



**TERRACE-KITIMAT** railway grade is shown here winding along the banks of the Skeena River. The railway, a branch of the Terrace-Prince Rupert

Canadian National Railways line, is expected to be completed by late in 1954. Cost of the project is estimated at \$11,000,000.

## First Board For Marketing

Terrace's vegetable and fruit growers who have organized the first farmers' marketing board in central British Columbia, are spearheading a move to put their produce on retail markets in Prince Rupert and Kitimat on a large scale.

While Terrace district is not particularly suitable for commercial agriculture because of its limited acreage of good soil, a growing number of farmers are taking advantage of a singular climatic condition there.

### GROW CELERY

"This district is the most northerly of the whole continent where we can grow such crops commercially as celery, apples, cherries, corn, cucumbers and tomatoes," said William B. A. Brandis, one of the leading farmers.

Mr. Brandis, who operates his 16-acre "Green Acres" farm on a full-time, scientific basis, was one of the foremost supporters or organizing the marketing board.

His main crop last year was cabbage of which he supplied 12 tons to local and Prince Rupert markets. But besides cabbage, he grew successfully lesser quantities of celery, tomatoes and other vegetables, declaring:

"Providing a farmer here can get half-way decent soil and operates scientifically, he can grow the very best of celery here."

"Other farmers are proving this each year. Tomatoes and cucumbers are also very successful."

### FARMING PROBLEMS

But besides good soil being at a premium in the Terrace area, clearing of land is expensive, running to \$100 an acre in some instances. Farm labor is hard to get because of the more lucrative offers by the forest industry, "and that about rules out" such crops as strawberries and raspberries, apples and cherries on a commercial basis.

Yet, high quality crops of berries and fruit are grown annually for local consumption.

### MORE PRODUCTION

Mr. Brandis, who migrated to Terrace six years ago from Holland, does not, however, rule out his district's role in providing more fresh produce for present and future markets.

"We have to take advantage of our climate to meet competition from the Bulkley and Nechako valley farmers in such staples as carrots, beets and potatoes."

"We have to farm on a small but scientific scale with an eye to production and grading. I feel that Terrace can still use a limited number of additional farmers with some capital and a knowledge of scientific farming practices."

### GOOD MARKETS

Mr. Brandis does not believe that any farmer will make a fortune, but "can be assured of a good living if he's willing to work."

At the same time, he and other district farmers are hopeful that opening up of the Kitimat valley by highway and railroad will provide still more possibilities in agriculture.

"We don't have to worry about markets for some time," they say. "We are only beginning to scratch the Prince Rupert outlet. All we have to worry about is production and good grading of our produce."

## Terrace Cited As Air Centre

Importance of Terrace as a centre on B.C.'s western airways was outlined recently by Canadian Pacific Airlines which plans to develop the community's war-time airport to handle future major northwest air travel.

Official opinion is that Kitimat will not get an airport because of its proximity to Terrace from which traffic to and from the smelter city would be serviced.

Installation at the airport of two beam stations and a radio range is being completed by the department of transport. At the same time, CPA has applied for a first-class license to operate in the northwest. Plans include servicing Prince Rupert, Kitimat, Stewart, Tulsequah and Smithers daily through Terrace.

The direct flight to Vancouver could be completed in less than two hours.

Terrace airport is located on a bench in the Skeena Valley three miles from village centre. Constructed during the Second World War as a measure of defense for the northwest coast and used extensively by the U.S. and Canadian air forces, the airport has three hard-surfaced runways a mile in length each, and adequate hangar facilities.

Now, forced from its post-war retirement into taking an active part in the rapid-fire industrial development of northern B.C., it is considered another stepping-stone in the destiny of Terrace.

Approximately 450 mills produced 900,000 board feet of lumber per day in the Prince George area in 1951. In 1953, output of 700 operations was 2,000,000 feet daily.

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## COMPLETION PLANNED IN 1954

# New Terrace-Kitimat Rail Link To Tap Vast Timber Reserves

With grading and bridgework more than half completed on the new line, the first train is expected to roll down the Canadian National Railway's Ter-

race-Kitimat link before the end of 1954.

While the \$11,000,000 link is being constructed primarily to serve the Aluminum Company of Canada's smelter city of Kitimat, "by-products" of the new line will result in major benefits to all communities in central B.C.

All eyes in the area, therefore, are trained on the progress being made in the construction of the line and all the waiting in anticipation for the heavy wheels to roll down the new-laid tracks.

### BIG BRIDGE

Major project confronting engineers and railroad builders was spanning the Skeena River 9 miles from Terrace Station. This bridge, comprised of seven spans supported on concrete piers, is scheduled for completion June 30.

Greatest construction difficulty on the entire line so far encountered was in bridging the Lakelse river, 11 miles south of Terrace. Badgered by the problematic type of soil—a fine grained clay—which is "extremely impractical" to excavate, a large amount of fill had to be hauled in.

At another trestle, a clay bank gave way in a huge slide which knocked out part of a bridge already constructed.

Meanwhile, the entire right-of-way has been cleared and grading in several stretches is nearly complete. A mile of track has been laid from Terrace Station. Total amount spent on the line in 1953 was \$5,090,469.19, approximately half of the whole construction cost.

### MAIN ARTERY

Laying of tracks and ballast as well as more than \$1,000,000 of construction work is the responsibility of the CNR. Contractors employed for the major construction work are Campbell-Bennett Limited, for grading and clearing; Dawson & Hall Limited, and Dominion Bridge Company Limited for bridges and culverts.

