

WATERFRONT - - WHIFFS

Local Elevator Ready To Handle Barley— Fishers Not Always Hunters

Prince Rupert's grain elevator is preparing to go into the barley handling business for the first time in its career but will be loading out a couple of more wheat ships before the coarse grain starts moving the latter part of May.

Sixth wheat ship of the season, the Kiyokawa Maru, sailed Thursday afternoon for Japan and the next vessel, the Chinese Nationalist Hi Yu, is due next Thursday or Friday. The Kiyokawa Maru had a cargo of 306,000 bushels. The Hi Yu will load about 336,000 bushels. Elevator officials stated today that there was plenty of wheat on hand to load the Hai Yu. After the Chinese vessel, one more wheat ship will be coming and then the barley will start moving in for the three ships which will take that variety of grain. Expectation is that the elevator will keep on handling grain even after the barley ships have been here.

Fishermen are not hunters but just because of the fact that they often voyage to out-of-the-way points along the remote north coast, it is not at all unreasonable that they are interested in game and wild fowl. The past season, to date, hunting has been quiet. On the Queen Charlotte Islands the season has been long, with heavy snow. Latest advice says little has been shot in the way of prant or geese. Fur prices have been down. Deer are reported scarcer, disease being a factor, but this is believed to be about over.

Having been located at Prince Rupert most of his life, or since long prior to the coming of the railway, numerous old friends will miss George McKenzie, whose funeral takes place this afternoon at Fairview. Salmon troller and aged about 75, he died under tragic circumstances following his immersion in ice cold water when he fell overboard off Porcher Island. He failed to survive the shock, succumbing several hours later. Mr. McKenzie came from Cape Breton in Nova Scotia.

The newest addition to Canadian naval strength is HMCS St. Laurent, launched recently by Canadian Vickers. Her construction was the cause of deep interest to naval staffs. It is proving economically feasible to use the method in building merchant tonnage, the meaning of which is speed with economy.

A newspaper controversy has of late been debating the cor-

rectness of terms such as "Ship and Boat." According to the Canada Shipping Act, "a ship includes every description of vessel used in navigation not propelled by oars." Another designation says: "Vessel includes any ship or boat of any other description of vessel used or designed to be used in navigation."

The passing of Captain Harry Madden, veteran of the Grand Trunk Pacific-Canadian National services, recalls early experiences and incidents in Prince Rupert and along the north coast. He ranked among the first of the pioneer officers of the company on the steamships Prince Rupert and Prince George. The funeral took place in Vancouver Wednesday and two of the pallbearers were Capt. Neil McLean and Capt. E. W. Grey, both of whom were long associated with him on Canadian National steamships.

It's just 50 years ago this spring that Marconi's dream became realized, when the first wireless call crossed the Atlantic from an experimental station on the coast of Cornwall, to at last heard signals from Signal Hill, in St. John's, Newfoundland. The first British ship to be equipped with the invention was the "Lake Champlain." The earliest wireless direction finder was installed in a Canadian vessel, "Royal George." The first ship-to-shore wireless-telephone service was established on the coast of British Columbia.

BACK FROM GERMANY

Louis Bruncke, local hand logger, who has been in this district since early days, returned this week from a three months' visit to Germany, his native land, much of the time being spent at Bremen, his home city, or near there. After an absence of about twenty-five years one of his chief objects in making the journey was to see his mother, who was ill and whose death occurred a day or so before it was possible to meet her. He travelled by air both ways, and has nothing but praise for aerial services. Mr. Bruncke mentioned that he found many features of German life largely unchanged — beer, bread, cheese and other forms of fatherland fare much the same as when he was a youth.

Ambitious Local Business Man Has Seen Port Progress

Norman Moorehouse Started at Bottom—
Now at Top

One of a family of mechanics, Norman Moorehouse is an example of how an ambitious and steady worker can reach the top after starting at the bottom.

In 1923, at the age of 15, a youth decided to take out an apprenticeship in the electrical trade. Less than 30 years later, Mr. Moorehouse is sole owner of a large and progressive marine electrical contracting firm which developed from a modest little shop on the waterfront.

Love Electric was established by W. R. Love in 1919. He started the business with his soldier's savings and from that day took an active interest — until 1950 when Mr. Moorehouse took over the entire business.

