

Waterfront Whiffs

CHRISTMAS HUSH PERVADES WATERFRONT

Although there has been little activity along Prince Rupert's waterfront during the greater part of the Fall, the wharves and fish docks reached their ultimate in silence and inactivity during the Christmas holidays when even a fish flicking its tail in the harbor would have made a noise that would have been a comparative tumult.

Considering that the fish have nothing to say when they are around, they are missed mightily when they are gone, as hundreds of fish workers will attest.

A walk along the fish docks at the week-end in search of material to build this column was similar in its vast quietness to Thoreau taking a walk in the nineteenth-century New England woods, although it is doubtful if the woodland philosopher ever had to worry about slipping on frost-whitened planking.

The silence was more accentuated by comparison with the bustle that accompanies the landings of fish, in their wide variety of species, during the busy fishing season. These industrial overtones also form the background to a pleasing and important melody—the rustle of crisp green currency which circulates in the industry, and far beyond it while the sea wealth is being harvested.

The summertime noises—the hum of male and female conversation on the filleting floors, the creak of cranes as the fish are unloaded from the boats, the thump of diesel engines, the roar of crushed ice being loaded into the holds, and even the cries of the ever-hungry sea gulls are the symphony of the fishing industry, a symphony whose economic tones are heard in every corner of Prince Rupert, even in places where people may believe that they have no connection with the fishing industry.

A secondary chorus, tuned to that of the fish wharves, is provided by the sounds heard in the machine shops, wooden boat shops, on the oil wharves and in the many places where the gear and boats which serve the fishing industry are either bought, built or maintained. An assistant in the economic tune are the virile snorts of railway switching and freight engines which carry the product to its ultimate destination—some far-off consumer.

Those noises are still now in comparison with their summertime crescendo and they are still because the doors of the fish sheds are closed. It is a brief period of quietness, punctuating much longer periods of intense activity. If it were anything more than that, Prince Rupert would have reason to feel uneasy.

About 6,000 cases of canned salmon were shipped to Vancouver last week aboard the Union steamship Catala which loaded the cargo at the elevator dock. The salmon, owned by Nelson Bros. was labelled here by Wells (P.R.) Ltd. It was the last large shipment of Skeen River salmon to be sent south.

About 50 percent of the tags placed on salmon in the Ketchikan district during the past summer have been recovered, according to Dr. W. F. Thompson, director of the Fisheries Research Institute.

The Union steamship Cassiar, which sailed for Vancouver via the south islands Sunday evening, got caught in a gale in Hecate Straits while northbound on Christmas Day. Her master, Capt. E. Aspinall did not receive the gale warning until the vessel was well along on her crossing of the straits. The vessel made the crossing without incident, although passengers and crew were well shaken up.

The Cassiar brought a cargo of lumber on her trip from Massett. The lumber, 50,000 feet of it is destined for Vancouver, although 6,000 feet were unloaded for Greer and Bridden here. It came from the Anderson sawmill at Massett.

George Holmes, aged 70, injured in a traffic accident Christmas Eve, was reported in fair condition this morning. He was struck by an automobile in front of the Post Office.

THIS AND THAT



Reminiscences and Reflections

By W.J.

"Getting in on the ground floor" frequently has been found to be excellent advice. Starting an enterprise, for example, providing you beat the other fellow to it, has been known to make you feel like shaking hands with yourself.

But not always. Despite fairest of prospects, no one can look, after all, so far ahead. Consider boneless herring. Away ahead of the coming of the railway—it must have been around 1910 or 12, Lionel Crippen—hailing from England, a little below average height, with snapping black eyes and amiable temperament—had the idea.

That was all right, but how about the practical working out of the plan of giving boneless herring to the world? He found the answer in Loring Green, from Nova Scotia, and it wasn't long before the plant on Digby Island, not so far from the present Dodge Cove, was showing results.

NAVY OFFICES, KNOWN TO B.C. MEN, DESTROYED

SYDNEY, N.S.—Damage, estimated at \$25,000, was done to the Dominion government administration building on the Esplanade, Sydney, Cape Breton, on December 12 when a two-alarm fire partially destroyed the building, well-known to many naval personnel in British Columbia.

The building, which was completed early in 1942, formed part of H.M.C.S. "Protector" naval base and was maintained as a naval administration office during the war. Late in 1945 the building was occupied by the Federal government as offices for the R.C.M.P., Department of Veterans' Affairs, Prices Board, Veterans' Land Act and other government branches.

Fire broke out on the top floor where, during the war, the base confidential book offices and base chart depot, in charge of Commander P. M. Ray, were located.

Modern Etiquette

By ROBERTA LEE

Q. When having "Dutch treat" luncheon with some friends, what is the best way to pay the bill?

A. Probably have one person pay the entire bill, then each friend contribute his share. Or ask the waiter for separate checks.

AIR PASSENGERS

To Sandspit—B. H. Dolron, L. F. Percy, T. Brown, R. Callume. To Vancouver—C. W. Marshall, Miss L. Raabe, Mrs. B. Kennedy, R. McNeese, J. C. Venice.

From Vancouver (Saturday)—J. Podmore.

From Sandspit—J. Sikora, Mr. and Mrs. Kirby and infant.



"Mostly, when I was working," said the Old Timer, "it was in a fairly small working crew, where we all knew and talked to the boss, and had a pretty fair idea of how the business was going and the problems he had to face.

"There never was much of what they call 'labor trouble,' because the boss was fair and we knew pretty well the state of his business. In the course of my working career I found most bosses fair, and most working men fair, too, when they knew what it was all about.

"I have often wondered how the same spirit and conditions could be brought into being in business and industry today, now that so much of it has grown so big that the boss can't be in direct touch all the time with the men working for him.

"I think if I was an employer I would ask the men to appoint a committee to sit in from time to time to learn about the business and the problems of the management. And I think if I was an employee I would ask the management if a committee of the men couldn't sit in and discuss those things.

"It doesn't matter much where the initiative comes from. My notion is they are, or should be, equally interested.

"I know it is done in quite a number of places now, and I have seen it coming in more and more. It makes sense to me. I see efforts in various cities, on a city-wide basis, to break down the wall that seems to separate labor and management. Somehow I think, to meet modern conditions, that it ought to be in every plant and every business where it is feasible at all."

(The views of the Old Timer are presented weekly in this newspaper under the sponsorship of the British Columbia Federation of Trade and Industry. F-24)

at Civic Centre

MONDAY Special Events

P.M.—8:30—Marie Balagno Lund quist Piano Recital.

TUESDAY Sports P.M.

2:00—Badminton (Auditorium). 7:00—Badminton (Auditorium). 7:00—All Star basketball practice.

Special Events

6:30—Basketball Referees' Association dinner. 7:00—Presbyterian Ladies' dinner.

The public library and reading room at the Civic Centre, which closed three days last week, reopened at 2:30 p.m. today.

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