

## Kitimat in Process Of Switching From Construction to Production

By BRUCE LEVETT  
Canadian Press Staff Writer  
KITIMAT, B.C. (CP)—The building of a \$550,000,000 aluminum industry in the wild valleys of British Columbia's north coast is a tale of two towns—one growing, the other dying.

Kitimat, where a giant Aluminum Company of Canada smelter is almost ready to produce the white metal, is growing. Now in the throes of a switch-over from construction to production, its population by the year-end is estimated between 6,000 and 7,000.

Kemano, 50 miles to the south, is dying. Home of 6,000 men who worked on the hydro development last fall, it will be down to a permanent staff of 60 by this autumn.

**DEVELOPING PROJECT**  
The aluminum industry these men have built will progress in stages. The first stage will see two lines of electric furnaces in operation but company officials hope eventually to quadruple the plant's initial capacity.

The first stage, including power development and the two furnaces, has already cost \$275,000,000 exceeding the original estimate of \$115,000,000.

New aluminum company officials don't even guess how far the project's final cost will soar above the original \$550,000,000 estimate.

They say the market will grow as the market for aluminum grows. Kitimat is where the aluminum will be made—but Kemano is where Kitimat is made, for without power from Kemano the smelter here is just a collection of six long buildings.

The amount of electricity necessary to smelt a ton of aluminum from the ore would light and power the average Canadian home for a generation.

A. C. Turney, works manager here, expects power from Kemano soon and the first ingot about the end of July.

The smelter will employ around 1,000 men in the primary stage during which we plan on a production of 85,000 tons a year.

**ON FREE MARKET**  
"All our aluminum is going on the free market at about 18 cents a pound," he said. "Our eastern Canada smelters produce just under 500,000 tons annually and Canada absorbs about 75,000 tons."

Building of the smelter and a deep-sea dock started in 1951 when a dredge began to suck 2,500,000 cubic yards of fill from Minette bay. It was dumped on the tide flats opposite an Indian village. Another 2,000,000 cubic yards from the surrounding hills was added to make a bed for the smelter.

"Now," says Mr. Turney, "any size ore carrier in the world can pull up alongside our dock."

So far, there have been two—one of 11,000 tons and the other of 10,000. Each brought a cargo of alumina, refined bauxite, from the Jamaican mines opened last year to supply Kitimat with raw material.

The smelter, which in its first stage covers 300 acres, had to be built on an incline because of the river-fill base. Engineers expect that gradual settling will bring the buildings level.

**MANY PROBLEMS**  
The whole project posed special problems. All equipment and men had to be flown or floated 400 miles from Vancouver. No one construction company on the continent was big enough to undertake the whole project. No firm had the equipment to handle the job and the aluminum company had to buy construction machinery for \$23,000,000. It hopes to get 40-50 per cent of this back on the surplus market.

Contractors had to build their own roads and railroad. Eight Vancouver companies combined to form Kitimat Constructors to build the smelter. Morrison-Knudsen Co. did the power construction.

Top man for Kitimat Constructors is a free-lance engineer from Renfrew, Ont., white-haired, tanned J. B. Whitton, older brother of Ottawa Mayor Charlotte Whitton.

He figures he touched part of the job was building the dock. "We had 75 days to get it done to catch the highest tide of the year," but it went in on schedule last year, he said.

His work at Kitimat finished now, he may take a look at the St. Lawrence seaway "where I have a few connections."

W. H. Hill Sparks, townsite engineer and newly elected reeve of the municipality, envisions secondary industries starting up at Kitimat.

"I can't see the Aluminum Company putting in that vast power development at Kemano, then only using half of its potential," said reeve Sparks. "It won't stop there. This development will grow."

**PLAN BIG PULP MILL**  
Already Hecla Development Co. a firm set up by Alcan and the Big Powell River Co., has applied for a forest-management licence and plans a \$50,000,000 pulp mill.

A liquid-air company has bought land and submitted plans, a saw-mill is being built and property is ready for the dairy. There is a Hudson's Bay Co. branch, two banks and a weekly newspaper with 3,000 circulation.

A spur line and a highway are under construction to link Kitimat with the Canadian National Railway at Terrace, B. C.

Reeve Sparks figures, however, that the important thing now is building homes. The Aluminum Company of Canada has started a home-construction plan which enables a worker to buy a \$14,000 home with a \$700 down payment. The homes will be in a development planned around a park with underpasses so that children will not have to cross main streets.

The company went into the housing business, said Reeve Sparks, to attract married men with families. During the peak of building the company had a complete turnover of the 2,400 men on the payroll every three months. Lonely, single workmen quit the bush and headed back to town.

New Kitimat has a yacht club.

## Find Bodies Of Three Missing In Plane 8 Months

EDMONTON, (CP)—The RCMP says it has found the bodies of three men killed eight months ago when their single-engine ambulance plane crashed near Whitecourt, 110 miles northwest of Edmonton.

The bodies were found in the unburned plane wreck, sighted Monday by Pilot George Andrews of Peace River, Alta.