As the business has seen a great change in progress from its early days, so has every other aspect of the waterfront. Mr. Moorehouse recalls, for instance, the first electrification of fishing vessels—electric lights which replaced oil lamps, bigger motor units and an overall expansion of vessels and equipment.

Salmon trollers, for instance, were very modest boats following a popular style of a 23-foot vessel equipped with a five horsepower engine.

Today, it is not uncommon to see 40 to 50-foot trollers powered by 100 horsepower engines.

Perhaps even a greater change has come over the old-time gillnetters which used to be driven by sail, and net setting was done by hand. Today, sleek-lined hulls are powered for speeds up to 10 knots and smoothly, automatic driven drums pick up and pay out the gill nets.

Halibut fishing methods, however, have seen little change in the past 30 or 40 years.

Another big change on the waterfront has been with the native Indian fishermen, says Mr. Moorehouse, who has seen "terrific progress" in their standard of living as well as in their equipment.

NATIVE PROGRESS

One vessel, the Haida Warrior, for which Love Electric has recently supplied equipment, is one of the most modern seiners ever to enter Prince Rupert harbor. Presently at anchor dock, the Warrior was built by Jeff White of Masset and is the latest design in electric power.

"Such progress is heart warming to see," says the electrician, who himself has progressed with the changing times in stocking the latest in marine equipment of all types, for Love Electric is also an agency handling many lines of motors, engines and sundry equipment.

Although the work is hard and exacting, the electrician finds time for community participation and has been an active member for many years of the Oddfellows and Masonic Lodges. He is also a sport fisherman and finds in that his greatest relaxation from business cares.

"Of course, I guess no sport fisherman gets enough time to go out. And there still are a lot of good fishing spots in this area," he says.

From the day that Mr. Moorehouse first joined Love Electric, no other employee was hired until Bill Brooksbank came in 1930. Today, Mr. Brooksbank operates a similar business in Port Alberni.

In August, 1947, Mr. Love retired and in 1950 gave up his remaining interest in the business after the Second World

War. Fred Hogan joined the firm to become a very active employee and now is in charge of sales. There are four other employees.

The Moorehouse family are of strictly pioneering stock, arriving here in 1909, before the city's incorporation. The late J. W. Moorehouse, the father, died last year. Two other sons are in Prince Rupert. Tom is a constable engineer with the RCMP on the police launch stationed here.

The youngest brother, Bill, is a mechanic at the city garage.

PARLIAMENT AND

which was carried by a vote of 151 yeas to 51 nays. Thus three want-of-confidence motions, a thirty day argument, and four divisions of the House.

Thus the proceedings on our Parliament Hill by our European Parliament, established by the Noblemen in their ancient wisdom some seven hundred years ago.

Here at home in B.C. it would appear by the rumbling in the land, matters in our amateur parliament at Victoria are not moving as smoothly as gears running in oil, hence an election is coming on while they should have carried on for two and a half years yet, which they might have done if they had added another sword length to the width of their no man's land.

May we wonder as to how it would be should a great giant descend on that Assembly like a hawk on a flock of chickens and drive the flock to the backyard and put a wrecking gang to work to clear the chamber of the last vestige of Parliament, and call the same men in the same chamber and seat them around the council table with the Lieutenant Governor at the head who would address the Board thus: "Gentlemen, we are here to carry on the business of this Province until the lawful set date for an election comes around."

SIMPLIFY GOVERNMENT

After all is said and done there is a greater population in Montreal than there is in any one of the four western provinces. There is a greater population in Toronto than there is in any province on the Atlantic Seaboard. I am sure there are shires in the British Isles that have a greater population than either the Provinces of Ontario or Quebec. I shouldn't be surprised to learn that the population of either of the cities of London or New York would be near the population of this Canada of ours. Yet all their business is done by their respective Mayor and Council seated around their council table, but without that three sword-lengths no-man's land between them.

Surely no one can establish the claim that our Parliament and responsible Government system, the product of the Noblemen of seven hundred years ago, is a modern institution for our day and generation, and especially when Canada is the only country in this western hemisphere that is willing to accept it.

Know Your Rupert Firms



W. R. LOVE FOUNDER, NOW RETIRED

W. R. LOVE ELECTRIC CO.

was started by "Ray" Love, now living in Victoria, on his return from World War I. Business was begun in a modest way on the present site. W. R. Love gained his electrical experience in Charlottetown, P.E.I., and came here in 1910 as wire chief of the Prince Rupert telephones.

