

# Steve Cochran Goes "West" Becomes Star

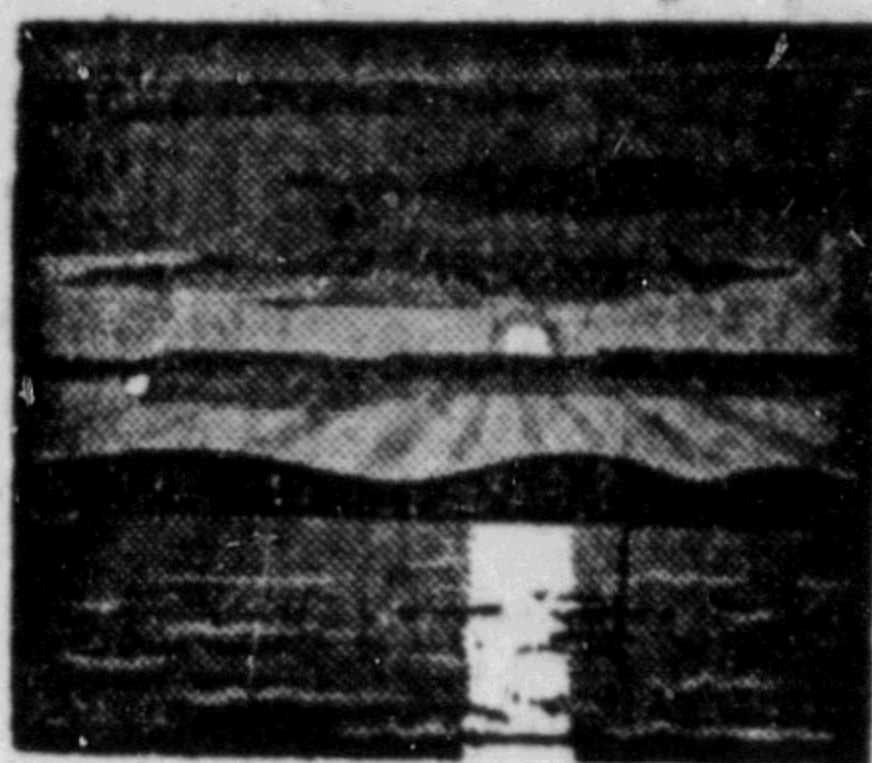
Tall, dark, and handsome, Steve Cochran, who looks like he could do the teaching, admits that he has learned lots from his leading ladies.

Co-starring with Ruth Roman in "Tomorrow Is Another Day," at the Totem next Monday and Tuesday, Cochran was interviewed on the set and gave out some interesting observations. Since that day some years ago when Mae West herself chose him to "come up and see her" about the lover role in her play, "Diamond

Li," Cochran's future seemed assured.

After a successful Broadway run opposite Mae West, Cochran was tapped by Hollywood for the leading man parts and has moved fast. At first cast as a two-gun menace, Steve scored in such films as "White Heat" and "Highway 301." Then the leading ladies noticed this handsome new actor and before long he was playing opposite such stars as Ginger Rogers, Joan Crawford and Doris Day in "The Damned Don't Cry" and "Storm Warning."

From each, Steve admitted that he has learned something about film acting and he has been grateful "A star is not a star for nothing," is the way he puts it, "and each of those fine actresses taught me something."



## WATERFRONT - WHIFFS

### Fisheries Experimental Station 25 Years Old—Decline of Salmon Alarming

The Pacific Fisheries Experimental Station of the Fisheries Research Board of Canada, formerly at Prince Rupert (where it was originally established), and now located at Vancouver, has completed 25 years as an establishment for Canadian government research into the technology of fisheries products.

Its history is reviewed briefly by the station director, Dr. Neal M. Carter, at the annual meeting of the Research Board in Ottawa:

The Biological Board of Canada, incorporated in 1912, took over the Atlantic Biological Station (founded in 1898) and the Pacific Biological Station (founded in 1908), which had been operated by a board of management under the Canadian Department of Marine and Fisheries.

In 1924 the Biological Board decided to establish on the Pacific coast a technological station to complement a similar project on the Atlantic coast.

The nucleus of a staff was formed in 1925 at Prince Rupert. In 1942, after the Prince Rupert accommodations had been taken over by the Royal Canadian Navy, the station was moved to its present location at Vancouver. Meanwhile, in 1938, the Biological Board of Canada became the Fisheries Research Board of Canada, the scientific arm of the Department of Fisheries.

