

Force here. When Mr. Hansen offered to give him a home after the war he found that Skipper was a seasoned sea dog and refused to be left on shore.

Co-op's first boat was the Skeena M., Capt. Einar Telseth, with 11,000 pounds, followed by the P. Doiron, Capt. Leon Sandvar, with 14,000 pounds.

Vast Fishing Industry Is Vital To Prince Rupert's Prosperity

MILLIONS OF DOLLARS INVESTED—BRINGS EMPLOYMENT TO MANY

Most Prince Rupert people are aware of the dependence of their city on the fishing industry but it is unlikely that many have paused to reflect about the degree of dependency or what a mortal blow would be dealt its economy if the industry suddenly dried up.

Merely to agree casually that "Prince Rupert is a fishing town" and let it go at that hardly does justice to the vastness of the north coast fishery nor to the lucrative embrace in which it holds this northern port.

For instance, more than 50 industries, some large, some small, directly connected with the and dependent upon fishing line Prince Rupert's waterfront from Fairview Bay to Seal Cove. These have an assessed value of more than \$4,000,000 and constitute a large percentage of the city's tax roll.

In addition, there is invested in the immediate area millions of dollars in cannery property and boats all of which have direct bearing on the prosperity of Prince Rupert.

EMPLOYS 5000

The exact number of people who owe their livelihood directly to the bounty of the sea, to the halibut, salmon and other types of fishery, is difficult to calculate, but it is estimated by the Employment Service of Canada that at the peak period, some 5,000 persons, men and women, are at work—on the boats, in the canneries and fish packing plants and allied industries.

The investment in boats alone is said to exceed \$25,000,000, a figure that in terms of construction and maintenance brings an annual revenue sufficient to sustain a half-dozen boat yards.

In the city, where 15 fish plants operate, peak summer employment exceeds 1,500 men and women whose payroll is a healthy part of the city's economy.

To these must be added the seven canneries in the immediate region and the innumerable

fishing camps scattered on near-by islands where several hundred men are employed.

Prince Rupert's ability to handle the gigantic volume of fish annually pours from the holds of its hundreds of boats is based on the plants which line its waterfront. These include three large cold storage plants with a capacity of 19,000,000 pounds.

Another major factor is the Canadian National Railways which during the summer months send continuous shipments of fresh and frozen fish to the eastern Canadian and American markets. Perfection of shipping in refrigeration has added greatly to the revenue from the sale of west coast fish because the product arrives at market almost in its sea-fresh condition.

To handle this flood of fish, the railway employs a small army of men who, although many of them live miles from Prince Rupert, are nevertheless directly dependent on its fishing industry.

HUNDREDS OF BOATS

Just how many boats operate out of this port cannot be accurately determined because at the peak of the season, vessels from as far south as Victoria congregate in the north coast waters.

Prince Rupert's halibut fleet, that is vessels whose owners reside here, numbers 80 boats but during the season, another 200 land their catches here. The salmon trolling fleet numbers about 50 boats and to these are added scores from other coast

ports who make delivery to near-by camps.

On the Skeena at the present time there are 700 gillnet boats, most of them cannery-owned. An additional 130 are operated on the Naas, while many more are congregated in inshore waters along the northern section of the coast.

Prince Rupert's total investment in waterfront property directly connected with the fishing industry totals \$4,086,250, according to the city assessment roll. This is comprised of 50 separate businesses, some of them handling fish and others servicing the primary fish handlers.

The larger businesses include the Canadian Fish and Cold Storage Co., whose Seal Cove

property pays taxes on an assessed value of \$330,000, the Prince Rupert Fishermen's Co-operative, whose properties are assessed at a similar amount, Atlin Fisheries and Northern Fishermen's Cold Storage, whose property valuations exceed \$160,000.

Volume of halibut alone handled by these and other plants this year exceed 10,000,000 pounds, while salmon, cod, flatfish and many other varieties also were processed.

Truly, Prince Rupert has every claim to call itself a fishing town and to nurture the industry that for 40 years has given it life.

Halibut landed at Prince Rupert and Butedale in 1947 totalled 20,379,000 pounds, according to figures compiled by the International Fisheries Commission. This was only 4,000,000 pounds short of the total landed at all Canadian ports and more than one-third of that landed on the whole coast.

