Prince Rupert Daily News
Monday, May 6, 1946

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G. A. HUNTER, Managing Editor.

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MEMBER A.B.C.

Prince Rupert and Alaska

Urging federal action to provide better shipping service for Alaska at more reasonable rates and appealing for a removal of the grip which the port of Seattle holds on the territory of Alaska by means of which Seattle supplies and Seattle industries are unduly protected in selling the Alaska market, the Ketchikan Alaska Chronicle has just presented a special thirty-two page edition of protest against the proposed doubling of ocean freight rates. The edition has been timed as a prelude to a hearing of the United States Maritime Commission on transportation problems affecting Alaska which is scheduled to open in Washington on May 22 following a recent survey conducted by the Commission. It is being circulated among all members of United States Congress and in other influential quarters.

The possibility of taking advantage of Prince Rupert's strategically importance in relation to Alaska in order to provide more efficient transportation service for the territory is stressed strongly by the Chronicle which, among other suggestions for the easing of Alaska's transportation difficulties, makes the following which is of direct interest to Prince Rupert:

"We favor also appointment of a joint Canadian-American committee to handle peacetime problems of northwest America as the joint defense board handled defence matters. It could internationalize transportation, perhaps waive customs and immigration red tape in Alaska, Yukon Territory and northern British Columbia, and co-ordinate various agricultural, mining and industrial development matters. For instance, if Skeena River farmers can ship us eggs and butter more cheaply than Seattle, why shouldn't they do so, and help develop the Skeena?"

If the United States government cannot help to effect various changes which are proposed to provide relief for shipping and remove the territory from the shackles of Seattle interests, the Chronicle goes on to say:

"We think Alaska's answer is clear—to hook up with the railhead at Prince Rupert to move its goods via Canadian National Railways. Repeal of the Jones Act might be justified; if Canada opens the Alcan Highway to U.S. travel, we certainly could open our waterways to Canadian ships for freight and passenger use."

The editor of the Prince Rupert Daily News was invited to make a feature contribution to the special edition of the Chronicle dealing with the relation of this port to Alaska and this is what he wrote for full page presentation:

"When war in the Pacific after the attack on Pearl Harbor brought direct threat of invasion of the American mainland by way of Alaska, the United States was quick to implement the strategic importance of the port of Prince Rupert in relation to Alaska and to use it as a vital transportation stepping stone, first in effecting its defenses and later in carrying the war to the enemy.

"Now that war is over and development and rehabilitation of northwest America in relation to the opening up of vast resources of the northland are an important factor in the immediate future of the Pacific arena, Prince Rupert, so well equipped as a transcontinental railway terminal and fully developed port with all the necessary facilities for handling huge tonnages of traffic, looks northward to Alaska as a neighbor which it is both ready and anxious to serve.

"A scant 100 miles removed, Prince Rupert has for many years drawn in a limited way upon Alaska's first port of Ketchikan for fish and other commodities destined to the United States by the most rapid means of transit possible.

"The Canadian National Railway line, running eastward from Prince Rupert, has proven of invaluable service in this regard to Southeastern Alaska. The natural flow of the Alaska traffic by this route has been greatly hampered, however, by measures expressly designated to divert it to Seattle and over the American railway lines, namely the Jones Act.

"Notwithstanding all this, however, Prince Rupert looks forward to the day when such restrictions will be permanently removed and Alaska and Prince Rupert will be able to enjoy the interchange of relationships, facilities for which have existed so long and which were more perfected during the emergency of war when it became essential that they should be taken full advantage of.

"Even now Prince Rupert is engaged in a campaign for a government-subsidized ocean steamship service which would fit in nicely with movement through the port of Alaskan canned salmon which, before the war, sold freely in the United Kingdom.

"Given direct service to the United Kingdom with the same rates as those quoted from Vancouver and Seattle, vessels from Prince Rupert, it is anticipated, would attract a substantial part of the pack of Southeastern Alaska. In addition to the canned salmon trade, there could also be developed the movement of Alaskan frozen fish by the use of refrigerated vessels.