The three men killed—the RCMP said they apparently died in the crash Nov. 22—were 32-year-old pilot Gordon McDonald and polo player Lloyd Williams of Edmonton, and Dr. Don Wilson of Grande Prairie, Alta.

Their plane disappeared during a storm while Williams was being flown the 275 miles from Grande Prairie southwest to Edmonton.

One of Alberta's biggest air searches followed. It is believed the wreckage may have been hidden by snows which fell during the hunt.

**RESIGNS FROM BENCH**  
MONTREAL (CP)—Mr. Justice Gregor Barclay has tendered his resignation from the Quebec Court of Appeal bench after 20 years service as a jurist, it was learned Tuesday. His resignation becomes effective Sept. 1.

**BRITISH FREIGHTER TOWED TO SYDNEY**  
SYDNEY (CP)—The weather-beaten 10,000-ton British freighter Southgate was towed into port Tuesday by the Foundation tug Bunsby.

On a voyage from Trinidad to Port Alfred with a 9,000-ton cargo of bauxite, her engines broke down when she was 25 miles off port. The ship left England early in

## Tourist Family Marooned On Lonely Shore

MACDIARMID, Ont. (CP)—A United States family, lightly clothed, with no matches or food, was marooned on a lonely, rocky shore of Lake Nipigon for 24 hours last week-end.

The Ontario lands and forests department told the story Wednesday of the search in this remote area, 75 miles northeast of Port Arthur, which ended in the rescue of Mr. and Mrs. Charles Lemon of Mason City, Iowa, and their 16-year-old son, Robert.

The family set out to fish near the Virgin Islands but a storm rose, the outboard motor failed and their boat was dashed to pieces on the rocks. They waded to safety and climbed a small cliff to dry land.

In the morning they were reported overdue at their tourist lodge and lands and forests rangers set out to search by air and in a fisheries patrol boat. One searcher saw someone on the shore waving a shirt. Conservation Officer P. Noonan stood aroud-deep in the water and held a lifeboat clear of the rocks while the castaways climbed in.

May and was on her third voyage from the West Indies to Canada, when the engine break-down occurred. She drifted helplessly for two days.

The Bancroft raced from Halifax through dense fog in 26 hours and had a towline aboard 15 minutes after reaching the ship.

She towed the Southgate at a six-knot speed and arrived at the harbor entrance in 4½ hours, but with poor visibility and difficulty in manoeuvring, it took almost seven hours before the Southgate was finally moored. Repairs to the ship will take several days.

**STARTED YOUNG**  
Samuel Hearne, the great explorer of northern Canada, was a midshipman in the Royal Navy at age 11.

## Political Pots In Canada Simmering; Special Session Of Parliament Possible

OTTAWA, (CP)—Political pots were simmering last week but not exactly boiling in spite of the mid-summer heat wave. Members of the CCF in annual conference in Edmonton were hard at work on policies and plans. In British Columbia the split between the provincial and federal sections of the Progressive Conservatives was reported widening.

George Hees, national president of the PC party was in the Maritimes continuing his trans-Canada speaking tour to stimulate his associates. He was reporting success.

Prime Minister St. Laurent caused a mild sensation when he returned from holiday in St. Patrick, Que., to meet his cabinet and welcome to Ottawa the Duke of Edinburgh.

In reply to a casual question from a reporter as to when Parliament was likely to be called

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for its next session he raised the possibility of a special session if a rail strike seems imminent.

**SOBERING FACT**  
His reply brought home the sobering fact that the result of a strike vote by certain non-operating groups of the railway unions is to be announced Aug. 11. The situation is similar to that which existed about this time in 1950 when a nine-day rail strike virtually paralyzed Canada's transportation and communication systems.

That crisis was ended by legislation adopted at a special session of Parliament.

The prime minister made it clear that, while he hoped the contingency would not arise, he was prepared to call Parliament at once if it seemed likely that a strike was to be called.

Otherwise it is not expected that Parliament will meet until November. Before then it is believed five by-elections will be held to fill that number of vacancies now standing in the House of Commons.

**BY-ELECTIONS**  
The by-elections are likely to be held in October. There will be two in Montreal-St. Antoine-Westmount to replace former finance minister Abbott who has been appointed to the Supreme Court of Canada, and St. Lawrence-St. George to replace former defence minister Claxton who has entered the insurance business.

The other by-elections are in Ontario: In Stormont to replace former transport minister Chevrier who was appointed head of the St. Lawrence seaway authority; in York West to replace

Rodney Adamson killed in an air crash in Moose Jaw and in Toronto Trinity to replace Lionel Conacher who died while playing in a charity softball game on Parliament Hill.

Progressive Conservative leader Drew is completing a tour of Europe and is expected home late in August.

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Meanwhile his party's organization in British Columbia, where the provincial organization adopted a motion censuring Mr. Drew's leadership, has reached a complete split as between the federal PC members of Parliament who opposed the censure motion, and

those active in provincial elections. Each group has now established separate headquarters and the crisis will require all the tact of Mr. Drew when he returns, and of the national president, Mr. Hees who probably will be in B. C. in the autumn.

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