

Get Kitimat Electric Job

The job of electric installation in nine prefabricated bunk houses at Kitimat has been awarded to the Mott Electric Co. of New Westminster. This is a sub-contract.

Essington Work Tenders Called

Bids for replacement of approach floats and ice shields at Pott Essington have been invited by the Federal government. They must be in not later than November 28.



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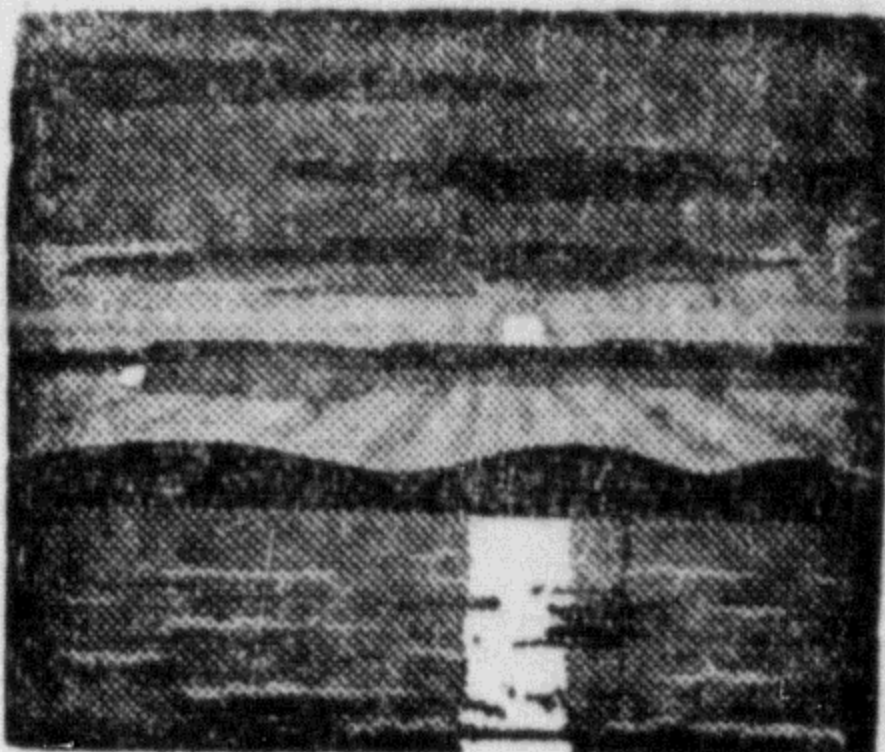
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Power Chain Saws Industrial Engineering LIMITED



CRAB FISHING in a moderate way is planned by Ed Ling, 15 years a salmon troller. He's putting the finishing touches on his gear while the 32-foot troller Fatima is being transformed into a "crabber" for good.



WATERFRONT - WHIFFS

Ketchikan-Prince Rupert Barge Service?—Interesting History of Davis Raft

Several major transportation companies, including Alaska Steamship Company, are figuring on the problems involved in operating a freight barge between Prince Rupert and Ketchikan, according to word from Ketchikan.

Alaska Steam has sent representatives to Bellingham to learn exactly the needs of the Ketchikan Pulp and Paper Company for transferring loaded railroad cars from Ketchikan to the Canadian National Railways railroad at Rupert. Other conferences are planned in the near future.

Foss Tug & Barge, a major Puget Sound barge operator, also has consulted the pulp officials and it is understood that several of the transcontinental railroads are gathering cost information. They are hoping that the eastbound pulp, running up to 300 tons per day, could be delivered by water to Seattle for pickup there and delivery in the east via the northern transcontinental railroads. Whether they can quote a figure that would compete with the shorter water haul into Rupert remains to be seen.

Alaska Steam reportedly is not interested at present in operating a combined railway and auto ferry system into Ketchikan or other Southeastern Alaska ports, but is concentrating on the freight barge only. Whether the other companies consider the

feasibility of taking tourists with or without cars between Rupert and Haines, with stops at way points, has not been learned. That operation would be a speculative one, while the pulp mill barge service would probably be on a long-time contract.

A Juneau concern already is negotiating for waterfront property here and in Ketchikan for ferry slips and railway sidings, although it may sell its holdings to one of the larger carriers if assured the ferry service will develop properly.

To do considerable repair work, which is being done in Vancouver, the Prince Rupert fishing vessel Silence will have included in the job, the rebuilding of her stern. Several tugs to be given an overhauling are the Best, the Cuprite and the Robert Rachel.

Now that grain is moving through Prince Rupert it is timely to call attention to the new type of grain car door, developed by the Canadian National Railways, and which brings undoubted advantages. For one thing, this kind of a

door not only has longer life. It practically eliminates loss of grain while in transit. Unloading is greatly facilitated. There are three paperboard panels on the lower side of each car to let the grain out, the flow being regulated by the size of each puncture in the panels.

The towing of the Davis raft has become a somewhat adventurous feature of the logging industry in northern B. C. waters where change of weather can develop so quickly. The first ever towed across Queen Charlotte Sound was in 1915, when several were taken from Ocean Falls to Vancouver. The following year the Sea Lion towed the first Davis raft from the west coast of Vancouver Island to Burrard Inlet, going from Quatsino Sound and down the inside passage.

Another boom boat for Kelley Logging Co. for use in Queen Charlotte Island waters, may be completed before the end of the year. It is 16 feet and is powered with a Cummins diesel engine. The contract is in the hands of John Manly Ltd. of New Westminster. This yard has turned out 48 steel hulls, nearly all intended for towing and the boom industry.