"In addition to seeking the co-operation of Southeastern Alaska interests to assist its development by requesting them to work for the abolition of the offensive Jones bill, Prince Rupert recently launched another move which might further improve its claim to draw Alaskan traffic.

"That is presentation of its claim to be established as a free port which, if done, would internationalize its port facilities and eliminate much of the formality otherwise involved in the movement of traffic, even in bond. That application for establishment as a free port is now being considered.

"Prince Rupert has also been making representations for over a year with a view to further encouraging tourist traffic to Alaska through the port by the establishment of an automobile ferry service between the terminus at Prince Rupert of the war-built transcontinental highway and the Haines cut-off to the Alaska Highway—a service which would have such points as Ketchikan, Petersburg, Wrangell and Juneau as way ports.

"Possibly no more tangible expression of interest in the relationship of Prince Rupert and Southeastern Alaska and the possibility of development of business and traffic between them could have been manifested than the gesture of a little more than a year ago when the Prince Rupert Chamber of Commerce sent a goodwill mission of several of its younger and more active members on a personal expedition to Ketchikan, Juneau, Wrangell, Haines, Petersburg and Skagway.

"The contacts and discussion of that mission inspired these Prince Rupert men to a concrete realization of the possibilities that existed for Prince Rupert in relationship to Southeastern Alaska.

"Alaska, in its campaign against proposed freight rate increases, may be disposed to sympathetically consider the alternative and permanent possibilities which Prince Rupert has to offer."

PROTEST PRICES CONTROL POLICY

L.P.P. to Take Up Matter With City Council

Sharp issue was taken with the government's price control policy at a meeting at the week-end of the Prince Rupert Labor-Progressive Council.

The delegates, meeting under the chairmanship of Mrs. J. R. Blakey, recalled representations made in February to Minister of Finance J. Ilsley in which the L.P.P. had opined that a continuation of the policy of relaxing price ceilings would lead to inflation. The only reply was from Mr. Ilsley's secretary which stated that the views expressed had been noted.

It was felt that price hoists on over 300 items in recent weeks bore out the predictions made and, in the words of Executive Secretary Bruce Mickleburgh, constituted a "frontal attack on the living standards of the Canadian people as a direct result of pressure from monopoly interests which have been on a production sit-down strike to drive up prices and drive down wages in the interests of super-profits for a handful of millionaires.

"Canadian living standards have been definitely driven far below 1939 levels," he continued.

The council appointed a delegation to take up the question with the city council with a view to getting that body to protest to Ottawa in line with similar action being taken in Toronto and other Canadian cities.

TODAY'S STOCKS

Courtesy S. D. Johnston Co. Ltd.

Vancouver	
Bralorne	14.50
B. R. Con.	.17
B. R. X.	.13
Cariboo Gold	370
Dentonia	.50
Grull Wihksne	.17
Hedley Mascot	1.70
Minto	.07
Pend Oreille	3.50
Pioneer (ask)	6.25
Premier Border	.10½
Premier	2.10
Privateer	.70
Reeves McDonald	1.37
Reno	.19½
Salmon Gold	.21
Sheep Creek	1.40
Taylor Bridge (ask)	.80
Whitewater	.03½
Vananda	.40
Congress	.12
Pacific Eastern	.17
Hedley Amalgamated	.13½
Spud Valley (ask)	.24
Central Zeballos	.19
Oils—	
A. P. Con.	.14
Calmont	.32½
C. & E.	2.21
Foothills	1.60
Home	3.05
Toronto	
Aumaque	.98
Beattie	1.25
Bobjo	.20
Buffalo Canadian	.30
Con. Smelters	.91
Eldona	.78
Elder	.91
Giant Yellowknife	7.10
Hardrock	.83
Jackknife	.21
Joliet Quebec	.87
Little Long Lac	2.40
Madsen Red Lake	4.05
MacLeod Cockshutt	2.70

One of Yellowknife's oldest and most colorful residents is James Henry "Uncle Ben" Bendick. This picture shows Uncle Ben bailing spring thaw water from in front of the tent which has been his home throughout the 50 below zero winter.