Fisheries biologists in British Columbia are concerned about an apparent decline in the abundance of Pacific salmon in certain areas.

There is evidence that the exploitation of the salmon resource is reaching a maximum for Canada's Pacific coast, according to the Pacific Biological Station of the Fisheries Research Board of Canada. This evidence is detailed in the annual report of the director of the station, Dr. J. L. Hart.

The Pacific station at Nanaimo is attempting to find out whether the decline indicates a state of depletion due to overfishing or whether it is the result of lowered productivity.

Some of the species, the spring and coho, suffer an additional drain from sport fishing, which is rapidly increasing in extent and importance in certain sections of the coast. Catches of sockeye salmon in the estuary area of the Skeena River have been getting smaller for many years, and marked fluctuations in the runs from year to year continue to occur.

However, 1950 and 1951 catches of sockeye in the Naas River, Smith Inlet and Rivers Inlet areas were excellent, even by former standards.

Pink salmon stocks in the Skeena region and in the northern Queen Charlotte Islands have been at a generally low level for about 20 years. There is considerable irregularity in the annual catches of chum salmon.

The research into salmon includes tagging and marking to obtain information on migration patterns, studies of fishing intensities, and efforts to find ways to reduce natural mortality.

Dr. Hart explained that detailed knowledge was vital to the success of measures to improve natural conditions or to remedy man-made obstacles.

Through the Department of Fisheries of Canada, tabulated records of catches and the fishing effort are now for the first time available for each species of salmon, by weeks and areas. Periodic reports are also supplied by the department's inspectors on "key streams" in each spawning area.

The report stresses the need for co-operation between logging, forest management, water power development interests, and research and administrative fisheries agencies in British Columbia, not only to protect salmon streams in the future but also to devise means of restoring those now adversely affected.

Scheduled to arrive on this coast about the end of January, the new Norwegian motor vessel Vigan has a speed of 16 knots. She is sailing via Australia, the ship was built in Malmo, Sweden, and is being placed in the Pacific Orient Express Lines service from the Pacific coast to the Philippines, Hong Kong and Japan. Time between B.C. and Manila is 18 days. There will be accommodation for 12 passengers.

The first real use of barge or scow transportation on the Brit-

ish Columbia coast was in the movement of coal from Vancouver Island coal mines to places on the United States mainland where such coal would be consumed, as well as to points in British Columbia. Barges were also utilized when, with the development of early logging, the transfer of heavy machinery became essential.

First of the Princess fleet of the Canadian Pacific vessels in British Columbia water, the Victoria is not going to be scrapped after all. This had been the general expectation. Instead, the hull of this 50-year-old vessel will be used as a hog fuel carrier. She has been bought by the Tahsis Co. Ltd. of Vancouver Island. This is a lumber mill firm. The hull will become the first carrier operated by the mill. She will run between Port Tahsis and lower British Columbia coast points.

A snipping deal has been concluded on the lower coast which is of interest generally to British Columbia marine affairs, particularly in the towboat industry. Fred S. McKeen announces that Straits Towing Ltd. has bought the Nanaimo Towing Co. assets which include such well-known boats as the Sechart Chief, Aleutian Chief and Catala Chief, three of the fleet of 15 diesel tugs.

#### CHANGES AT "HULL"

Anyone who can recall the plant of the Canadian Fish and Coal Storage Co. as it appeared at Seal Cove years ago and compares it today with the premises of the B.C. Packers will find the experience one of distinct interest. While the buildings and general equipment seen in pioneer times fully met requirements, there has taken place since then changes that are little short of remarkable, reflecting the various examples of progress in different branches of fishing and the handling and disposal of the product. The changes and additions are revolutionary indeed.

According to the International Pacific Salmon Fisheries Commission, the new high level fishway at Hell's Gate on the Fraser River has been completed. This announcement came out in De-

#### OPERATION GASBOAT

(Continued from page 1)

mechanically precise in the well organized movement, were dropping their ton scoops into the rising nets into packer holds and waiting scows. By mid-afternoon the first of the packers, the Quatsino, Capt. Lief Nordal, leading off the exodus of laden down vessels, was unloading her at the new reduction plant of B. C. Packers at Seal Cove, Prince Rupert. Less than twelve hours after they had reached the scene, boat after boat was streaming back to home port from as smartly organized a fishing operation as one would wish to see.

