

Black Topping To Be Sought

J. D. McRae Speaks to Liberal Association on Various Matters

Speaking to the Prince Rupert Liberal Association Thursday night, J. D. McRae, M.L.A., expressed hope that, if special representations were made, action might be obtained in the matter of blacktopping the McBride Street road from Second Avenue to Seventh Avenue section of the arterial highway, even though last year's appropriation had expired.

The Association later passed a resolution seeking a revote which might also cover blacktopping of certain parts of waterfront roads.

Mr. McRae added that surveys had just been completed for road reconstruction between Galloway Rapids and Watson Island and tenders would be called this summer.

The Galloway Rapids bridge had been declared in good condition although narrow, and, until the load capacity had been reached, its reconstruction could hardly be expected although something might be done about approaches.

Mr. McRae spoke of complaints that had been made of tearing up of the road between Galloway Rapids and Prudhomme Lake while contractors were working on the water line to the cellulose plant and said that the public works department has insisted that the road be kept in a passable state while the work was going on and that it be restored to its original condition after the work was completed. He recalled that during the past winter steps had been taken by the department to ensure that the road on Kaien Island beyond the city limits be kept in passable condition while Wood, Parr & McClay were proceeding with their reconstruction work.

Mr. McRae also spoke strongly in support of the hospital insurance plan, quoting figures to show how hospital charges were lower than before insurance. Hospitals had been relieved of their chronic deficits.

As for housing, Mr. McRae saw possibilities of the application here of the new federal provincial plan and was gratified that the city was moving toward popularizing the scheme and proving the need for housing which appeared obvious.

Mr. McRae felt the taking over of the provincial police by the Royal Canadian Mounted Police was a step in the right direction. He believed there would be more efficient service at no greater cost.

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Waterfront - Whiffs

Lighthouse Tending Burden To Be Eased—Million Pounds More Halibut

When the Alexander McKenzie, the new diesel-powered tender recently completed at Vancouver, docks at Prince Rupert, a burden which has been resting on the hull of the 28-year-old Alberni, will be relieved. During the number of years, which the Alberni has plied the waters in this area, it was the only D.O.T. vessel which was able to steam for the Queen Charlotte Islands. The Birnie, another Department of Transport lighthouse tender, operates only in sheltered waters from as far north as Stewart down to Queen Charlotte Sound in the south. And the Katherine B., still a smaller boat, only plies the waters within a 30-mile radius of Prince Rupert.

All vessels are engaged in supplying lighthouses and inspecting and servicing lighted buoys.

The Alexander McKenzie, a modern and faster vessel, will also be able to visit the Queen Charlotte Islands. The new lighthouse tender is smaller than the Alberni, which is expected to remain in service for another 10 years. It measures 150 feet on deck as compared with the Alberni's 176-foot deck length. The Alexander McKenzie will carry approximately the same complement.

The new 750-ton vessel, to be in command of Capt. Norman McKay, will also be used in conjunction with air-sea rescue work.

Another favorable point for the new lighthouse tender, expected here in July, is that it possesses a heavier lift. The Alberni can lift 8,000 pounds while the Alexander McKenzie will be able to pick up 15,000 pounds. And this will be a boon as some of the D.O.T.'s lighted buoys exceed 8,000 pounds.

In the past, while the Alberni was tied up in drydock for annual and semi-annual overhauls, no D.O.T. vessel was handy to make a trip to the Islands.

In cases of emergency, none of which have come up for a long time, a fisheries patrol boat or a B.C. Police vessel would have to be despatched. With the new vessel in service, no such problems should arise.

But the Alberni, built in 1922, will still be of valuable service and its main function will be the servicing of lighted buoys.

A steady continuous flow of halibut from Canadian and American vessels has been landed at this port and from all indications, the fishing has been more intensive than during 1949. One indication is the earlier closing of Area No. 2 at midnight June 1. Last year, the 25,500,000 pound quota was diminished June 3.

