

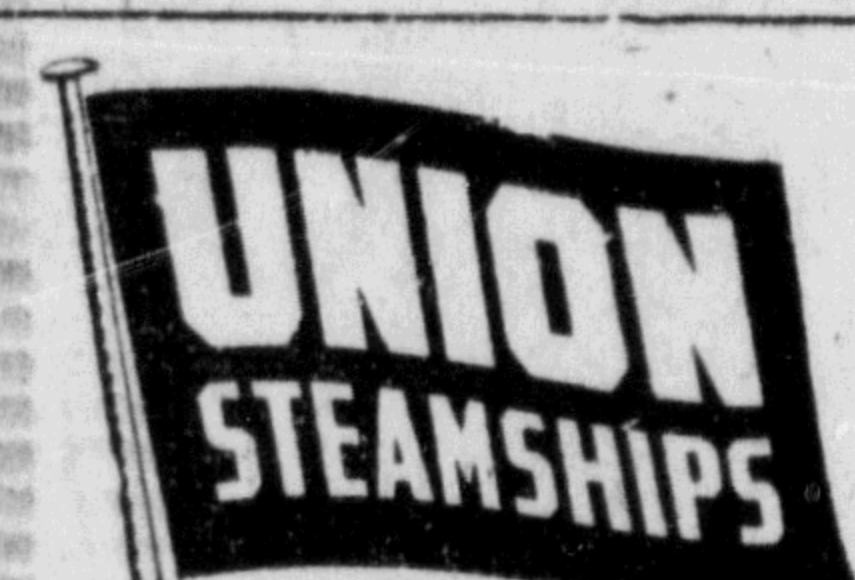


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Anchorage Taxi Laws Tightened

ANCHORAGE—City ordinance which would do away with driver owned cabs and abolish cab stands within the city came up for first reading at the city council meeting.
Cab operators would be required to: maintain off-street parking; own all cabs in the fleet; have the same color scheme for all cabs owned by one operator; maintain 24-hour service.
Public liability insurance of \$10,000 for death or injury of one person, \$40,000 for more than one person, and \$5000 property damage would be required.

All licenses would be issued subject to vehicular inspection and certification of applicants by the police chief.
Number of cabs could be limited on a basis of demand for service shown by records of operators, the effect on traffic congestion, impairment of safe use of streets for vehicular and pedestrian traffic, or other reasons deemed fit by the city manager and council.

No taxicab could be used for personal use at any time, and no cruising for fares would be allowed.
All calls would be handled through the dispatcher's office where complete records of all drivers, and trip sheets would be maintained.

License requirements for both operators and drivers include United States citizenship, 21 years old, ability to read and write, non-addiction to the use of intoxicants or narcotics.

Good moral character and reputation, no conviction of a felony for 10 years previous to date of application, no conviction at any time of a felony or misdemeanor involving an immoral turpitude, assault with dangerous weapon or use of traffic in narcotics, drugs or traffic in women for immoral purposes.

A written driving test would be required and in the case of drivers, a physical examination.
No driver would be allowed to drive more than 12 hours on shift, nor return to work until after eight hours had elapsed.

Drivers' licenses could be suspended by the police chief for speeding and would be revoked for reckless driving or for other violations of the code.

Other rules and regulations within the meaning of the code could be adopted and enforced after due notice by the police chief.

Similar regulations, with minor variations would apply to buses, airlines limousines, vehicles for hire, and sight-seeing buses.

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REACH SAFETY—Seamen all but glad to be ashore after drifting helplessly for seven days during one of the worst winter storms to sweep the Atlantic are these crew members of the SE Mayfair, shown at St. John's, Nfld., as they await the repair of their ship. The ship was bound from Bonavista to St. John's when fuel pumps broke down seven miles from her destination. For three days the vessel drifted while crew members used mess tables to keep fires going. This fuel ran out and she drifted without food and water running low. On the seventh day she was spotted by another ship and taken in tow. (CP PHOTO)



Prince Rupert Great Salmon Port—Dodge Cove Progressive—Where Have Tuna Gone?

In not many places in Canada is the catching of salmon the year around so simple a matter as in Prince Rupert. It is not at all unusual off, or near Prince Rupert. Anyone, in a rowboat, or some other kind of craft is free to go out and see what his skill, or just plain luck amounts to.

A local citizen, within the last few days, managed to land more than half a dozen fine fish. Free salmon is a most acceptable dish, any old time. Many a year ago the late Bishop G. A. Rix (Diocese of Caledonia) who had come from Ontario to take over the duties of Canon at the new Pacific port of Prince Rupert, decided to take a row on the harbor. Weather was pleasant. He had heard much of British Columbia's salmon wealth and took along a rod, doubtless thinking there was no reason why he should not be rewarded. He was indeed. It was not more than a couple of hours when the tall figure of the Canon could be seen passing the corner of Third Avenue and Second Street. In his grasp he held a noble fish. It might have been a steelhead, or a spring. Anyway, it was a dandy. And as for the fisherman? Oh, he was prouder'n Punch.

One never knows all about the more or less perplexing points there are to the fishing industry. There had been a notion that on the British Columbia coast, albacore tuna would be caught indefinitely. The catch that had developed into a million dollar affair one year, faded away and gradually died. The fish practically disappeared last year. It had been selling at \$350 per ton at one time.
Dodge Cove, peopled chiefly by those active in fishing and boat

WATERFRONT WHIFFS

brandy, sugar, oil, tobacco are but a few.

We called there twice, once southbound, and the other while enroute to Southampton. A swarm of blacks coated ship, the Umbria. Not far off lay, a British man o' war. The Cape Verdes provide links with history. The group was long a favorite haunt of slave traders. It was there many a one called, on his way from the nearby dark mainland to America with a ship load of bondsmen. Such were sold. Hence, appeared their descendants and a war that convulsed a new nation known as the United States.

