

## Expecting Big Development

Clustered around the entrance of the most natural gateway to British Columbia's northland, villages of "Old," "New" and "South" Hazelton maintain that even after 50 years of flying rumours, they are sitting on the threshold of "something big."

And they may be right, for at this moment, a plan for a railway into the north is being studied by U.S. and Canadian defence departments, and industrialists, and if adopted, will match the Alaska Highway saga.

The proposal is to push a railway from Hazelton—on the northernmost point of the present Edmonton to Prince Rupert line—to Whitehorse, Yukon, and on to Fairbanks, Alaska.

But in the meantime, Hazeltonians are content to go about their farming, logging and mining and happy to live in one of the world's major beauty spots.

The three Hazelton communities are grouped around the confluence of three rivers—where the Bulkley and the Kispiox meet the main central B.C. drainage system of the Skeena.

"Old" Hazelton—the first of the three settlements in the area and smack on the banks of the Skeena River—blossomed out of a gold rush at the turn of the century, although it rose to some prominence out of an earlier quest for gold—that of the glittering Klondike trail.

Also, it was in Hazelton where the first attempt to string a telegraph line from eastern civilization to Dawson City ran afoul of hostile Indians. They later used the abandoned rolls of wire to construct a bridge over a 100-yard canyon of the Bulkley river, near where it meets the Skeena.

### FIRST SURVEY

Today, a modern bridge spans the gorge.

First survey parties of the north trans-provincial railroad reached Hazelton in 1903 to seek a way to the west coast. The line was finally completed in 1914 with its terminus 200 miles southwest at the port of Prince Rupert.

When the railroad skirted "old town" by several miles, the settlement of New Hazelton and South Hazelton arose, the former becoming the official railway depot and freight yard. "South town" just grew a few miles farther down the line.

New Hazelton and district now has a population of about 700. Main activity is centred on the pole yards of two main lumber companies. Pole logging has long been the main operation in the area, followed by farming along the Skeena river benches and lowlands, and in the newly-opened Kispiox Valley to the north.

Since its beginning, Hazelton has been a jumping-off place for adventurers and industrial promoters.

### GOLD RUSH

After the fever of the Yukon gold rush subsided, Hazelton found itself the hub of excitement akin to the Klondike itself, but on a smaller scale. Gold had been discovered in the Manson Creek area and Hazelton provided the gateway to the lure of placer gravel.

Then came the Skeena River paddlewheelers, making Hazelton their terminus on the tricky waterways. Supplies also came overland by pack train and

although the gold petered out, railroad construction kept the frontier settlement booming.

In 1911, during the peak of prosperity, Hazelton experienced the only attempted bank robbery ever perpetrated in central B.C. Maybe that was because three of the seven bandits were shot and killed outright and three were wounded when irate citizens took the law in their own hands. The seventh was never found. No money was taken.

The same year, a publicity seeker drove the first car seen in the province north of the Fraser Valley from Seattle to Hazelton, returning via river boat and steamship.

In the wake of boisterous construction crews, Hazelton's slumber was interrupted only periodically. One mining venture or another probed surrounding mountains. Other adventurers came to explore northward. Surveyors sought road and rail passes.

But the hinterland remained a closed book for the only means of travel beyond the Hazelton gateway is along the overgrown Telegraph Trail. Not until the ribbons of steel or graded surfaces penetrate the vast land to the north will it be known what riches are stored there.

And that day appears closer now than ever before.

## Farmers Open Kispiox Valley Akin to Days of Pioneering

One of the newest and most fertile farming and ranching areas in the province is being opened up by modern-day pioneers of Kispiox Valley—a 40-mile vale stretching northward from Hazelton.

But while these pioneers to-day drive cars instead of ox carts and have come into their new home by rail or highway instead of overland pack trains, their experiences are often as rigorous as those of earlier generation homesteaders.

Most of the Kispiox farmers have settled along the river of the same name and the road which follows it northward for 40 miles. But more are pushing back into natural meadows which lie behind the ridges of forest cover.

Mixed farming is the main endeavor with a few ranchers investing in white-faced beef cattle. Like Fred Ambrose, who drove 50 head of good stock from the Cariboo a few years ago and now grazes several hundred.

But full-time ranchers and farmers are few. Most of them have settled on a corner of a 160-acre plot, raise some chickens, cattle, horses and pigs; grow enough feed for their stock and vegetables for their family.

And right after freeze-up, the men go into the woods. Some have enough timber on their own farmlands to make a profit on cedar poles, while others hire out to private operators cutting poles on a contract basis.

