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what he might have thought about the possibility of repairing railway locomotives at the dry dock. Later, after meeting with Mr. Walton at Montreal, he also felt like apologizing for suggesting that box cars might be repaired at Prince Rupert.

If Mr. Devenish at Winnipeg was not much interested in ships and shipbuilding, that attitude was not shared by Mr. Walton of Montreal who had said: "By all means we should build ships." Mr. Walton was obviously fully aware of the good job of wartime shipbuilding which had been done at Prince Rupert.

Then at Ottawa, the minister of reconstruction, Mr. Howe, had declared: "The C.N.R. is a shipbuilding concern and will remain such."

Minister of Transport Chevrier had promised that he would ask Mr. Vaughan, the president of the railway, to hurry up the new program of railway company shipbuilding.

Mr. Howe had declared unequivocally that ships for the Canadian National would be built in Canada.

As for the immediate replacement of the burned steamer Prince George, Mr. Howe had brought forward the suggestion of a frigate being converted, something which was later taken up with Mr. Devenish.

Speaking of dry dock work generally, Mr. Nicoll repeated the suggestion of Mr. Howe that the C.N.R. should get out and hustle for work.

Later in Winnipeg, Mr. Devenish had been obviously impressed with the idea of converting a frigate for use as a coastal steamship as a temporary measure pending the obtaining of permanent vessels to replace the Prince George and Prince Rupert.

Concluding, Mr. Nicoll revealed that even now Mr. Walton was on his way to the west coast to look into the question of Canadian National coast steamships.

Discussion of the report of the mission as far as dry dock activity and shipbuilding was concerned brought out the fact that Mr. Devenish already had in his files plans for new coastal vessels 350 feet long with 300-ton freight capacity and 1700 feet of space for automobile carrying.

Development of Port, Shipping

W. M. Watts, at the outset of his report, acknowledged the valuable services of Harry Archibald, M.P., in arranging interviews and appointments.

"We gathered from Mr. Howe," said Mr. Watts, "that the government of Canada is out of the shipbuilding business and it is up to the management of the Canadian National Railways as to whether or not ships are built in the company's yard here. If the railway company is not prepared to do so, it is my opinion that the yard should be put in the hands of interests who will compete for shipbuilding."

As for a federal subsidy for steamship service from Prince Rupert to the United Kingdom, the minister of trade and commerce had indicated that his department would give serious and prompt consideration.

At Winnipeg Mr. Devenish and Mr. Horn were definitely interested in the institution of such a service from the standpoint of revenue it would bring for the railway.

Mr. Devenish had given assurance of full co-operation and assistance in representations regarding aids to navigation and changing of load line regulations which would result in lowering of marine insurance rates for the port of Prince Rupert.

Radio facilities for the north had been the subject of a brief which had been presented to Dr. McCann, the minister of national revenue, who had promised to take up at once with the Canadian Broadcasting Corporation the requests that the CBC

NOTICE OF APPLICATION FOR CONSENT TO TRANSFER OF BEER LICENSE

NOTICE is hereby given that on the 5th day of November, next, the undersigned intend to apply to the Liquor Control Board for consent to transfer of beer license No. 6837 issued in respect of premises being part of a building known as Central Hotel, situate at the corner of 1st Avenue and 7th Street, Prince Rupert, B.C., upon the lands described as Lots Numbered 11 to 14, Block Number 10, Section 1, Map No. 923, Prince Rupert Land Registration District, in the Province of British Columbia, from Norman A. Watt, Administrator of the Estate of Cora Elizabeth Black, deceased, to Albert Dixon of Prince Rupert, B.C., Harold Garforth Dixon and Sidney Waterfield of the Municipality of Courtenay, British Columbia, the transferees.

DATED at Prince Rupert, B.C., this 27th day of September, A.D. 1945.
ALBERT DIXON,
HAROLD GARFORTH DIXON,
SIDNEY WATERFIELD,
Applicants and Transferees.
(O-26)

purchase and operate the local radio station, establish repeater stations in the central interior and maintain two channels on the local telegraph lines for servicing of the Prince Rupert radio station.

Mr. Watts touched on meetings in Montreal with executives of important financial houses which were definitely interested in the Prince Rupert area and its development.

Concluding Mr. Watts said: "I think the contacts we made show that this community is alive to the future and is on its toes. I suggest that a permanent committee be formed to follow up the representations that have been made and further that the co-operation of the provincial Department of Trade and Industry be obtained."

