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BAD WATERFRONT NEED— Lack of Facilities to Load Fishing Vessels Drives Business Away

By LARRY STANWOOD

The fisherman tied his rope to another box of groceries and swung it over the edge of the dock, lowering it down to the deck of his seiner hand over hand. The box joined others on the deck, about 20 feet below.

All along the edge of the wharf were rope burns, evidence of other fishermen having done the same thing many times before.

"Well, that's the last one." The fisherman straightened up and leaned back against a winchless derrick beside him. "That's two weeks grub for a crew of five," he said, mopping his brow.

He had his supplies aboard, alright, but he was bitter. So was another fisherman who joined him. One of them lived in Prince Rupert, the other one on an island, perhaps five hours' run from here.

MILLION DOLLAR BUSINESS

"We should have a better way to take on supplies than this old rope." The first fisherman tossed away the frayed cord. "Why, I bet you all the fishermen coming here and living here buy over \$1,000,000 worth of supplies in Prince Rupert each year."

"And each year it's the same thing. We've got no place or no way of loading our grub and stuff."

"Why couldn't they put a little winch on this derrick?" asked the second fisherman, a tall man with weatherbeaten, slightly bearded cheeks and deep blue eyes. His hair, blond, was graying.

"Wouldn't take so much for the gov't to put a hoist here or maybe somewhere else, if they didn't like it here," he mused. "I been cartin' grub on my boat for years by hand."

"Like I was saying," continued the skipper of the seiner, the mast of which, just over the level of the dock, was rocking gently. "The merchants in this town are kept alive by us fishermen. Wouldn't any of them be doing any business to speak of if it weren't for us. You'd think they'd appreciate this fact, and help us out a little. I bet if they wanted to they could help us get a place to load."

"Nope, I don't think so. Fact I'm sure they won't ever turn a hand. All they're after is our business. Once they've got it, they don't give a d---." The tall man spat, disgusted.

Several hundred yards along, in an easterly direction, around 100 boats—seiners, trollers and gillnetters—were rocking against each other tied six to eight and

more deep to Cow Bay floats. A cleated gangway leads to the floats, near which were piled high similar paper cartons of groceries as were seen loaded on the seiners. Several men, dark-haired and swarthy in complexion, were packing these boxes, one after the other, down the gangplank, along the floats and across several vessels before they reached their own.

How long does it take to pack a week's supply of food? One can make a guess. Most of them don't even bother to buy supplies here any more. They buy from fish camps.

Another group of men were waiting in a taxi office downtown for a car to take them to the dry dock fishermen's floats. They were loaded with parcels from a shopping tour.

"Those floats out there are a good thing but they made a big mistake just putting in floats," one of them said.

"Yeah," joined in another. "What we need there is a little dock and some kind of a lift so you could pack grub aboard."

"Well, I don't see how you're going to get it," said the taxi-driver brusquely, "not in this town, anyway."

CENTRAL FACILITY

"I think most of the fishermen's loading problems would be solved," insisted the second speaker, "if there was a place somewhere in town where we could take turns loading our supplies without begging to use some company's winch."

"Taxi's ready, boys," interrupted the driver.

"You give me a hand with my stuff tonight?" one of them asked the other as they dropped in the back seat of the cab. "I got a truck comin'—"

CFPR RADIO DIAL 1240 Kilocycles (Subject to Change)

TUESDAY—P.M.

4:00—Sunshine Society
4:30—Tall Tales
4:45—Stock Quotations & Int
5:00—International Comty.
5:10—The Weston's
5:30—Intimate Review
5:45—Lyrical Lady
5:55—CBC News
6:00—Supper Serenade
6:15—Ben Light
6:30—Three's a Cloud
7:00—CBC News
7:15—CBC News Roundup
7:30—Leicester Sq. to Broadway
8:00—Club Date
8:15—Nation's Business
8:30—Tzizane
9:00—Fiddle-Joe's Yarns
9:30—Night Wine
9:45—CBC News
10:10—CBC News
10:15—Let's Find Out
10:30—Adventures of Richard Hanney
11:00—Weather Report
—Fish Arrivals
WEDNESDAY—A.M.
7:00—Musical Clock
8:00—CBC News
8:10—Here's Bill Good
8:15—Morning Song
8:30—Morning Devotions
8:45—Little Concert
9:00—BBC News & Comty.
9:15—Music for Moderns
9:30—Sunrise Serenade
9:45—Your Music Appointment
9:55—Time Signal
10:00—Morning Visit
10:15—Morning Melodies
10:30—This Week's Artist
10:45—Invitation to the Waltz
11:00—Man and His Music
11:15—Roundup Time
11:30—Weather Report
11:31—Message Period
1:33—Recorded Interlude
1:45—Scandinavian Melodies P.M.
12:00—Mid-Day Melodies
12:15—CBC News
12:25—Program Resume
12:30—B. C. Fama Broadcast
12:55—Rec. Int.
1:00—The Concert Hour
2:00—Easy Listening
2:30—Records at Random
2:45—Summer Picnic, Comty.
3:00—Music Box
3:30—The Music Box
3:45—Announcer's Choice

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HISTORIC ADDRESS

The wife of the Lord Mayor of London, England, is addressed as "The Right Honorable the Lady Mayoress," called "Your Ladyship."