"Nobody gets rich farming around here, but neither have I seen anyone starve," said one farmer's wife, standing in the doorway of their log-and-rough-lumber cabin. She was dressed in a neatly home-sewn gingham and three small children crowd-

ed around her, all looking as though they wore ripe apples for cheeks.

"My husband and I haven't seen a movie for nearly a year now, but we expect to drive to Vancouver this summer. I guess that will last us for a little while," she laughed.

But the Kispiox Valley and Hazelton farmers make their own entertainment. Dances take place almost every week, and all are looking forward to their second rodeo to be held again in September.

### RODEO

"We thought our men did a real fine job putting up that rodeo arena," the farmer's wife said.

The rodeo, which is an offshoot of an annual event staged in former years by the Indian village of Kispiox, drew an attendance of more than 2,000 spectators and performers from as far west as Prince Rupert, as far east as Edmonton, Alta., and from the south as far as California.

Many of the "outside" visitors just happened to hear of the rodeo while passing through as tourists. Bulk of the crowd however came from central B.C. The arena itself, including chutes, corral, a dirt race track, bleachers, concession stands, and restrooms were constructed with volunteer labor and donated materials. Then a committee lined up the entries.

But after the noise and fun, the Kispiox farmers return to their crops and stock. Good crops are assured. Climate is semi-continental and not too severe in the winter and more frost-free days in the summer than most other central B.C. parts. Hazelton lies on the fringe of the coast weather influence.

## Uranium Finds Boom Australian Deserts

SYDNEY, Australia — The "dead heart" of Australia—an arid, lonely area of thousands of square miles—is gradually coming to life as field after field of valuable uranium is discovered in its barren plains.

The tract of land, nearly as large as all Europe, was already known to be rich in gold and tungsten ore. But it is uranium that seems likely to stir "the centre," after years of neglect.

From Rum Jungle in the north to Wild Dog Valley in the south, Radium Hill to the Coronation field, prospectors are reporting values which may make Australia richer in uranium than any other nation in the world.

The realization of the potentialities of this semi-desert, linked with the discovery of oil in the far northwest, has set a surge of confidence and excitement through Australia.

### ACCIDENTAL DISCOVERIES

The manner in which uranium has been discovered runs true to the romantic history of the early days in central Australia; and the wild speculating in uranium shares which has made fortunes for many on stock exchanges throughout the nation, carries the saga into a modern setting.

The Rum Jungle uranium field was discovered by a veteran prospector, Jack White, who was hunting kangaroos when his practised eye noted the possibilities of the area. Even after he collected his \$25,000 reward, White continued to live in a tin shanty and to prospect the north of Australia just as he had done for years.

More recently, three bullock shooters, through the accident of a badly directed rifle shot, discovered one of the most valuable uranium deposits in the Northern Territory. One of the party shot a bullock near the outpost of Edith River, but only wounded him. The animal went charging off, and the men gave chase in a utility truck.

After many miles had been covered, the bullock dived into thick scrub in a valley, where he was cornered and shot.

Only then did the men—all experienced prospectors—notice the faulted nature of the country—an indication of heavy mineralization. They bought a Geiger counter, returned to the spot, and found signs of radioactivity.

So great was their faith in the area that they refused a government reward of \$25,000 and chose to work the holding themselves. Their wildcat gamble seems certain to pay off handsomely.

Vast tracts of Australia's "dead heart" as well as much of the more heavily populated coastal region, are being combed by government-owned aircraft, carrying scintillographs which measure gamma radiation from the country below. Where there are signs of radioactivity, parties of experts are sent to examine further.

### GOVERNMENT ATTACKED

Recently, the government has encouraged private companies to take part in uranium searching and mining. The results have been astounding.

Many new companies have been formed, and stock exchange speculators have snapped up every issue of shares. Many established mining companies also have joined the uranium hunt, and, almost without exception, the value of the shares has jumped.

Despite warnings from government leaders and financial experts, people who had never bought a share before, have been snapping up holdings in any company that had mention of uranium in its title.

The discovery of uranium has brought bitterness too. Early this year, a series of vitriolic attacks was launched on the government, backed with claims that Australia was selling her uranium to British and the United States at "bargain prices." Prime Minister Robert G. Menzies and Supply Minister Howard Bealen denied the charges.

Earlier, the deputy leader of the opposition, Arthur Calwell, attacked security measures in the north, and charged that "the world's richest uranium deposits are within the easy grasp of any aggressor."

HEGWILGET CANYON bridge, crossing the Bulkley River between "new" and "old" Hazelton, is the most recent and modern method of crossing the gulch.