A question from the meeting as to whether highway matters had been taken up brought the statement from the mayor that Mr. Devenish said there was no objection to the highway being on railroad property.

At the suggestion of the mayor and on motion of Bruce Mickleburgh, the meeting expressed appreciation by resolution of the assistance that Harry Archibald, M.P., had been to the delegation on its visit to Ottawa. Mr. Mickleburgh also acknowledged the good work of the delegation and moved that a continuing committee of seven be appointed to follow up.

J. S. Wilson urged that Prince Rupert forget its defeatist attitude and get together in unity and community pride to do a little "grabbing" of its own instead of sitting back and kicking at the "grabbing" of other communities.

Appreciation of the work of the delegation formed the basis of a vote of thanks offered by L. M. Felsenthal.

As the meeting concluded, the mayor told of a dinner of the executive of the Canadian Association of Mayors and Municipalities which he had attended in Winnipeg, others present including the mayors of Vancouver, Edmonton, etc. He had extended an invitation to delegates to the annual convention of Mayors and Municipalities to be held in Vancouver next year to travel this way.

As for a balance of \$100 to \$125 which would be left over of the fund which had been voted to defray expenses of the delegation on its trip East, the meeting decided that this should go back to the city to help pay the expenses of the mayor.

Waterfront Whiffs

Co-op Extending Fish Handling Facilities—New Ice and Storage Plant—All Salmon Fishing Over.

A special meeting of the membership of the Prince Rupert Fishermen's Co-operative was held on Thursday afternoon in the Oddfellows' Hall to give approval to the construction of an ice manufacturing and storage plant adjoining the Co-op's new cold storage and fish plant on the Westview waterfront.

Approved by the membership, the new facilities eventually will manufacture ice in sufficient quantity to meet the most of the organization's needs. The storage plant will have a capacity of 3,000 tons of ice. At present the Co-op has ice houses on the shore of Lake Kathlyn at Smithers and the need for these may eventually be eliminated as the new ice plant gets into its stride.

Site of the new ice plant, preliminary work on which is already begun, is just across the railway tracks from the other Co-op installations and will be joined to them by an overpass above the railway. Construction of the new ice factory will assist materially in easing ice shortages which sometimes occur in the height of the fishing season. A highly valuable commodity when fishermen are bringing in thousands of tons of halibut and salmon in warm summer weather, ice is used lavishly for preserving the fish in the holds of vessels, in the fish plants and canneries.

Closure of the Queen Charlotte Islands area to salmon fishing on October 12, as set by the Fisheries Department, will bring to an end all salmon fishing in the Prince Rupert fisheries district for this season. The closure actually touches only a few trollers still fishing off the Islands, remnant of a large group of fishermen who enjoyed a successful season this summer. Fishing in all mainland areas of the district was terminated by the Fisheries Department last month. The district will remain closed until the end of the year when it will be re-opened for spring salmon fishing on January 1. However, since few salmon frequent coast waters for the first three months of the year, the bulk of the salmon fishermen will not start going out after springs until April.

Final halibut catch of the

1945 season to be brought in by a vessel of the Prince Rupert fleet arrived in port Thursday afternoon when the Lois N., Capt. Ben Petersen, docked here. The Lois N. sold 40,000 pounds of Area Three halibut to the Co-op.

Alaska Sees Benefit From Prince Rupert

Editorializing on Prince Rupert's fight to have a subsidized deep sea steamship service out of this port, the Ketchikan Chronicle is quick to foresee the benefits, direct and indirect, which might result for Alaska. The indirect benefits would result from the precedent of a subsidizing policy for Canada's northwest port which Alaska could hold up to Washington in its claims for assistance. Mentioned specifically is the Alaska railway, which has long been under standing orders to pay for itself. "However, if congress decides to give Alaskans a break in freight rates, the break might as well be general and apply to steamers as well as the railroad."

"If Prince Rupert is given a subsidy on foreign cargoes it may well be able to handle some freight out of Alaska on a favorable basis," the editorial continues. "The time might well come when barges from Prince Rupert might come to Ketchikan to load fish into refrigerator cars at terminal rates. This would save the costly longshoring cost now involved in loading fish ashore at Prince Rupert. It might also cost Prince Rupert its present favorable position in the fresh fish market. And it might bring into Ketchikan a double buying system with Canadians competing with Americans for fish caught by both Canadian and American fishermen." Thus, the Chronicle hopes fondly, Ketchikan may become the "Canadian frontier for halibut."



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