In 1923 at the age of 15, Norman Moorehouse joined the firm as an apprentice and today he is owner and manager. In that year the two men worked as electrical contractors on boats, still the main business of W. R. Love. Only the large boats were fitted with electric lighting. Much of the work consisted of converting the older and smaller boats from oil lamps to electric lighting.

W. R. Love Electric Co. are distributors for Exide Storage Batteries. Mr. Love himself selected this battery in 1919 because he knew that Exide is a universal battery in industry where electrical batteries are used. Exide Battery Co. is still the largest maker of batteries for all purposes.

Of the four EXIDE factories there is one in Manchester, England, two in Philadelphia and one in Toronto.

W. R. Love Electric Co. are also agents for WICO MAGNETOS. Retail sales of boat equipment include the agencies for Johnson Outboard Motors, Gray Marine Engines, Easthope Marine Engines, Briggs & Stratton Air Cooled Engines.

W. R. Love Electric Co. are also agents for Renold Coventry Chain Drives and Brandram-Henderson Marine Paints.

Complete line of replacement parts for all marine engines is also carried.

In service work W. R. Love Electric Co. repair generators, starting motors, magnetos, lighting plants, and one man specializes in outboard motors and air-cooled engine repairs.

The main business activity of W. R. Love Electric Co. is still the wiring and installation of electrical equipment on boats.

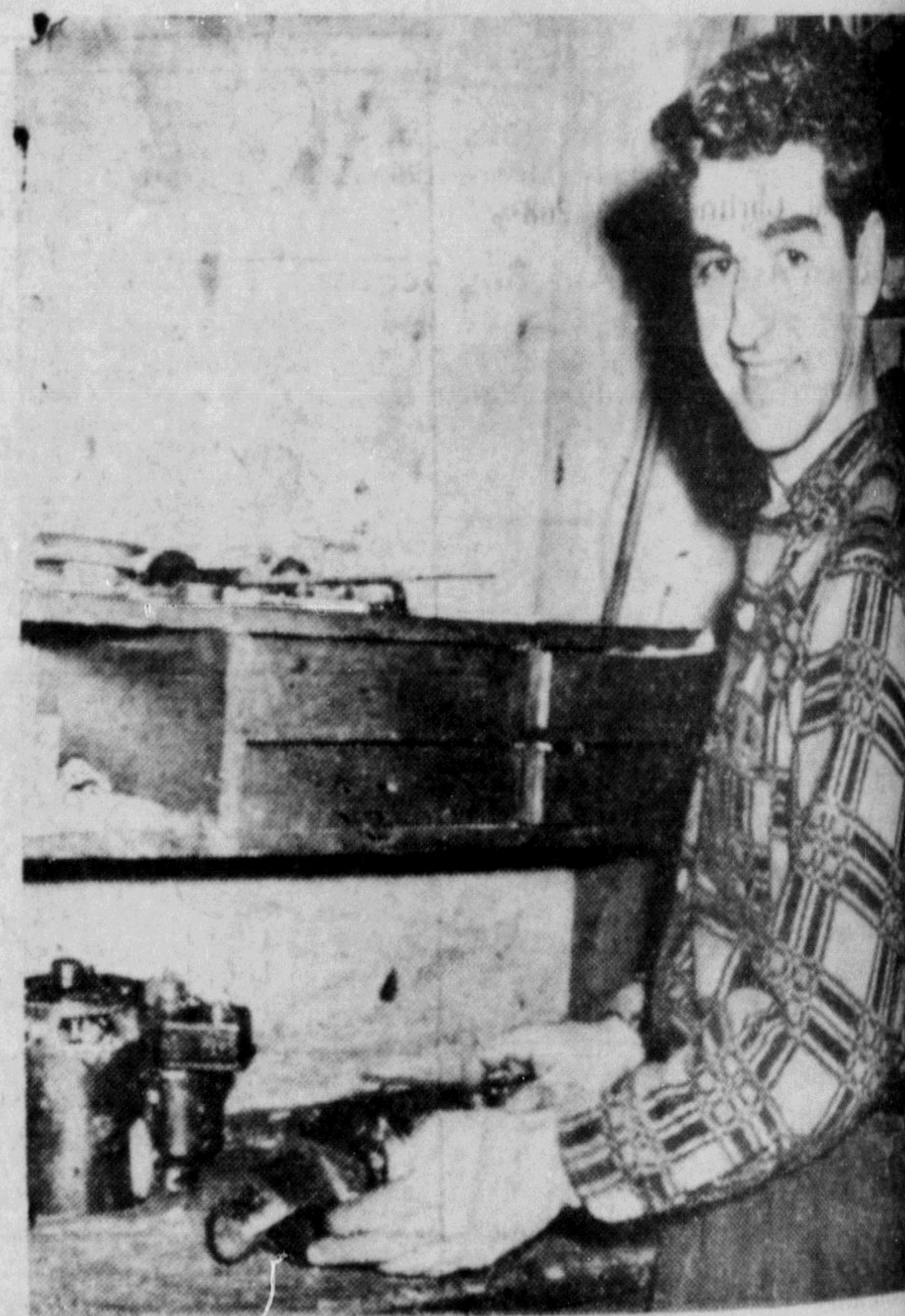
STAFF IS AS FOLLOWS:

