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CNR could do share along waterfront

It is most gratifying that the federal government has agreed to spend $300,000 on improving facilities at the New Floats. Additional mooring space has been long overdue for this port and the fishermen, along with other residents, can appreciate the impact of Ottawa's realization of Prince Rupert's importance as a major fishing centre.

What the public doesn't realize is that the concession made by Ottawa is only a portion of the city's requests for the waterfront area. Besides the extension of the New Floats and the construction of a bigger and better log breakwater—the city's brief to the Department of Public Works asked for:

- A loading ramp for the fishing boats,
- Paving for the waterfront roads, and
- A paved parking area for fishermen's cars at the New Floats.

One seldom receives all one asks for, but the matter of the waterfront roads is one that cannot be ignored much longer. A tremendous amount of traffic travels to and fro on the three main waterfront thoroughfares —one, called the drydock road, goes from Cow Bay to the New Floats, a second goes from Cow Bay to the Imperial Oil dock and a third goes from the Second Street ramp to the Canadian Government elevator and across the Canadian National Railways tracks up to Fourteenth Street.

While the Department of Public Works doesn't feel disposed to pick up the tab for the "extras," there is absolutely no reason why the Canadian National Railways, which owns the property on which the roads are situated, shouldn't make the effort to have these roads paved. More often than not they are in shocking condition.

When CNR president Donald Gordon came to Prince Rupert a few years ago, he was not at all favorably impressed with the dilapitated condition of the CNR's waterfront holdings. In the years since Mr. Gordon's visit, there have been improvements. The old CNR dock has been removed, the offices have been moved to the Ocean dock and a considerable amount of paint has been applied. In addition the road from the base of the Second Street ramp has been paved up to the entrance to the Ocean dock. The CNR paid for it and the City of Prince Rupert provided the material and did the job.

For years the CNR has boasted of the great benefits enjoyed by the people of Prince Rupert due to the presence here of the railway. But over the past 10 years the CNR has slowly been withdrawing its offices, buildings, personnel and effectiveness from Prince Rupert, until the city's status in the CNR's scheme of things has been reduced to a minor role.

However, Prince Rupert's importance as a deepsea port has grown to tremendous proportions in 1961. More grain has been brought (in CNR cars) to this port for export this year than in any year in its history. There is more traffic along its waterfront roads, to the sawmill, to the fish companies, to the grain elevator than at any time previously.

It would appear fitting, therefore, that in this city that has more of its streets paved than any other city of its size in B.C., that the CNR owes the people of Prince Rupert paved roads along its waterfront. We realize that the new water supply line will parallel the drydock road and that Highway 16 will eventually end at the waterfront, but these are not sufficient reasons for the CNR's failure to face up to its responsibilities and allot the funds necessary to pave the two gravel roads and resurface the road to the Imperial Oil dock. The railway doesn't have to do the work, the city will be glad to do it. All the CNR has to do is allot the money and give back to this city some of the things it has taken away over the years.

The CNR made a big splash about its new program, its salesmanship of service, the streamlining of its methods. Yet, ever since 1954, the old drydock and shipyard structure has remained, rusting and rotting in the rain, a stark reminder of old losses and defeats. Prince Rupert wants to forget its setbacks, it is geared to new ventures and a brighter future. If the CNR tore down the old structure, sold the metal for scrap and tidied up the site, it might be more appealing area for a possible industrial investor.

It would seem that while the rest of the north country and Prince Rupert is fully prepared to catch the "Gateway to Alaska" spirit, the CNR is dragging its feet.

INTERPRETING THE NEWS

'Troika' plan delaying disarmament talks

By HAROLD MORRISON
Canadian Press Staff Writer

Amid ominous threats of war, Russia and the United States have finally breached one of the myriad obstacles plaguing a troubled world seeking disarmament and peace.

They have agreed on a set of principles to guide future disarmament negotiations, though they have failed after three meetings to agree on the kind of forum in which the negotiations can be resumed.

Western diplomats suggest the fact the two can agree even on the principles of disarmament discussion amid increasing military preparations and the threat of a showdown in Berlin raises some hope that disarmament negotiations may be resumed once the United Nations expresses its views and points to a course of action through majority vote.

* * *

These diplomats caution against too optimistic a view of what may develop, particularly in the light of 15 years of failure to end the arms race.

But the Russian-American statement of principles, placed before the UN last week, is said to indicate the United States is willing to go a long way to meeting Russian demands and show American good intentions by willingness to adopt the Soviet call for "general and complete disarmament."

For its part, Russia has agreed to the Western demand for stage-by-stage controls to accompany any disarmament negotiated and has eased its proposal that all disarmament be accomplished in four years.

There appeared to be some element of give-and-take between Deputy Soviet Foreign Minister Valerian Zorin and American disarmament chief John J. McCloy in their talks.

At first, the Americans wanted only to discuss a forum for resumption of negotiations which collapsed with a Russian walkout last year. But they yielded some ground on Russian insistence that the Zorin-McCloy talks include an expression of view on Premier Khrushchev's call for general and complete disarmament.