At 11 a.m. the fisheries patrol, alert against a possible overfishing of the 10,000 ton quota, had called it a day. "No more sets now," instructed Inspector Strachan in a general radio-telephone call to the massed fleet. "We'll take a check. If the quota is not exhausted, we'll let you know later." But by nightfall, as fleet units checked out, it was apparent that Gasboat Passage had had it. Still the fish swam as thickly as before although their numbers had been reduced by two million in the one fell swoop. A late count for the day was 11,700 tons.

The day's fishing at Gasboat Passage was an interlude from seining operations which have been going on in recent weeks at Laredo Sound, further down the coast in the Namu area, where a quota of 40,000 tons was set a few weeks ago, of which there is some 26,000 tons still to go.

#### THE FLEET

The Gasboat Passage fleet—there might have been more—consisted of the following vessels:

(B.C. Packers)  
SEINERS—Northview, Adriatic Star, Theresa I, Dominion, East-

cumbet. It means that a costly and difficult obstruction to the passage of salmon toward their spawning grounds has been entirely overcome. The outlay was \$135,000, the material being concrete and structural steel. In future, the spawning area can be reached, whatever the stage of the river.

isle, Westisle, Metmaid, Misty Moon, Tahsis Chief.  
PACKERS—1-eco, Skugaid, B.C. Lady, Good Partner, Kimsquit, Shimoget, Quatsino, Nahmint.  
(North Shore)  
SEINERS—Walmoro, Waldero.  
PACKERS—Norqueen, Norcrest, Norking.  
(Nelson Bros.)  
SEINERS—Nanceda, Rainbow Queen, Sea Master, Western Commander, Western Girl, Western Monarch, Western Ranger, Western Spray, Western Warrior.  
PACKERS—B. C. Pride, Allford Bay, Audrey B. Amlac, Co-operation, Departure Bay II, Hesquiat, Western Express, Western Flyer, Western Princess, Western Splrit, Western Star, Western Challenger.  
(Canadian Fishing)  
SEINERS—Freeland, Merry Chase, Pacific Sunrise, Snow-drift, Banks Island, Cape Canso, Cape Mark, Cape Ruse, Life Queen, Pacific Sunrise, Neptune I, Capet, PACKERS—Brooks, Perry, Cape Beale, Capet, ston, Nordic Queen, Sea Prince, Snowfall, Juan, Arctic Queen, Westham, Bervin.  
(A.B.C.)  
SEINER S—Belina, Miss Helen, St. Nicholas, PACKERS—Loyal II, ger, Alaverdie.  
(Miller)  
SEINERS—Colonel Holman, Northern III, Gray North, PACKERS—Royce, Northern VI, Ruth B. G, peet, Universe.  
(National Fisheries)  
SEINERS—Dollina II, Western Chief.  
PACKERS—Lavella, malka, Northern G, Co-op V, Joan W. II.