Up to and including Friday, total landings in Prince Rupert exceeded 1949's total for the same period by almost 1,000,000 pounds. The landings here up to yesterday totalled 8,066,000 compared with 1949's total of 7,138,000. But as far as fishing in Area No. 3 is concerned, vessels have been catching less halibut this year. The difference, though not a great deal, is 1,182,000 pounds to date for 1950 and 1,275,000 pounds during the same period last year.

Breaking these figures down, the total Canadian landings thus far at this port are 6,462,500 pounds while American halibut vessels brought in 1,603,000 pounds. In 1949 the poundage was less; Canadian, 5,714,000 and American, 1,424,000.

During this week, one of the largest landings by both U.S. and Canadian vessels was seen. On Wednesday, the halibut exchange experienced the smallest amount of business for any day this season as only 32,000 pounds was sold. Another small 7,000 pounds was delivered to the Prince Rupert Fishermen's Co-operative.

Monday, the contrasting day, saw 410,000 pounds sold on the exchange. Of the 317,500 pounds brought in that day, 406,500 went to the Co-op.

Total landings this week up to Friday were 1,518,000 pounds of which 497,000 pounds came from Canadian vessels, 330,000 from American boats and 781,000 pounds landed by Co-op vessels (also Canadian).

The freighter Northern Express, Captain Sorenson, docked at Prince Rupert Thursday night and unloaded 60 tons of freight.

GUESS HOW MUCH?—In a locally unique effort to augment the fund for Manitoba flood relief, this giant halibut will be the subject of a guessing contest, the prize for which will be a fine wrist-watch presented by Manson's Jewelers. Here is a picture of the fish at the shed of the Prince Rupert Fishermen's Co-operative Association. Standing alongside is Jimmy "Whitey" Intermela. The first ticket was purchased this afternoon by Mayor George Rudderham on Third Avenue where the fish, iced up in a big aquarium tank, was on view.