* * *

Where the talks ran aground was in Russian insistence on the "troika" principle for a new negotations forum — a 15-country commission to replace the previous 10-country body, to provide equal representation to the Communist, neutral and Western camps.

The United States refused on the grounds that to yield to the "troika" in one field would encourage the Soviets to believe they could get the same principle in other fields, particularly in the UN secretary-generalship.

The Americans offered a number of variations — willingness to increase the 10-country membership to 13 or even to 20 to give the neutrals representation of a body which previously represented only the Western and Communist camps. The Russians were not impressed.

A Bible Thought for Today

Let all things be done decently and in order. — I. Corinthians 14:40.

There should be a decorum in life. We are men, not beasts. Our joys should be exalted, not groveling and debased.

DESIGN AWARD WINNERS — Allan Fleming (left), designer of the award-winning CN trademark, discusses its application to trains with Charles Harris, CN director of public relations. The new CN symbol, shown on a diesel locomotive won a top award in Typography '61, the annual showing of the best in Canadian typography. — Canadian National Railways Photo

TIME AND PLACE

By WALTER WICKS

COMMERCIAL SALMON FISHING IN 1901

After having spent some nine months at the Metlakatla Missionary Home it was good to see the green foliage of spring appear and that meant my brother and I would soon be with our parents again at the cannery for a two and a half months vacation.

The first thing we did on arriving home was to give Mother a sample of how we had learned to darn holes in our socks sew rips in our pants, sew on buttons and scrub floors the good old "down on your knees" way.

Mother was very pleased with the education we had received during our first year at the Home. "I see those missionaries do not overlook the values of human perspectives," she remarked.

We were now back to the activity of cannery life. Being fascinated with the fish nets and boats, we were continually prowling in and out of the fishing gear constantly asking the fishermen questions and hoping some day we too would be fishermen.

We watched the fish boats come sailing in or being pulled by long oars to deliver the silver salmon to be hoisted up and spilled on the cannery floor. It was exciting for two little boys to watch the Chinese cutters lay the salmon on long benches and see them fin, gut and behead the fish with sharp knives.

The next procedure was to see the Indians scrub and wash the fish very thoroughly and cut them into suitable size for canning.

The Indians came from many villages along the coast to work at the different canneries along the Skeena River, their women working at the washing and canning of the fish while the men took to the boat and net.

I have been asked if it was true that the Alaska Indians would not work on July 4 while stationed at some Canadian canneries and I must reply in the affirmative.

Certain tribes of Indians preferred to work at certain canneries and the Tsimpsean Indians, coming from both British Columbia and Alaska, jointly celebrated July 4 at the North Pacific Cannery at which time the Stars and Stripes were always very much in evidence. It was so recognized by the cannery management, not only as a morale builder, but, no doubt, as also an honest gesture of international good will.

At such times the Chinese cannery workers did a thriving business selling fireworks to the Indians. When this ran out shotguns were sometimes resorted to, although this was not always condoned. After many kinds of recreational games, of both White and Indian origin, the night was usually finished off with a dance for which they certainly had some wonderful musicians.

But to get back to the cannery life. Before 1905 large flat-bottom boats had been in use on the river. These boats were not seaworthy for "outside" fishing having been designed for river fishing only. Their design and lines were similar to the Hudson's Bay long boats, used mainly on the river.

Then, the double-ender sail boats from the Columbia River were brought into use on the Skeena. Dad told us that in the days of the flat-bottoms the cannery paid a regular daily wage regardless of the amount of fish brought in. A fisherman might go out for a "drift" on the low slack tide just as a pretense that he was trying to earn his wages and run into a school of salmon that could be valued at $500, which would be delivered to the cannery for the sum of $6 in wages for two men, while another fisherman would sleep in. All boats and fishing gear were cannery supplied.

An hour before low tide was usually the proper time to cast the net on the river mouth. If this time came during the dark hours it was Dad's job as nightwatchman to walk down between the fishermen's cabins and holler "All aboard". Needless to say he came in for considerable derogatory remarks from those sleepy fishermen.

This night call was still in effect in my time as I well remember how we brothers often went along with him on these walks.

Today the fisherman receives a good price for humpback salmon, white springs and chums (dog salmon). The last two mentioned fish were not accepted in the early years. We had to heave them overboard and the humps brought one to five cents per salmon. Sometimes the humpback salmon came suddenly in such large schools that the cannery, being unable to handle them all, would restrict each boat to 100 of these fish per day, at one cent per fish. The balance in the net would be heaved overboard.

There is quite a difference between the boat used by the present day mechanized fishboat operator and the boat described above. The one now used has a high-powered mechanical power net rollers, a comfortable cabin equipped with bunks, table, stove, lavatory, compass and what have you. Our boats had none of these conveniences. Our roof was the sky; our rollers were strong backs and arms, our bunks were the hard boards under to fo'sle head and our instincts were our compasses.

The Packsack of Gregory Clark

Copyright: Canada Wide

Along the street, a neighbor was busy tidying up the flowerbeds beside his house. His place always looks beautiful, from late April until, in fact the snow flies. Something is always blooming. In spring, it is his lilacs and daffodils. In autumn, the mountain ash tree is a great heavy blaze of scarlet berries above the zinnias and mums.

