

The Alaska Steamship Lines motor vessel Lucidor docked here at 4 o'clock Friday afternoon with seven carloads of frozen fish from Ketchikan for shipment to the eastern American market. She sailed at 11:30 p.m. to continue south for Seattle.



Waterfront -- Whiffs

Alaska To Use Prince Rupert—Two Million Pounds of Halibut—Spring Salmon Improving

Two proposals, either of which will have a profound effect on Prince Rupert as a shipping port to Alaska, are being studied in the United States. They are based on the continuing demand of southeastern Alaska ports for better steamship service and they don't care who provides it so long as improvement materializes.

At Washington this week, the merchant marine sub-committee of the House of Representatives gave its approval to a bill which would allow Canadian vessels to provide the service sought by such ports as Ketchikan, Skagway, Haines, Hyder and others. Political delegates from Alaska at a Washington hearing described American shipping service as "indifferent." Under existing maritime laws, Canadian vessels are prohibited from providing anything but the most sketchy service to Alaska.

While these proceedings are going on, another solution to the southeastern Alaska transportation problem is being studied. Being proposed is a ferry system which would link Prince Rupert with the Alaska panhandle, carry cars, trucks and passengers. Reports indicate that American President Lines are chiefly interested in this scheme.

However, what results from these plans, the fact that improvements are under consideration is proof that Alaska, which has been victimized in this regard for a quarter of a century, is now achieving a stature which gives it a stronger voice in demanding its rights.

Another strong inference is that the continental American mind is at last coming to realize that by its strategic location, Prince Rupert cannot be overlooked in any reasonable Alaskan shipping service.

Halibut landings at Prince Rupert during the last week totalled 2,000,000 pounds, as the fish continued to flow in despite a couple of days of rough weather on the grounds. Total landings here to date, since the season opened, have been 7,688,000 pounds, about the same as last year and previous

short-season years. American landings this year have been smaller than was expected, totalling 1,520,000 pounds up to Friday. However, there have been a considerable number of boats, but these were mostly the smaller ones of the fleet, fish Area Two. Deliveries from Area Three by the bigger Americans have been fewer.

Halibut prices took an upward flurry at the beginning of the week, setting what so far is a record price, then dropping back to a more normal level. On Monday, the American boat J.B. sold 30,500 pounds to Royal for 24c, 18.5c and 16.5c while several other vessels sold for top prices of 20 cents. This, however, was a momentary rise caused by an urgent market demand. Otherwise prices throughout the week remained at about 18.5c, 16.5c and 14c.

Boats leaving for the Area Two grounds now are on their last trip, since it was announced this week that the Area will be closed at midnight, June 3. What they will do for the balance of the summer is still undecided. So far there have been no reports on the tuna situation, which last year provided a secondary fishery for many halibut boats. Fisheries protection vessels will start scouting tuna off the Queen Charlottes after the Area Two season terminates, it is understood.

Spring salmon fishing, which has been poor in all areas of

this district, improved this week off the north and off the Queen Charlottes where the biggest concentration of trolling boats is now centred. Catches there, however, are said to be only moderate.

In the Naas River area and off Dundas Islands, trollers have been getting 30 to 50 pounds a day. The season there is just beginning.

Gillnetters on the Skeena this week averaged 200 pounds of spring salmon per boat for the week, an amount barely large enough to pay expenses. There are about 50 gillnetters whiling their time on the Skeena.

Shore workers of the United Fishermen and Allied Workers' Union are momentarily expecting word on the results of the arbitration hearing between the union and coast fishing companies over wages and working conditions. The matter has been before an arbitration board in the south now for several weeks. The union has already reached agreement with coast co-operatives.

Exuberant over their 10-day cruise to Alaska, 252 members of the Portland, Oregon Journal cruise party arrived back in Prince Rupert at 9 o'clock last night after visiting Ketchikan, Juneau, Skagway, Lake Bennett and Carcross northbound and Wrangell and Ketchikan southbound. The Prince George, which is their cruise vessel, today is sailing in Douglas Channel and Gardner Canal in the heart of the coast range. First port they will touch before the cruise ends at Vancouver on Tuesday morning will be Victoria, where the passengers will spend a full day.

Next Friday, June 3, at midnight, will see the closing down of halibut fishing in Areas 1A, 1B and Two in waters off Alaska and Canada. Area 1A includes all conventional waters southeast of a line running northeast and southwest through Cape Blanco Light. Area 1B includes all convention waters between Area 1A and a line running northeast and southwest through Willapa Bay Light on Cape Shoalwater. Area Two includes of the U.S. and Alaska and of Canada between Area 1B and a line running through the most westerly point of Glacier Bay, Alaska, to Cape Spencer Light.

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- PROMISED. Taking over share of teachers' pension contributions from School districts. ✓ DONE
- PROMISED. Assumption of 50% of cost of school buildings and equipment. ✓ DONE
- PROMISED. Immediate start on Hope-Princeton Highway. ✓ TO BE COMPLETED BY LABOR DAY
- PROMISED. Peace River Outlet. ✓ UNDER CONSTRUCTION
- PROMISED. Establishment and expansion of B.C. Power Commission. ✓ Commission now covers 20 areas in B.C.
- PROMISED. Major expansion of University of British Columbia. ✓ ACCOMPLISHED
- PROMISED. To support every practical measure of social service, including Old Age Pensions, Mothers' Pensions and Health and Welfare Services. ✓ B.C. now has finest Social Welfare program in Canada.
- PROMISED. To improve relationship between government and municipalities. ✓ Much greater contributions to municipalities to relieve taxation.

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