- Norman Moorehouse,
Owner and Manager
- Fred Hogan, Sales
- Jack Eby, Electrician
- Einar Carlseh, Mechanic
- Don Scherk, Apprentice
- (Mrs.) Margaret Ross, Bookkeeper,
part time.

W. R. LOVE
STARTED
BUSINESS
IN
1919



Norman Moorehouse
Owner and Manager



JACK EBY, Electrician

BLACKWOOD on Bridge

By EASLEY BLACKWOOD

Champion's Second Bid Shows Full Strength After He Lies Low the First Time 'Round

Remember this: When you open with one of a suit, it isn't your first bid which tells how strong your hand is. That job is done by your subsequent rebids—especially your first rebid.

In today's deal Mr. Champion had all suits stopped but he properly figured his hand was too strong for a one no trump opening. He had one club and when his partner responded with one diamond, he knew the time had come to show his full strength.

That he accomplished by bidding two no trump. Maybe Miss Erash stretched a little when she went to three—but not too much. She knew her partner had about half the deck.

Mr. Abel led the six of spades which was taken with the king in the closed hand. Mr. Champion saw he had a problem or two.

It would be lucky if the defender, holding the ace of diamonds had no more than one other diamond. Then dummy's diamond suit would be good for four tricks.

Even then the club suit would have to be worked on to bring in nine tricks.

STILL NINE TRICKS
Giving himself every chance, Mr. Champion led the seven of diamonds and played dummy's eight. Mrs. Keen correctly held off with her ace.

A club was returned and the

South dealer
Neither side vulnerable

North
(Miss Erash)
S—J 10
H—J 9 8 5
D—K J 10 8 2
C—8 4

West
(Mr. Abel)
S—Q 9 7 6 2
H—A 10 7
D—5 4
C—10 7 2

East
(Mrs. Keen)
S—8 5 4 3
H—Q 4 2
D—A 6 3
C—K 9 3

South
(Mr. Champion)
S—K
H—K 6 3
D—Q 9 7
C—A Q J 6 5

The bidding:
South West North East
1 C Pass 1 D Pass
2 NT Pass 3 NT All pass

Jack finessed. Now the nine of diamonds was overtaken with dummy's 10 and again Mrs. Keen held off.

At this point Mr. Champion knew he had all the diamond tricks he was going to get. He finessed the queen of clubs, then laid down the ace. When the king dropped he could count five club winners, two diamonds and two spades. Close—but still nine tricks.

Beauty BY THE GALLON Cheerful as the first Robin!



Cheerful COLORS



There's a new, cheerful warmth of beauty in MIRACLE WALL TONE colors. Just mix with water... one washable coat covers most surfaces, one gallon does the average room. Lustrous deep Vogue colors or lovely pastel shades. ASK FOR FREE FOLDERS ON LOVELIER HOME COLOR HARMONY!

The Modern Oil and Resin Wall Finish Manufactured by

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W. R. LOVE ELECTRIC



Left to right: Jack Eby, Don Scherk, Einar Carlseh,
(Mrs.) Margaret Ross, N. Moorehouse, Fred Hogan

W. R. LOVE ELECTRIC CO.