacific Mills Ltd., at Ocean Falls, and Powell River Co. Ltd., at Powell River, B.C.

Another 180,000,000 board feet of lumber was produced in the northern and central interior of the province, east of Prince Rupert as far as the Bulkley range. This includes the area supervised by the district forest officer located in Prince Rupert.

Most of the interior forest products are finished and rough lumber, cedar poles, and hand-sawn ties. Some 2,000,000 poles and 171,000 ties were produced in the area in 1953, over and above lumber from sawlogs. The lumber is produced by

major sources of the economy of the north. While spruce and hemlock are used for the manufacture of lumber to some extent, about 90 per cent of the annual cut in the northern coastal regions is manufactured into different types of pulp, for which the wood is especially suited.

experts, however, that when timber reserves become scarcer, methods of more economical logging of smaller areas will be developed.

Increased power availability for Prince Rupert would likely attract forestry operations even today, according to other fore-

## Major Copper Discovery Boosts Mining Activity

Mining in the Prince Rupert district received a major boost last year with the discovery of what is estimated as the largest copper deposit in British Columbia.

In its second season of development, Granduc Mines Ltd. is carrying out an intensive drilling and driving program on a 3,000-foot glacier 25 miles north of Stewart, B.C.

Expectations are that the objective of 15,000,000 to 20,000,000 tons of ore outlined may be reached before winter sets in.

Establishment of such an ore reserve would likely justify construction of a 40-mile railroad to tidewater and sizeable hydro-development, present thinking of the company.

Granduc has control of some 100 claims on Leduc glacier, 40 miles up the Leduc River which empties into tidewater in the Alaska Panhandle. While distance of the ore deposit to Stewart, Canadian port at the head of Portland Canal, is only 25 miles, the route lies over rugged peaks and icefields.

"Present thinking is that a narrow gauge, 36-inch railroad down the Leduc River Valley 40 miles to Pacific deep-water in Behm Inlet, offers most attractions. It would cut across the Alaska Panhandle, which means a certain amount of negotiating with Alaskan authorities," the weekly Northern Miner reports.

Other possible routes, however, will be studied. One mentioned was that of an aerial tramway or monorail to Stewart. No route will be easy along which to transport concentrates from the proposed 5,000-ton mill.

Only active mine at present in the same general area is the

## NEW PROCESS PERFECTED FOR SMELTING TITANIUM

MONTREAL (CP)—The Shawinigan Water and Power Company announced today it has perfected a new electrolytic process to make high-grade titanium metal at lower cost than ever before.

J. A. Fuller, president of the company, said plans now are being drawn up for a large pilot plant as a step toward commercial production.

The new process was discovered at the company's research laboratories at Shawinigan Falls, Que., Mr. Fuller said. Patents had been applied for in several countries.

## Mining Empire Opens in North

By THOMAS ELLIOTT  
British Columbia and Yukon Chamber of Mines

A vast new mineral empire—that is the best description that can be given to the large section of country that makes up the northern half of British Columbia and the whole of the Yukon Territory.

As yet scarcely prospected, this territory has witnessed numerous important mineral discoveries during recent years and from present indications many more deposits of valuable metals will be uncovered during the years to come.

Indicative of the possibilities of the northern half of British Columbia is the impressive figure of more than \$3,000,000,000 that has been produced by mines in this province since the early days, most of it recovered from mineral deposits located in the southern areas. Known to be geologically favorable for mineral occurrence, the northern section is believed to possess ore deposits of comparable richness and size.

And since gold was first discovered along the Klondike River in the Yukon, that important section of Canada has produced \$275,000,000 in new mineral wealth and at the present rate of progress will account for many millions more in the future.

Proof that Canada's Pacific Northwest is now recognized throughout the world as a vast storehouse of mineral wealth is the fact that some 35 of the largest Canadian, United States and British mining companies are active in the search for new metal deposits.

Backed by an ample supply of venture capital, these companies are sending prospecting and exploration parties into the field, equipped with every modern device, including helicopters, airborne magnetometers, scintillometers, geiger counters, diamond drilling outfits and other aids to those men whose task it is to uncover the "hidden wealth."

But even with all these modern aids, the main task of finding new mineral deposits rests the same old style type prospector who climbs the rugged mountains on foot and watches for evidence of "float" rock that will lead him to the veins from which it comes.

Today's prospectors, however, are men who are highly skilled in their profession as they possess a thorough knowledge of mineralogy and geology gained from universities and mining schools such as conducted by the Chamber of Mines in Vancouver each year during the winter months.

It has been estimated that approximately 500 full-time and part-time prospectors will be active in B.C. and the Yukon during the summer of 1954, many of whom will be financing themselves, while others will be grubstaked by syndicates and companies. Still others will be given grubstakes by the provincial government.

When thinking of the Yukon, however, first picture is that of the large gold dredging operations of Yukon Consolidated Gold Corporation at Dawson City which will again be operating with seven bucketline dredges along the Klondike River. This operation last year produced \$1,416,833 worth of free gold.

But eastward from Dawson, at Mayo and Keno Hill, United Keno Mines Ltd. continues to operate its 500-ton flotation mill, producing high-grade silver, lead, cadmium

concentrates to the value of \$3,368,775 in 1953.

At Tulsequah, on the Taku River in northern B.C., Tulsequah Mines Ltd., subsidiary of Consolidated Mining & Smelting Co. of Canada Ltd., is an important producer of silver, lead, zinc and copper. This property also is equipped with a 500-ton mill.

NEW FINDS

And 70 miles south of the Alaska Highway where it crosses the B.C.-Yukon border is the now-famed Cassiar asbestos mine at McDame, B.C., producing some of the highest quality chrysotile fibre in the world.