Whifflets

From The Waterfront

The Bendix equipment, installed at the Prince Rupert Dry Dock, was tested out on trial run made by the seiner Zenardi on Thursday afternoon. When the exterior "blister" housing the super-sonic impulse transducer was bolted to the bottom of the hull the vessel made its test runs. Soundings as deep as 40 fathoms were recorded on the jagged harbor bottom as well as some minor schools of fish. Chart of the harbor bottom was actually burned on a moving recording sheet by a metal stylus. Principle of the device, according to H. A. Bautzman of Montreal, who was in charge of installing the machine, is that it sends a super-sonic beam to the ocean floor which echoes back and is translated into an electric impulse which passes through the fine wire stylus. The electrified stylus burns an electrically sensitized coating on the recording paper, leaving a black mark. The minute fraction of time required by the sound to leave the transducer, hit the ocean floor and return governs the position of the marks on the recording sheet. The new device take much of the guesswork out of fish location, with an occupation that even experienced fishermen has heretofore been largely a matter of trial and error. Knowing the type of ocean floor and being certain of the presence of fish, a fisherman is in a better position than one who does not have such information.

Carrying 260 passengers for Alaska and the Yukon, Canadian Pacific steamer Princess Louise docked here at 7:30 Friday morning, sailing again shortly before 10 o'clock. In command of Capt. P. L. Leslie, the Princess Louise has taken over the Princess Norah's run while the latter is undergoing annual repair. Both vessels will be in the Alaska service next month.

T. W. Wilford, Al Colclough and Bill Wardale took a week-end trip up the Naas River in Mr. Wilford's cruiser Elizabeth M., leaving at noon on Saturday. Mr. Wilford and Mr. Colclough of Wilford Electric were called north to do some electrical work at one of the settlements on the Naas and all three decided to get in some fishing while on the journey.

Union steamer Catala, Capt. Ernest Sheppard, arrived in port at 10:32 last evening from Vancouver and waypoints, sailing early for Stewart and other northern points whence she will return here tomorrow afternoon southbound.

APPRENTICES ARE NEEDED

Young Men Not Willing to Take Time—High School Principal Heard

A decrease in the number of unemployed in the district was reported at the regular meeting of the local employment committee at the week-end with J. S. Wilson, chairman, presiding, and J. C. Gilker, Alderman R. McKay, A. Wallin, James Nicol, E. V. Whiting, local manager, and R. Whiffin of the Unemployment Insurance Commission present. Vacancies at Dawson Creek were reported.

Correspondence was read regarding the apprenticeship situation. The need for skilled men in the building industry was very marked but there was the unfortunate situation that many youths were not willing to undergo the required training period for apprentices to enable them to become journeymen. This shortsighted attitude on the part of the young men was very regrettable.

By invitation of the committee, W. W. C. O'Neill, principal of the Booth Memorial High School, was present. He gave an outline of the courses offered at the local high school in woodwork, draughting, metal work, electricity, commercial courses and home economics. These gave a solid groundwork in technical subjects as well as the cultural and English courses. Members of the committee were much impressed by the number and quality of the practical courses offered. They hoped that in the new high school adequate accommodation and equipment would be made available for the expansion of such courses and the addition of others. Mr. O'Neill was thanked for his informative and helpful talk.

The matter of summer employment for High School students was considered and efforts will be made to have students registered and canneries advised of the number available.

Better English

By D. C. WILLIAMS

1. What is wrong with this sentence? "Their children were never born in California."
2. What is the correct pronunciation of "incorrigible"?
3. Which one of these words is misspelled? Arduous, armature, arial, aridity.
4. What does the word "allegiance" mean?
5. What is a word beginning with fe that means "fit to be dealt with successfully"?