An important contribution to Port Day is being made by J. J. Donaldson, who again this year, as last summer, is making available a scow to be used as the judges' and announcer's stand off the Armour Salvage Co. dock. James Fields, manager of Armour Salvage Co., has again made his dock available to the Junior Chamber of Commerce as a courtesy for Port Day.

The first American boat to land halibut at Prince Rupert this year was the Eureka, of Seattle, with 6,000 pounds.

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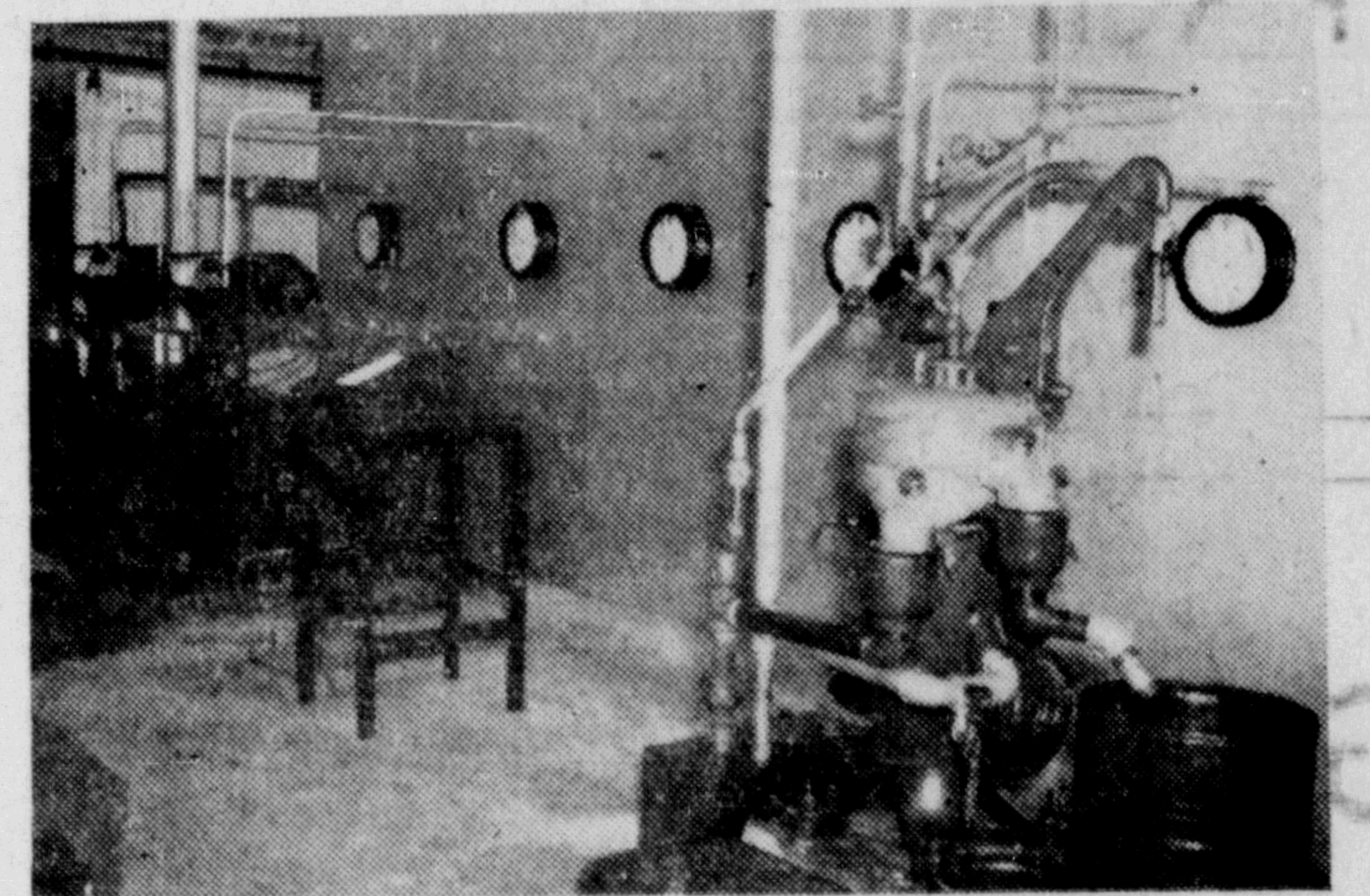
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