Indians in early days solved the problem by constructing bridges of cedar limbs. Later, they built a bridge of telegraph wire left behind by crews who failed to complete the line. Imposing Rocher de Boule Mountain towers in the background.

## Fast Growing Northern Air Service

Headed by one of Canada's most noted bush pilots, Pacific Western Airlines is fast gaining recognition for its air service in the north.

Russell Baker recently re-organized PWA under a new charter which takes in more scope than any of his preceding small-plane air lines which have served the north for several years.

One of PWA's greatest single contributions to flying is cited in a tribute recently paid by a major contractor of British Columbia's Kitimat-Kernan hydro project, for which the air lines handled 14,075 passengers in one year.

"PWA made it possible for us to run the Alcan project as an integrated operation instead of a service of independent endeavors," said A. O. Strandberg, senior project engineer for Morrison-Knudsen Company of Canada Ltd.

### FLOAT PLANES

The air line's equipment ranges from light economical aircraft for charter and executive work to luxury amphibians,

including the well-known Beaver aircraft noted for its outstanding performance in bush-type flying.

PWA fleet also includes a number of Norseman float-equipped planes, aircraft which have played a large part in the development of aviation in the rugged terrain of Western Canada and the northland.

All aircraft are equipped with radio, and pilots are in constant touch with their bases while on flights to any point in B.C.

Supervised by experts who have been many years with the operators, all overhaul of aircraft is done in the company's own shops at headquarters base at Vancouver airport and at other main bases in the province.

A fleet of trucks and station wagons maintains ground connections.

## B.C.'s AUTO ACCIDENT RATE SHOWS DROP SINCE 1948

VICTORIA (CP)—Attorney-General Robert Bonner said here that measured on a per-thousand-car basis, automobile accidents in British Columbia had dropped sharply since 1948.

Mr. Bonner said there were 88.9 accidents per 1,000 motor vehicles in 1948 against 64.5 in 1953.

The statement showed that there had been an increase in the number of accidents in 1953 over 1952, but it was less than the increase in motor vehicles and motor cycles on the road during the same period.

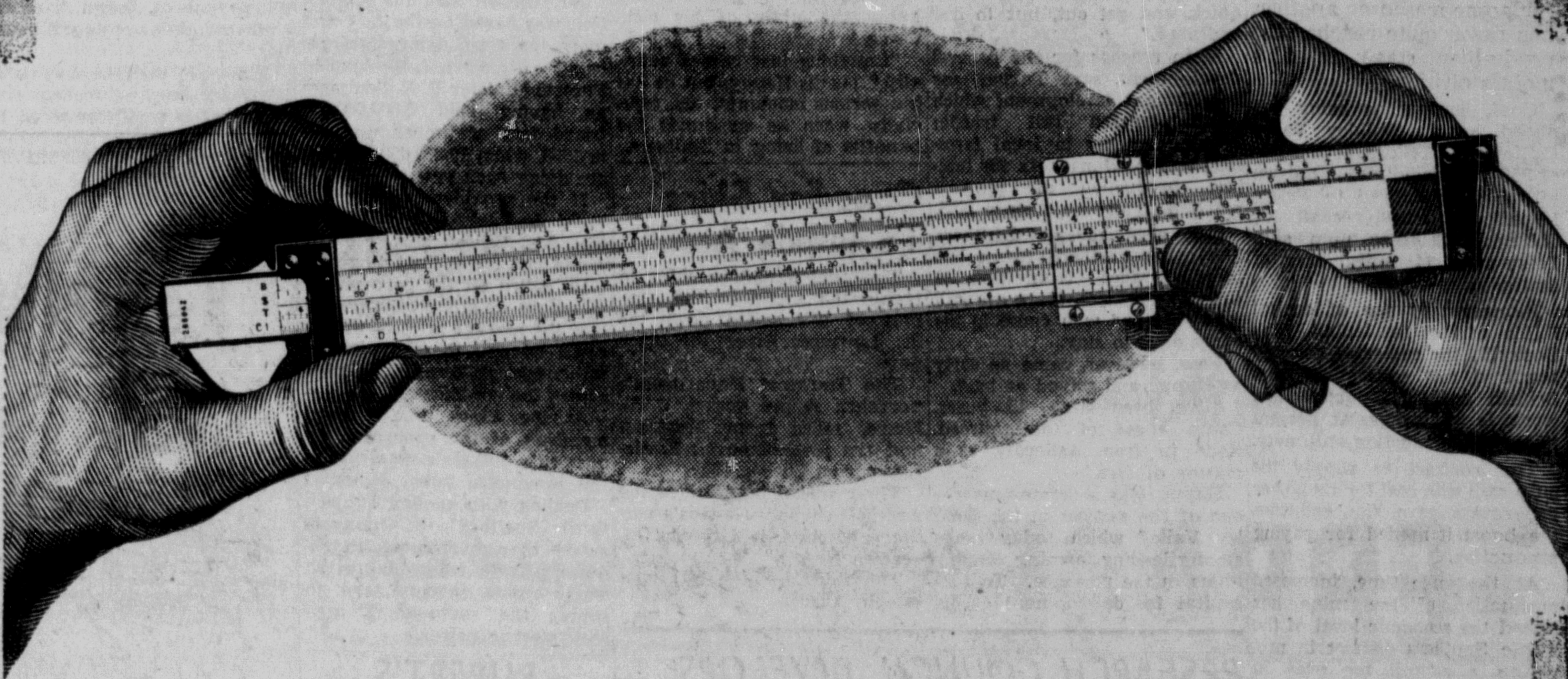
From 1952 to 1953 accidents increased from 21,189 to 22,096; injuries increased from 7,197 to 7,737 and deaths dropped from 209 to 208.