Answers

1. Say, "were not born in California." 2. Pronounce in-kor-i-ji-b'l, o as in of, all i's as in it, accent second syllable. 3. Aerial. 4. Devotion or loyalty where obedience and respect are due. "This man's unwavering allegiance deserves recognition." 5. Feasible.

Advertise in The Daily News.

LAND REGISTRY ACT

Re: Certificate of Title No. 18399-I to Lots 11 and 12, Block 36; Lots 15, 16, 17 and 18, Block 50; Lot 13, Block 51, Subdivision of Lot 746, Queen Charlotte District, Map 1079.

WHEREAS satisfactory proof of loss of the above Certificate of Title issued in the names of Cecil John Clayton, Walter Croft Clayton, and Charlotte Clayton, has been filed in this office, notice is hereby given that I shall, at the expiration of one month from the date of the first publication hereof, issue a Provisional Certificate of Title in lieu of said lost certificate, unless in the meantime valid objection be made to me in writing.

DATED at the Land Registry Office, Prince Ruert, B.C., this 16th day of Aril, 1946.

ANDREW THOMPSON,
Deputy Registrar of Titles.

IN THE SUPREME COURT OF BRITISH COLUMBIA
IN PROBATE
IN THE MATTER OF THE "ADMINISTRATION ACT"
and
IN THE MATTER OF THE ESTATE OF LOUIS SINEAU DECEASED
INTESTATE

TAKE NOTICE that by Order of His Honor, Judge Fisher, made on the 18th day of April, A.D. 1946, I was appointed Administrator of the Estate of Louis Sineau, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 31st day of May, A.D. 1946, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

DATED at Prince Rupert, B.C., this 18th day of April, A.D. 1946.

GORDON F. FORBES,
Acting Official Administrator,
Prince Rupert, B.C.

—M20

LAND REGISTRY ACT

Re: Certificate of Title No. 22598-I to Lot Thirteen (13), Block Fourteen (14), Townsite of Atlin, Map 678.

WHEREAS satisfactory proof of loss of the above Certificate of Title issued in the name of William Arthur Dodd has been filed in this office, notice is hereby given that I shall, at the expiration of one month from the date of the first publication hereof, issue a provisional Certificate of Title in lieu of said lost Certificate, unless in the meantime valid objection be made to me in writing.

DATED at the Land Registry Office, Prince Rupert, B.C. this 9th day of April, 1946 A.D.

ANDREW THOMPSON,
Deputy Registrar of Titles.

THIS AND THAT

"I like the forty-hour week, it gives you more time to spend at home."

HELP DEFENCE OF FRED ROSE

A number of people met Sunday at the home of Mr. and Mrs. Bruce Mickleburgh to constitute themselves a local "Fred Rose Defence Committee." Object of the committee is said to be to solicit funds to provide the best possible legal defence for Fred Rose, Member of Parliament for Montreal-Cartier, facing charges connected with the current espionage investigation.

For the time being most of the efforts will be devoted to raising funds among local left-wing circles towards the expenses of bringing D. N. Pritt K.C. from England to assist in the defence. If it is felt that circumstances warrant it, a wider campaign may be undertaken at a later date.

Those presently acting on the committee include M. Kaprac Stan Boshier, Paul Taranger Mrs. J. Blakey and Mr. and Mrs Bruce Mickleburgh.

Following the meeting, refreshments were served by the hostess.

Pte. Leo Michaluk, son of Mrs. M. Michaluk, 1021 Second Avenue, arrived in the city Saturday on the Cardena from Vancouver to spend terminal leave with his mother after recently returning from overseas. Pte. Michaluk, who has been overseas for the last two years, served with the Regina Rifle Regiment in the army of occupation in Germany.

AUDITORIUM SCHEDU
Thursday
7:00-8:30—Intermediate
8:30-9:30—Ladies class
9:30-10:00—Event night

B. J. Codville, veteran house keeper at Pointer in the Bella Bella area dow coast, and Mrs. Codville in the city at the week-e take up residence. Mr. C is retiring after 48 yea Pointer's Island, it being h visit to a city in that time.

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