HEAD FOR AUSTRIA—Marching to the skirl of bagpipes, 32 Canadian King's Scouts parade through downtown Montreal to the ship which will carry them on the first leg of the trip to Salzburg, Austria, and the Seventh World Scout Jamboree. The boys will tour England and France before attending the Jamboree on Aug. 3 with 12,000 fellow Scouts from 42 countries. (CP PHOTO)

SHIPS AND WATERFRONT

New Aids to Navigation
Provided—Prominent
People Among Ship Tourists

Installation of new aids to navigation in waters contiguous to Prince Rupert are announced by N. A. Beketov, agent of the Marine Department. A fairway (black and red painted) spar buoy has been established on Clara Shoal in the entrance of Inverness Passage at the north end of DeHorsy Island. It is through this channel that Columbia Cellulose Co. Ltd. has its main towing route for logs coming from the Skeena River to the Watson Island pulp mill. The passage is also used by fishermen and mill operators.

Other recently installed navigation aids have been at Tasoo Sound on Flat Rock Island at the western entrance to Houston Stewart Channel on the west coast of Queen Charlotte Islands. Many years ago there was a light in position on that island but, after the whaling station at Rose Harbor was discontinued, so was the light. The reason it is now being re-established is for the benefit of tuna fishermen.

A. J. Whitmore, chief supervisor of fisheries for British Columbia, is a visitor in the district on an official tour of the season's fishing operations. He arrived yesterday from the Queen Charlotte Islands where G. S. Reade, local supervisor, went to meet him. He is travelling on the patrol vessel Laurier.

Northbound from Vancouver to Skagway with 230 passengers, most of them round-trippers on board, CPR steamer Princess Louise called here from 12 noon to 2 p.m. yesterday. Local cargo included a carload of newspaper from Ocean Falls for the Daily News. Mr. and Mrs. J. Eyber and Mrs. E. J. Saunders disembarked at Prince Rupert. The following took passage north: Mrs. D. Etzerza, Mrs. J. W. Rochlitzer, Miss E. Ehlinger, Mrs. M. Richards, R. Finley, G. Simpson, all to Ket-chikan; Mr. and Mrs. W. Berry, Miss Nancy Hurd and Miss Fay Robinson, to Juneau. The Fogle Tour Party, of 21 passengers, from Lexington, Kentucky, was included in the round-trip tourist list.

With 250 passengers on board, including ten who disembarked here, CNR steamer Prince George, Capt. E. B. Caldwell, was in port from 9 a.m. to 12:30 noon Sunday, northbound from Vancouver to Skagway on a regular tourist voyage. Prominent among the round-trip passengers were Mr. and Mrs. C. J. Sewab and two sons, Rev. Father R. W. Schwab and R. C. Schwab. They come from Buffalo where Mr. Schwab Sr. is president of the Buffalo Electric Co. Another prominent passenger was G. Hart, vice-president of the California Casualty and Indemnity Co. of San Francisco.

BIG AIR PATROL
Aircraft of the Ontario Lands and Forest Department flew about 1,161,000 miles in the 12 months ended March 31, 1951.

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Patrol Boat Waging War On Stupid Basking Shark

War against one of the biggest nuisances in the fishing industry—the basking shark—is being intensified by the federal fisheries department.

Taking part in the battle is the 68-foot vessel Comox Park which covers much of the west coast of British Columbia. (A "sea serpent," which brought widespread publicity to Prince Rupert some years ago, turned out to be a basking shark.)

Basking sharks, so called because they just loaf along with

dorsal fins showing above the water, are "pretty stupid," Capt. H. P. Nightingale of the Comox Park says.

"They can probably travel at very substantial speeds, but all I have seen were just lazily along the surface."

It is not uncommon for the patrol vessel's sharp prow to ram a shark, and quite a few have been killed that way. But most kills are made with a special harpoon.

A mature shark is between 40 and 50 feet long, weighing several tons, and when harpooned displays tremendous strength. "We can get very close to the sharks," said the skipper, "and they don't appear to be a bit concerned until the harpoon finds its mark."

Sharks have been known to tear around in the water for as long as two hours trailing the heavy 600-foot rope attached to the harpoon with a drum on the other end before becoming exhausted.

"They raise pure Cain with fishermen's gear, especially gill nets," said Capt. Nightingale.

During war years the big sharks were sought for their livers, but today there is no demand for them. It is not unusual for a shark liver to weigh up to 1,700 pounds.

HMCS Cedarwood In Port Monday

HMCS Cedarwood, Capt. Ltd.-Cdr. J. E. Wolfenden, docked at Prince Rupert Monday at 1:30 p.m. The naval oceanographic vessel, from Esquimalt, leaves tomorrow for northern sea duty. Two United States destroyer escorts, which have been in port since Friday, left Monday.

Henry E. Sellers, C.P.R. director, of Winnipeg, and Edwin G. Baker, of Toronto, chairman of Canadian Life Insurance Co. and C.P.R. director, were travelling north aboard the steamer, Princess Louise, which was in port Monday. The directors, in company with William P. Walker, Toronto industrialist, are making an extensive tour of Alaska.

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