Among us neighbors, he is said to have a green thumb. But it seems to me a really outstanding gardener like him has more than a green thumb. He has a green brain.

I went up the lawn and told him this notion.

"No," he said. "It's just a hobby. And a man puts more understanding into a hobby than he would put into his job or his family. You're a fly fisherman? I bet you know the names of a hundred trout flies, but you can't remember the names of half the people you meet. If I have a green brain, you've got a fish brain. And Jones next door here has a head full of golf balls, rattling around all the time. So it goes. A man's deepest love is for his hobby."

"Tell me," I said, "the names of some plants that you don't ever have to water, and some that you can't water too much."

"No," he said, "you stick to fishing."

Quote, unquote

Three British physicians, reporting in The Lancet on a survey of 700 cancer patients in Manchester hospitals:

"The habit of relighting half-consumed cigarettes may double a smoker's chance of getting lung cancer.

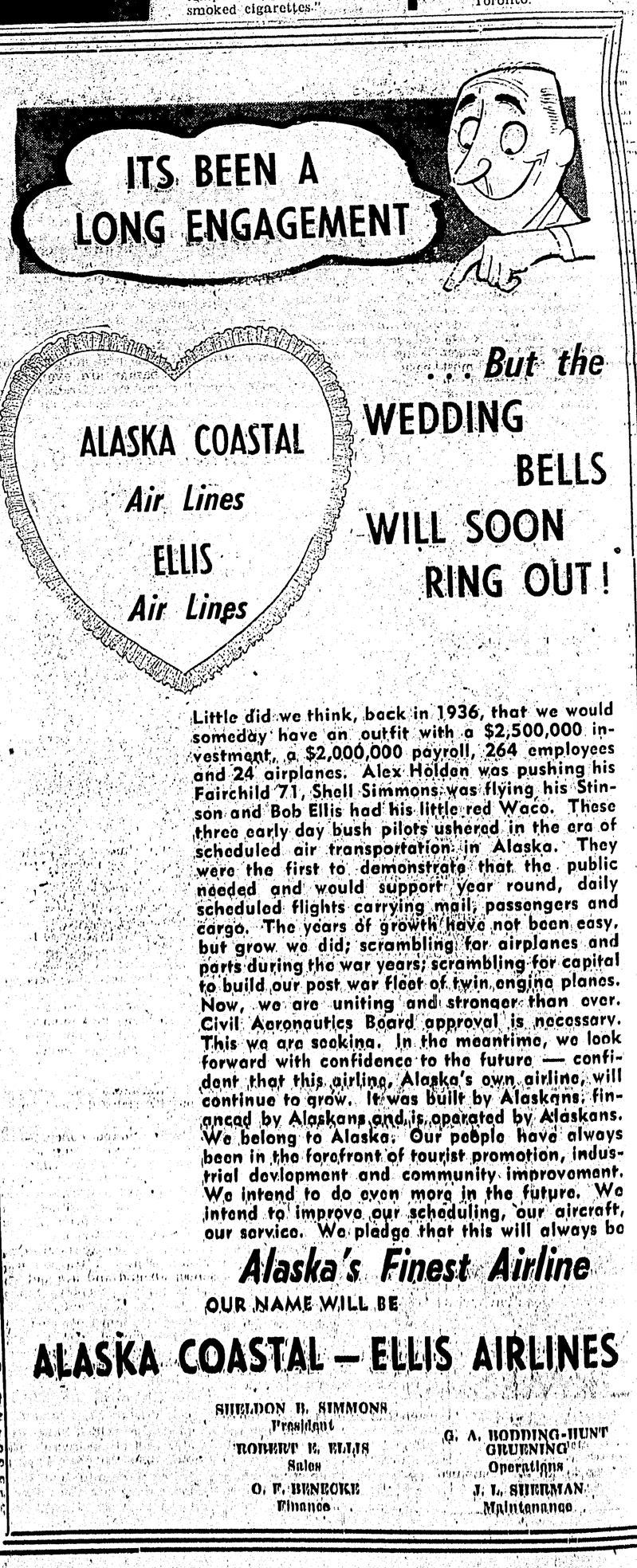
"If relighting is a factor in lung cancer, it might go a long way to explain the much greater incidence of the disease in Britain than in the U.S. where, since cigarettes are cheaper, there may be less temptation to relight half-smoked cigarettes."

Letterbox

DAG HAMMARSKJOLD

The Editor,
The Daily News:

Humanity suffered a grievous blow in the death on the eve of the 16th General Assembly of its heroic secretary-General and civil servant Dag Hammarskjold.

He devoted himself with unflagging zeal to promoting the objectives of the United Nations and worked unceasingly to bring peace to a troubled world. The United Nations Association in Canada joins with the rest of the globe in expressing its sorrow at this sudden and tragic loss to mankind.

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Chairman,
National Executive Committee,
United Nations Assoc. in Canada.
Toronto.