Against this the number of licenses issued in 1952 were 316,160 compared to 345,484 in 1953.

Wherever big things  
are going on  
there you'll find  
the engineer

Wherever you go in Canada today, you see the work of the professional engineer. A river's course is changed and its rushing power harnessed for man's needs... an oil pipeline scales a mighty mountain range... a highway is punched through the rocky wilderness... the skylines of cities are altered in a few short months... and behind each mighty accomplishment stands the engineer.

Behind our many new industries, unknown a decade ago, as well as the unprecedented development of our natural resources—stands the engineer. His is the vision and the orderly thinking that is contributing so much to Canada's phenomenal expansion.



WE OF CANADIAN GENERAL ELECTRIC never forget that ours is essentially an engineering organization. We know that our progress depends on the constant recruitment of young engineers and are proud of the contribution we are making to their training.

### Engineering graduates join this Company each year

Each year, since its earliest days, engineering graduates have joined this Company to continue their training in special courses—nearly twelve hundred have already gained invaluable experience on the Company's well-known "Test" Course.

The purpose of the Course is primarily to ensure a constant supply of trained talent for this Company. A high proportion of the executives of this organization got their start on the "Test" Course.

The Course over the years has also contributed a constant stream of highly-trained graduates to fill the ranks of Canadian industry. In fact, it is a source of pride that not a few of them are to be found today holding important positions in many widely diversified engineering fields.

### Everybody benefits from the engineers' work

Canadian General Electric currently employs some eight hundred engineers—that's one out of every eighteen

employees—and is continually adding to their number. These men—whether they work as development, design, production, application, sales or service engineers, in the electrical, mechanical or chemical fields—are in the final analysis working for you.

They develop, design and manufacture the complex electrical equipment that generates power, transmits it across great distances, controls it and then puts it to work for the common good. They are constantly improving and simplifying existing products to increase their efficiency and lower their cost. They develop brand-new products to meet brand-new needs. In co-operation with our customers' engineers they design and install equipment to meet specialized needs—to raise productivity and to lower costs.

### The engineers' part in Canada's rising prosperity

It is an important part of their work to find new methods of manufacture, and to develop new equipment and products that do more, last longer and cost less to operate. It is by employing outstanding engineers—the key men in Canada's progress—that we are able to play a worthy part in our country's industrial growth, and in the developments that are raising the living standards of all of us.



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## New Housing Near Cure-All For Slummers

TORONTO — Moving slum dwellers into a modern housing project has cut down their sickness, ended family squabbles and improved their children's grades in school, a research survey indicated today.

The report was made by Helena Toews, a post-graduate student in social work at the University of Toronto, after interviews with 11 per cent of the families in the Regent Park project here.

She also talked with doctors, nurses, teachers and social workers who work with Regent Park residents.

The tenants, who formerly lived in the shabby district that Regent Park replaced, had been in their new quarters an average of just under two years. Half the families said they had colds less frequently. Half said infectious diseases were less. Thirty-one of the 48 families with children reported less sickness since moving. Six families had pneumonia before moving, but none have had it since. Four housewives said their nerves were better.

Doctors agreed that diseases did not spread so quickly in the less crowded housing and people who were sick got well faster.

Teachers reported a marked improvement at school. Absenteeism dropped because the houses were no longer so cold that children had to stay in bed to keep warm. They also said fewer children had lice.

Forty-three of the families said they were more contented than before. Ten were the same, six were less contented and three couldn't decide.