A feature of that struggle was the building of a fast craft for the Confederacy. It was launched in Britain and called the Alabama. Few knew just what was to be done with her. The low down was given out, however, when she sailed into a harbor in the Cape Verdes. The skipper, addressing the crew, announced that the Alabama would prey on American shipping. If anyone felt like quitting her then was the time. Some did. For years, United States merchant ship owners and masters found a nightmare in the swift raider of the rebel forces. In practically every ocean, her guns sent hundreds of stout vessels to the bottom. It all totalled up to enormous losses.

There came, however, a day of reckoning for the merciless Alabama that spared no Yankee sailor's. Out-ranged and out-fought she waged a dramatic duel with the USS Kearsage, being sunk off a port in Northern France.

Union steamer Camosun, Capt. John Boden, will not be making her usual early afternoon arrival from the south tomorrow and is not expected until early evening at best. To assist in the movement of workers on the Aluminum Co. of Canada power project, the Camosun is making a special call at Kemano Bay this week. She may do likewise, as well, in the following week.

HERRING EXTENSION
Another extension to the original 30,000-ton quota of herring in the northern sub-district has been requested by fishermen, the Fisheries Department said today. A 10,000-ton extension had been granted shortly after the original quota was filed in the shortest time on record.

Fishermen believe there are still plenty of herring in and around Gasboat Pass, and it is expected the fleet will head there as soon as weather permits. This area, in the central sub-district, may account for the bulk of the 40,000-ton quota there which, the department says, hasn't been scratched. Only about 1,000 tons have been taken so far from the district.

Weather has kept all fishing activity to a minimum but when the elements turn kinder some trawlers hope to head out to the flatfishing grounds at Skidegate around January 12.

Those who have already taken out their trawling licenses are Oscar Giske (Morris H.), Frank Gale (Carolina Maria), and Julius Barth (David Scott).

Tanker Imperial Vancouver, Capt. C. H. Totten, arrived yesterday to replenish Imperial Oil Co. supply of oil products.

If you want to sell it, advertise it, News classified.

Tense Picture Due at Totem

Story of a criminal lawyer who is so convinced that his client is innocent of a murder charge that he attempts to bribe a vital witness when the case starts going against him. "The People Against O'Hara," is the feature picture on the screen of the Totem Theatre here next Monday, Tuesday and Wednesday.

Spencer Tracy has the leading role and the cast also includes Pat O'Brien, Diana Lynn and John Hodiak.

How Tracy vindicates himself and tracks down the real murderer at the cost of his own life makes for an absorbing drama which shifts from courtroom to varied colorful locations in New York City where portions of the picture were filmed.

Pat O'Brien has the part of a sympathetic policeman torn between two emotions. Diana Lynn is the daughter of Tracy. Her devotion to her father stands in the way of her marriage. John Hodiak is a persuasive district attorney.

Royal Tour in CNR Pictures

MONTREAL—A comprehensive pictorial review of the recent tour of Canada by their royal highnesses, the Princess Elizabeth and the Duke of Edinburgh, has been issued by the Canadian National Railways. It is published as a supplement to the January issue of the Canadian National magazine and copies are now being distributed with pay cheques to the company's 115,000 employees.

In more than 90 photos the "Royal Visit Picture Supplement" takes the reader over the nationwide route starting with their royal highnesses arrival at Dorval airport to the departure from Fortugal Cove, Newfoundland.

The pictures represent a careful selection from thousands of negatives made during the tour and provide a wide variety of scenes ranging from formal ceremonies to incidents of human interest.

Their royal highnesses travelled 3,460 miles over CNR lines and in a special message to employees, Donald Gordon, chairman and president said: "It is a fine tribute to our service and the men and women who performed it, that all our arrangements should have earned the praise of our royal visitors and those who accompanied them and those who made the plans."

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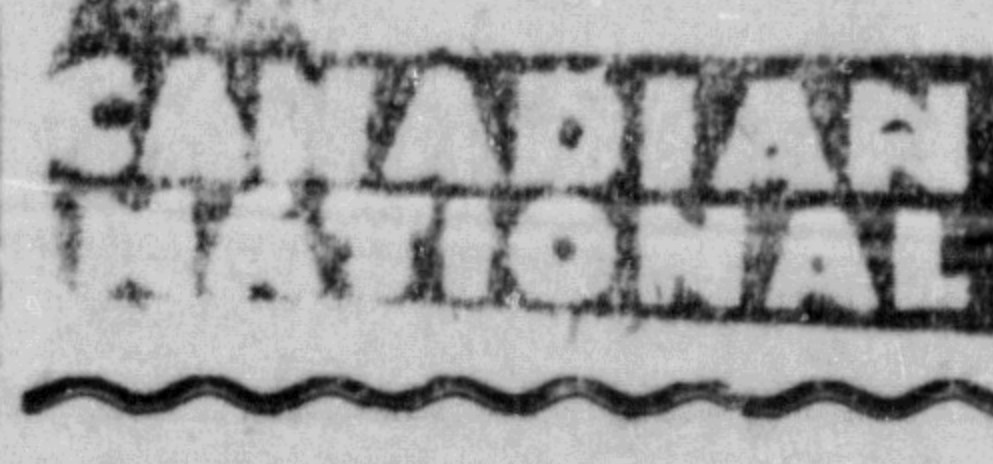


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Evening Shows
7-9:05 p.m.
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A FAMOUS PLAYERS THEATRE

TODAY 6:50-9 ESTHER WILLIAMS - RED SKELTON in "TEXAS CARNIVAL"

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RON RANDELL in "Omoo Omoo" JOAN DAVIS in "TRAVELLING SALESWOMAN"

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