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Alaska Railway

ONE OF THE REASONS given for the federal government reportedly rejecting the idea of participating in the construction of a railway to Alaska is that full use is not being made of existing avenues of communication to the territory.

Without discussing whether the federal government is right in taking such a stand in these times when attention is being focussed on the north country from both industrial development and national defence standpoints, we can reflect that one of the existing avenues is the route which includes the railway and highway into Prince Rupert, the inside passage waterway from Prince Rupert to Haines, Alaska, with its highway, and Skagway, with its railway, and thence on into Alaska and the Yukon.

It would be a great thing, of course, for Prince George to have the Pacific Great Eastern extended from there on into Alaska, and there are strong arguments in favor of the project. It has been declared by those who should know that Prince Rupert could be bound to benefit through traffic coming into this port instead of proceeding to Vancouver over the P.G.E. But even if the Alaska railway project should fail, the position of Prince Rupert would be even the more impressive and the development of traffic through the port to Alaska made the more imperative.

STREET TRAFFIC

THE QUESTION of street traffic is much to the fore in Prince Rupert these days as the police authorities increase their vigilance against traffic violations. The matter of rights and responsibilities of motorists and pedestrians are naturally the subject of much discussion.

It may be considered a primary factor that the large majority of motorists are most anxious and exercise every precaution against hitting or injuring anyone and that the pedestrians themselves will be doing all they can to guard against being hit and hurt. Nevertheless, the importance of every vigilance being employed and no chances being taken is to be emphasized.

There are laws to deal with the cases of the reckless, careless and incompetent ones, be they motorists or pedestrians, and the authorities are duty-bound to do their utmost to see these regulations are enforced and the penalties, when necessary, imposed. Such violators are a menace to themselves but, what is more important, they are a menace to others who may be innocent and blameless.

PRINCE RUPERT KEY POINT

THE UNION BOARD OF HEALTH of Prince Rupert, at a meeting this week, drew attention to the fact that the area is without the services of both a full-time medical health officer and a laboratory technician and the need for both is great and growing in this area of increasing importance. Under the provincial and municipal health set-up, the services of both are provided for.

It is to be realized, of course, that there is difficulty in obtaining personnel for the positions. The shortage of doctors and the inadequacy of educational facilities to turn them out are glaring circumstances. Yet Prince Rupert is one of the key communities in British Columbia and its claim is entitled to a considerable degree of priority.

The Union Board of Health would appear to be justified in its feeling that every pressure should be brought to bear to see that, if at all possible, the positions are filled without delay in the interests of the health and welfare of the city and district.

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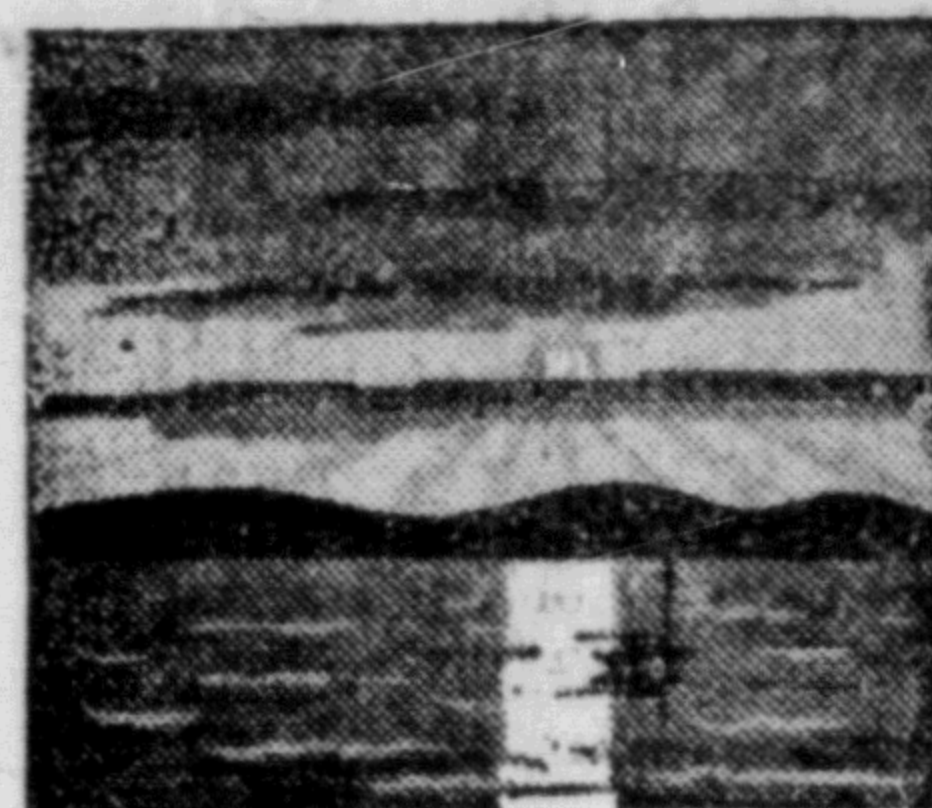
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SALMON FISHING OVER—CRABS AND SHRIMPS—MRS. ELFERT CONFIRMED

The season's salmon fishing in this district concluded officially Friday night, putting a formal end to an activity that was all but dormant of late. Last area in the Prince Rupert district to close was the Queen Charlotte Islands, where a few boats were seining dog salmon, most of which was going into cold storage or being shipped fresh.

The other areas in the district closed earlier. Closure of the salmon season also means the closure of the last of the canneries still operating on the Skeena. Nelson Eros, last of those still operating, wound up its salmon canning in mid-week. Most of the other canneries dispersed their crews within the last fortnight.

A few boats are still fishing black cod, but no particularly large catches are coming in. This type of fishery will continue in more or less desultory fashion until November 15 when it will be indirectly prohibited by the fact that the incidental quantity of halibut now permitted to be taken on the lines, will then be prohibited.

International Fisheries regulations allow one pound of halibut to every seven pounds of other saleable fish caught with set lines up to November 15.

Crabs and shrimps are coming into season again. A number of boats, retired from trolling or set-line fishing for the season, are now prowling the coasts and inlets for these delicious crustaceans. They are appearing in

Waterfront -- Whiffs

lam, after completion of her overhaul, will go on the Prince Rupert-Alice Arm-Stewart route which is at present being carried out by the Catala, this change to be made about the middle of November. Traffic is gradually building up on the Union's fast service between Vancouver and Prince Rupert. Last week the Coquitlam brought north from Vancouver a substantial passenger list and heavy freight cargo.

Two big coastal liners were in port Wednesday from Vancouver, Alaska-bound—Canadian National's Prince George and Canadian Pacific Princess Louise. The former continued to Ketikan Wednesday night and

was back last evening southbound. The latter left in the afternoon for Skagway and other points and is due back on Sunday southbound.

Mrs. J. R. Elfert has returned to the city from Vancouver where she received confirmation of her appointment as shipping master of the port of Prince Rupert. The position is one of those held by her late husband, Capt. J. R. Elfert, who also was harbor master and port warden.

Recent freight steamship callers in port have included the B.C. Steamships Alaska-Prince, Capt. Jack Garrett, southbound from Tulsequah with cargo of

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