The new line will be the overland transportation artery from Kitimat to all other parts of North America and much of the supplies destined for Alcan's plant will come by rail from eastern Canada.

At the same time, Kitimat is bound to present a ready market for agricultural products and lumber from fertile central B.C. valleys, such as the Skeena, Bulkley and Nechako.

### LUMBER FIRST

First to benefit from the new line, however, will be the lumber industry.

The railroad passes through a stand of virgin timber estimated at 2½ billion feet on one of the best logging grounds in the northern Pacific section, and a considerable amount of timber already has been cut in clearing of right-of-way, has been cordoned off and is waiting to be hauled to market.

Much of the timber—comprised of old stands of spruce, balsam and hemlock—is considered by the B.C. Forest Service to be of a pulp species. Most of the area is privately owned by two large paper companies—Power River Company and Ocean Falls Limited—although certain tracts are still retained by the provincial government.

Best stand of timber is located on a large, flat plateau between Lakelse Lake and the head of Kitimat river and considered to present few difficulties to modern logging methods.

In tapping this valuable reserve of timber, B.C.'s newest railroad will be in business even before it reaches its destination and before the prime purpose of its construction is realized.

### UNNECESSARY LOSS

PORT ARTHUR (CP) — Retiring after 42 years as a fireman, Fire Chief James Arril said he was appalled at the number of lives lost unnecessarily in fires. He emphasized that everyone should have a plan in mind for what to do in case of fire.

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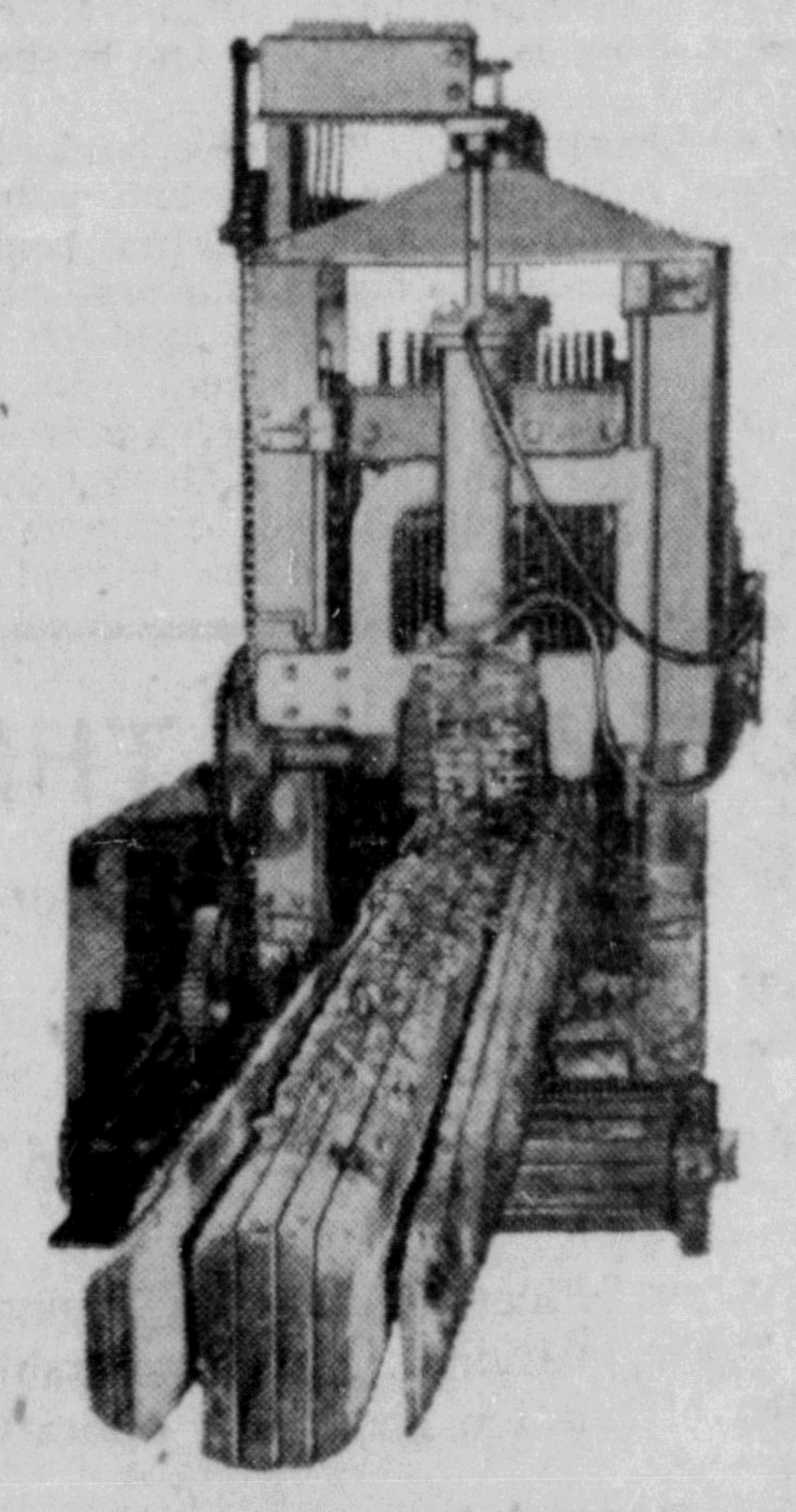
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