PASSING PUBLICITY BET

Sea stories are among the best. Ships and sailors are sources of news so why not more in print? Compared with the press of years ago (so far as this coast goes) the papers of today are curiously scarce of real marine pages. Behold Vancouver, a city of substantially more than half a million. What does Vancouver's shipping amount to, should you wish to read about it? Thousands of vessels, from stately liners to the weatherbeaten fisher-craft come and go. Names are recorded. Wheat goes forth. There's no question as to the magnitude of the port. It is one of the major ocean centres of the world. But her deep water and coastal publicity is handled in a commonplace way. The guiding principle appears to make the least, instead of the most, of what there is. There seems no instinct whatever to "play her up." There are some ports where a good maritime yarn can almost make the page smell of tar and oakum. And incidentally, people enjoy it.

An old seafarer, with a record of gallantry at Gallipoli, passed away at Shaughnessy Hospital this week, in his 77th year, John Kerr, master of the steamship river Clyde, was one of the many seamen who shared in the landing of troops at the ill-fated Turkish actions in the First World War. He was awarded the DSC for his heroism.

ON SEEING THINGS
A down east news writer employed on a morning paper liked nothing better than to prow around ships and mix with the sailors when any had leisure.

Friends called him "Dutch," which was pure slang. He liked it. He could go places, he told things, and see sights denied others. He knew news but couldn't write it. He could, of course, but only in an awkward way that made reading his stuff more or less difficult.

Dutch rigged up a little scheme with a staff member who usually failed to find news but was a wizard when there was something to write.

Together, they made the ideal team. Stories had color and "punch," particularly if they came from the ships, some of them old wind jammers. Going to sea then meant months before the mast, and sailing almost wherever hull could steer. Any number of these craft had been built in the Maritimes, and lasted a long while—from the full rigged fleets down to schooners, many of which had regular traffic with the West Indies, a convenient neighbor. From the islands would come great hog-

Air Passengers

Vancouver (today) Lt. W. J. Smith, P. H. Dinnall, R. J. Allison, Mr. and Mrs. R. C. Telford, Mrs. K. Hannah, Miss F. King, S. L. Pearson, T. M. Frost, R. J. Cush, J. Sowinski, V. Peterson, J. Sarich, J. Williams, Mr. Cutts, J. A. McNab.

(Inaugural flight of Landseair to Vancouver)—W. Coslick, Mr. Worster, Mr. Peterson, G. J. Smith, A. Rolston, B. Sheenan, J. Melynychuk, P. Osmachenko, E. Cassidy, A. B. Chambers, L. R. Merrick, F. Judd, Mr. Jefferson, Mr. Worrie.

heads of molasses whose purpose in life was to put hair on your chest.

Well, around midnight early one morning Dutch entered the office and after a moment in the washroom, settled down for a session with the typewriter. Bye and bye the editor strolled downstairs, also on his way to the washroom. A few minutes passed. While not temperate, he had the useful knack of drinking more than what was good for him with but few being aware of it.

Dutch glanced up, to see him beckoning.

"Come in," he called. "I'd like to ask you something."

He pointed to the washbowl, partly full of tepid water. In it floated a small sea-tortoise.

"Do you see anything there, except water?"

"Oh that, I've just put it there, until I go home. It was given to me by one of the boys aboard the here from Panama."

"I was in the club less than an hour this evening," remarked the editor, in a relieved voice, "but I never imagined I was seeing things. Dutch, I'm greatly obliged."

Another bargeload of chlorine arrived at Watson Island this morning. Barge Griffco was towed by tug Mogul, Capt. W. A. Worden.

FISHING QUIET

Commercial fishing at Prince Rupert is now in its annual doldrums. It's still too early for out-and-out trawling or herring fishing. Crabbing, however, is more popular this year than ever and many trawlers have seen a good profit in holding the crabs caught in their last set just before they come in.

The Tauranga, Capt. H. Pinchin, for instance is such an example. It unloaded 11,000 pounds of flat-fish last week at Atlin Fisheries and also 500 crabs. Other crab-loads were turned in by Northern Girl, Capt. Fred Auckland, 500, and Rio Rita, Capt. C. Leask, with 700 crabs.

Meanwhile, the Anthony J. Capt. Frank Jones, and Iris S. Capt. Denver Secord, are rigging up for trawling, while Jack and Alf Ritchie are out with the New Laurel.

British freighter, Falcon, loaded with sulphur for Columbia Cellulose Co. Ltd., Watson Island, is due Monday, according to agents' report.



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Gracious Big Fans Popular

LONDON (CP)—The inclination of London and Paris dress designers to couple ostrich and lace fans with some of their more exotic gowns is causing British fashion writers to recall the "language of the fan."

In the old days the fan in a lady's hands spoke a language of its own. If she wished to communicate with a gentleman without speaking, she could do so by judicious use of the fan.

If she were annoyed at something, for instance, a twirl of the fan in the left hand meant "Do not speak to me." A warmer message, "I love you," could be conveyed by pressing the tip of the shut fan, or its handle, to the heart.

Holding the half-open fan, or its handle, to the lips meant "You may kiss me." If the lady wished to talk to the man, she would touch the tip of the fan with her fingers. And if he was neglecting her, she would fan herself with a short, quick motion.

Fashion writers note this could still be a useful method of silent telegraphy—providing the modern male takes the trouble to learn the code.

NOTE TO THIEVES

FRANKFURT, Germany (Reuters)—Anti-theft signs are appearing on American-owned cars here saying: "No need to break in—this car is not locked." Police favor the growing habit of leaving car doors unlocked and nothing of value inside the car.

TODAY ONLY

7 - 9 p.m.

MICHAEL RENNIE in

"The Day the Earth Stood Still"

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Plus Added Attractions "THE STRIP"

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