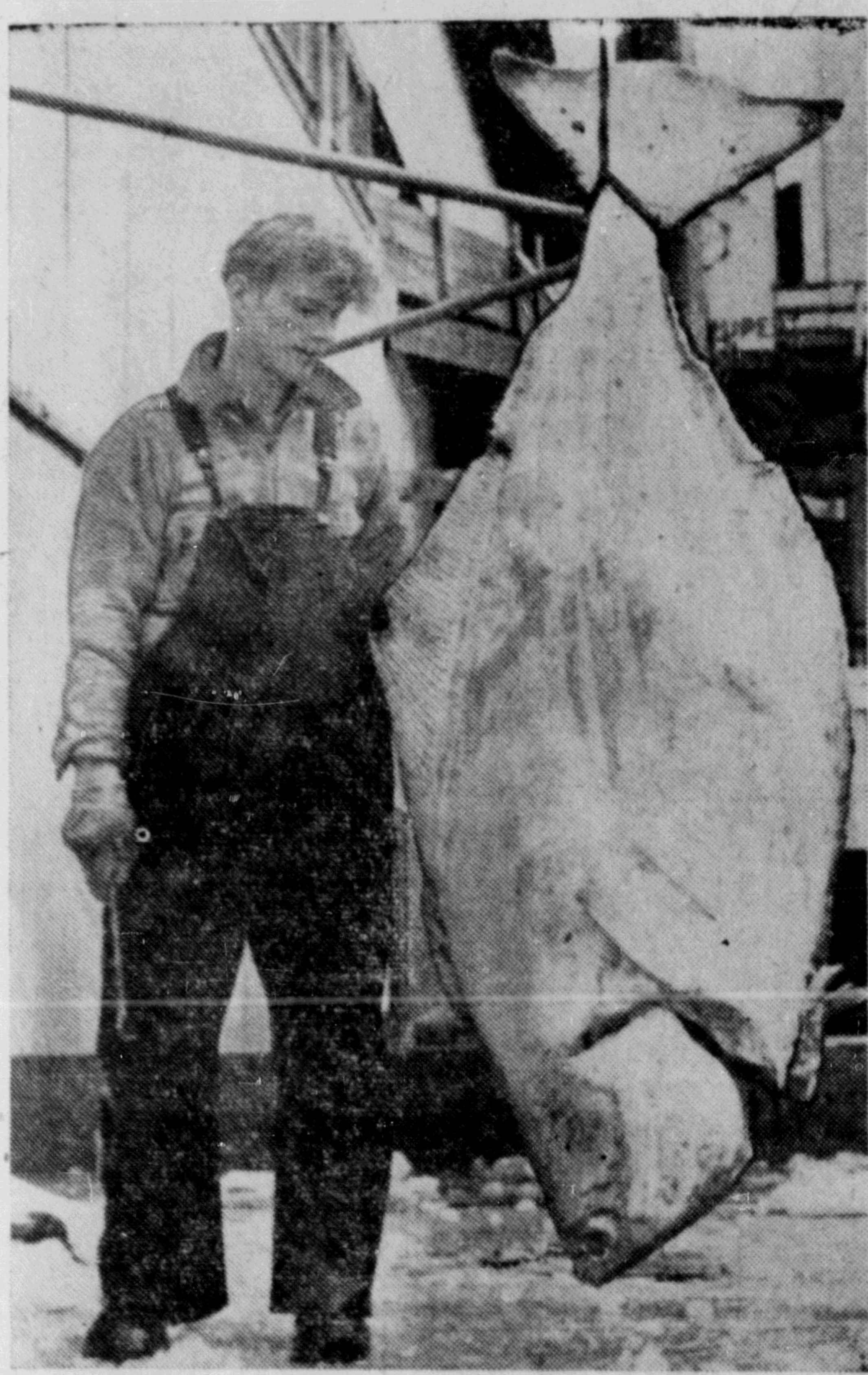
She sailed at midnight for Porcher Island, Watson Island and Alice Arm where she will load up with concentrates. She will stop at Butedale on the way back to Vancouver to pick up 100 tons of fish meal.

Union steamer, Camosun, Captain William McComb, arrived in port Friday afternoon at 1 o'clock with the following passengers: O. Besner, E. Kellner, B. T. Marlow, M. Marlow, H. W. Pritchard, Mr. and Mrs. Y. Yoshida, Rev. P. H. Mallett, Mrs. W. H. Cadman, Mr. and Mrs. T. Hanchard, L. Texclen, L. Affield. She sailed in the evening for the North Queen Charlotte Islands whence she will return here tomorrow south-bound.

The fishing craft Zip, Captain J. Hopen was rammed by an unnamed halibut boat about fifty miles south of Ketchikan in Dixon Entrance some days ago. The two men aboard the Zip are reported to have made "hot patch" repairs but this did not keep the water entirely out. A coast guard cutter was soon on the scene. The Zip is new in the north, having arrived a month ago from Tacoma, where she was built last autumn.

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7:00 -- 9:05 p.m.

ALASKANS DRIVE EAST FROM HERE

Passing through Prince Rupert this week were Mr. and Mrs. Robert Wagner and daughter Wanda who came from Juneau aboard the Princess Louise. From Prince Rupert they started on a drive that will take them to Minnesota. The Wagners have been located in the Douglas area near Juneau where Mr. Wagner taught school. He has also had experience as a pharmacist. Concluding their visit to Minnesota in July, they will return to the north coast and Mr. Wagner will resume teaching at Bristol Bay.

Seeking Aid In Tariff Changes

Correspondence on the matter of tariff on synthetic fish oils entering Canada as a protection for natural Canadian fish oils which have been seriously hit by the competition of the synthetic oil was read at the meeting of the Prince Rupert Liberal Association Thursday night. Rul-

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