One of the most sensational new mining developments lies north of Stewart, B.C., on the Unuk River. Being developed by Granduc Mines Ltd., and financed by Granby Consolidated and Berens River Mines, this property is shaping up to be another large low-grade copper producer.

Equipment and supplies for development of this isolated deposit are being flown from Stewart, landed with ski-equipped aircraft in a snow-bound valley adjacent to the mine workings.

Another interesting new development of a similar type, containing values in copper, silver, lead and zinc, is that of Prospectors Airways Ltd., located on Vandora Creek tributary of the Pelly River approximately 30 miles from the Yukon pipeline road in the Yukon. Reports indicate this deposit, discovered by two Whitehorse prospectors in conjunction with Pelly River Indians, may develop into a very large low-grade base metal mine. Quite a number of other companies have staked claims in the immediate vicinity of this discovery.

NICKEL CLAIMS

Another spectacular mineral find in the Yukon consists of a large group of nickel-copper bearing claims situated at Quill Creek, near Klunene Lake, west of Whitehorse.

Discovered by the Yukon Mining Co. Ltd., it is now controlled by the Hudson Bay Mining & Smelting Co., which has spent many thousands of dollars during the past few years exploring this impressive deposit, driving tunnels and diamond drilling. It is understood a large-scale program is planned for this season.

Also, a contract for 20,000 feet of diamond drilling, in addition to magnetometer and geological surveys, is planned on the extensive claim holdings of Canals Nickel Mines Ltd., along the White River, in the same general area. Prospectors Airways and other companies are also planning further work on this favorable nickel, copper-bearing structure that is known to extend for over 100 miles in length.

LARGE DEPOSITS

Two other important lead, zinc, silver discoveries that have been made in the eastern part of the Yukon are those of American Smelting & Refining Co., at Hyland River, and the Hudson Bay near the summit of the Canol pipeline road. It is understood sufficient work has been done during the past few years on both of these de-

## World's Third Best Harbor Seeks Place in Shipping

By LARRY STANWOOD  
Editor, the B.C.-Yukon Northland Empire

"Gateway to the North Pacific"—"Key to the Great Northwest"—"Canada's Most Strategic Port"—"Halibut Capital of the World"—such are the slogans which embellish the city and port of Prince Rupert, destined to become the greatest shipping centre in the North Pacific.

But it is true that development of the world's third best natural harbors, as well as all the northland of B.C. and the Yukon, has been painfully slow. Their destinies have often been clouded and overshadowed by attention to the south.

It has been said often, too, that the pioneers with their visions who first pushed back the frontiers of central and northern B.C. were "born 40 years too soon." If the promotional literature written about this area at the turn of the

## Industry Is Moving Northward

And this year, more than any in the past, is showing the way to the north.

- The first \$250,000,000 stage of the Aluminum Company of Canada's plant at Kitimat—75 miles southeast of Prince Rupert—is going into production this summer.
- The B.C. government road-building programs in the Peace River area and in the interior will be joined by the PGE extensions for a new rail line for that vast agricultural area.
- The Canadian National Railroad's \$11,000,000 link with Kitimat is nearing completion.
- Hanging in the balance is the \$11,000,000 Westcoast Trans-mission pipeline to bring gas from the huge gas reserves in B.C.'s Peace River area

to the Pacific Northwest. Further west and a few hundred miles north of Prince Rupert, a fabulous hydro potential is under study by Frobisher Ltd., which plans to develop a gigantic metallurgical empire with an estimated 5,000,000 horsepower available.

Meanwhile, northern B.C. mining is off to a new era with more activity and exploration work than ever, in spite of low metal prices and high transportation costs.

And in the centre of all this activity is Prince Rupert, closest Canadian port to the Orient, with a year-round, ice-free harbor big enough to hold every ship in the world.

"That in itself is reason enough to make this city big," say local businessmen.

## Pulp Mill, Elevator Spark Activity

Prince Rupert has had two major booms and two reverses, but since arrival of the \$40,000,000 pulp mill opened by Columbia Cellulose Co. Ltd. on June 11, 1951, its economy has risen steadily and has stabilized.

Opening of the mill was followed shortly by reopening of the 1,250,000-bushel grain elevator after a closure of 20 years. Grain shipments totaled 12,300,000 bushels in 1952, and last year 40 deep-sea vessels loaded another 12,000,000 bushels. Bulk of shipments were destined for Japan.

And recently new shipping activity was inaugurated at Prince Rupert with the port's first lumber shipment loaded on a deep-sea freighter bound for the United Kingdom.

The cargo of 700,000 board feet was supplied by a group of lumbermen in Terrace who plan to ship a similar cargo out of Prince Rupert each month.

The lumber is assembled in Terrace and hauled the 90 miles to port by rail. Carloads are shunted onto a loading dock and ship's slings hoist the lumber aboard from the cars.

## Railroader Excited First Boom

Prince Rupert's first attraction was to the deep-sea halibut fishermen at the turn of the 19th century, for its 14-mile fjord-like harbor always promised safe anchorage while heavy gales might blow just outside.

But in 1906, a fiery man with a great vision brought an overnight boom to the aboriginal site. He was Charles Melville Hays, a railroad man from the United States, who decided he would make Prince Rupert the

principal port of the North Pacific and terminal of a trans-continental railway which would connect the Pacific in the north with the existing Canadian National Railways at Jasper, Alta.

A real estate boom which greeted the Hays' announcement reached a fever pitch by 1912 as the new Grand Trunk Pacific Railway neared its western terminus and completion.

(Continued on Page 4)

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