TODAY 6:50 - 9:00 in JEFF CHANDLER - EVELYN "SMUGGLER'S ISLAND"  
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TIM HOLT in FAITH DOMERGUE "Border Treasure" } "VENDETTA"  
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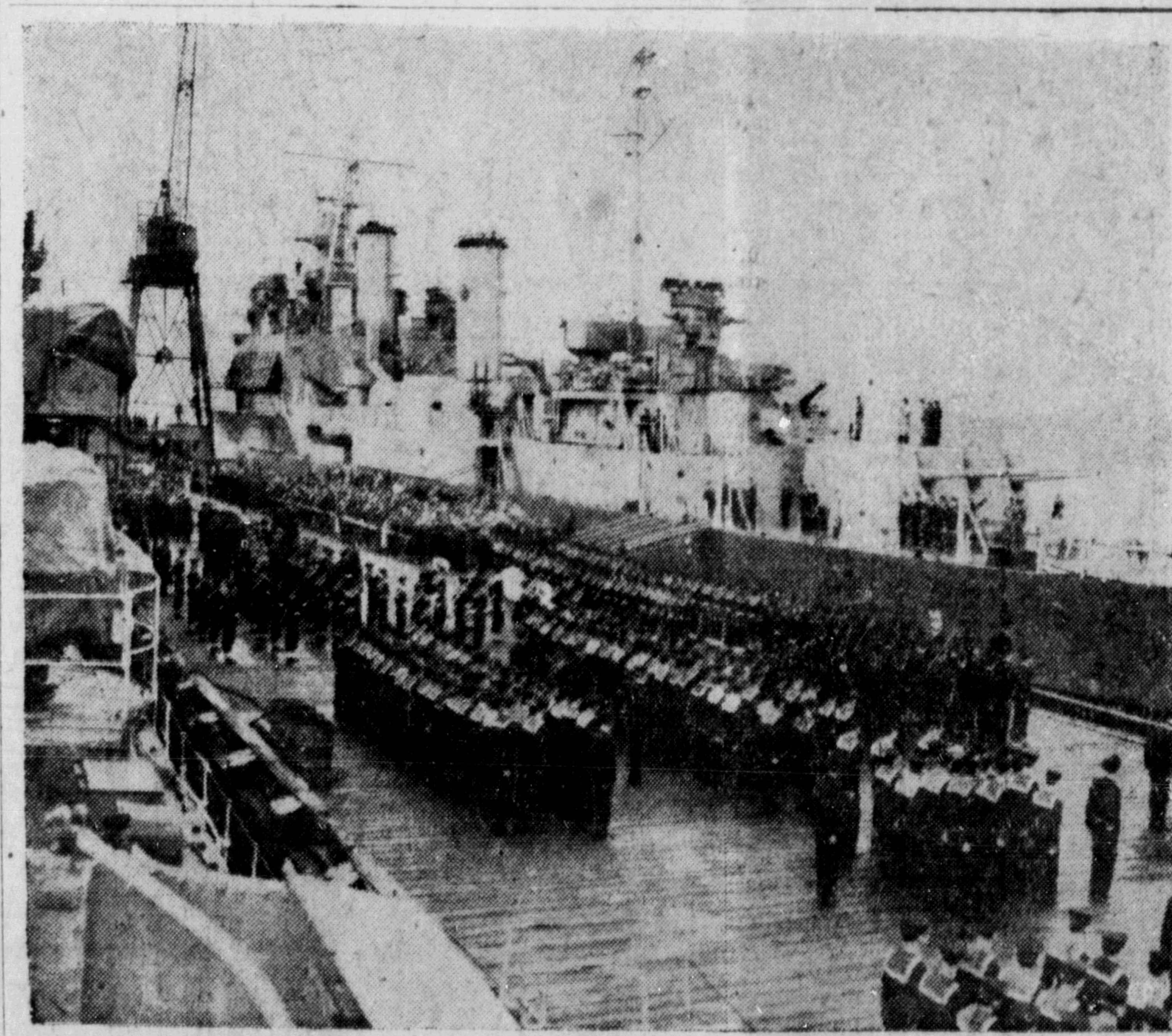
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Herman Street; 1480 6th East to Seal Cove
- ROUTE 3—Victor Maskulak  
1st Ave. West 248-1077; 2nd Ave. West 941-1028 including 9th Street; 3rd Ave. Frizzell's Motors to end of 3rd West
- ROUTE 4—Alvin Nystedt, Blue 638  
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All of Section 2
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- ROUTE 17—Charlie Lindstrom, Green 924  
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- ROUTE 20—Jack Rudolph, Green 731  
8th Ave. East 1036-1944.
- ROUTE 21—Jimmy Moorehead, Red 335  
2nd Ave. West 1135-1314; Park Ave. 1005-2279; 11th Street; Water Street; Beach Place.
- ROUTE 23—Larry Parent, Green 487  
8th West 615-735; Summit Ave.; Taylor Street.
- ROUTE 24—Brian Roberts, Black 480  
2nd Ave. West 716-3rd Ave. and 6th Street; 3rd Ave. West Daily News-Watts and Nickerson's (5th St.).
- ROUTE 25—Gary Parkin, Green 650  
6th Ave. East 1141-1476.
- ROUTE 26—Frankie Stewart, Blue 716  
7th Ave. East 981-1086; 1103 Ridley Home; Hays Cove Ave. 928-1154.
- ROUTE 27—Christopher Harvey, Green 214  
6th East, McBride—Hays Cove Circle; Hays Cove Circle.

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RENAMED — Madame Gaspard Fautoux, wife of Lieutenant-Governor of Quebec, used golden scissors to unveil name plate of H.M.C.S. Quebec in christening ceremony on cruiser's quarter-deck. Shown taking part in ceremony are, left to right: Mmc. Fautoux; Lt.-Col. D. B. Papineau, aide to Lt.-Gov. Fautoux; Padre C. L. Gillard, Capt. P. D. Budge, commanding officer of Quebec. (CP PHOTO)



RE-COMMISSION CRUISER—Cruiser Quebec rejoined Canadian navy's active fleet in commissioning ceremony at Esquimaut. The ship's company stood alongside dock workers as former H.M.C.S. Uganda was renamed and commissioned after five years in reserve. She will be based at Halifax as a training ship. (CP PHOTO)

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