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NORTHERN AND CENTRAL BRITISH COLUMBIA'S NEWSPAPER

Published at Canada's Most Strategic Pacific Port—"Prince Rupert, the Key to the Great Northwest"

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ORROW'S IDES

(Standard Time)

, July 14, 1954

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Airport Needs ssed at Hearing

rt Air Service in Jeopardy Pair Tells Transport Board

Special to The Daily News

eed for an airport at Prince Rupert was d yesterday by two Prince Rupert delegates Transport Board hearing on licence ap- for Northern British Columbia air services.

for the Prince Ru- er of Commerce, T. gs said that there osition by that or- to development of a base for direct Vancouver, provided prejudice the chance- port at Prince Ru-

is position was also on there being no present services in- upert.

esentative of the rt city airport com- F. Magor told the he wished to convey nse of uncertainty ty over the future of portation while it is n water-borne air-

ed that Canso air- ered as obsolete, may be considered unfit ss service, and there quate substitute for agor said.

dependent, we are ne aircraft, the more e Rupert's air trans- ," Mr. Magor said. inum Company of Canada asked the board for freedom to charter "without restriction" as many planes as it wishes to and from its Kitimat project.

F. T. Matthias, assistant manager of Alcan's multi-million dollar project, said that without this freedom the company's interests "would be seriously hurt."

Alcan's submission was made during representations by two companies competing for the lucrative Vancouver - Kitimat air trade.

Canadian Pacific Air Lines, which now operates a class one service from Vancouver to Prince George, asked board chairman W. J. Matthews of Ottawa for permission to add Terrace, Smithers and Prince George to its present class one service between Vancouver, Port Hardy, Sandspit and Prince Rupert.

The company now operates a class two service from Prince George to Terrace, some 30 miles from Kitimat. The change, if permitted, would enable CPA to provide a class one Vancouver-Terrace service.

eeks Higher Grading

harlotte Airlines, operates a class two een Vancouver and seeking permission s upgraded to class be extended to Ter-

practice to date has ATB to allow only y to operate a class on any given route. estern Airlines also two Vancouver-Kiti-

has asked the board only such air service to points within ect area "as leave the d its agents free to d charter without uch qualified air ser- y require."

the company "would exclusive regular air our project area not one company." Then "We are getting adequate service now. We would accept anything that did not interfere with that type of service."

Mr. Mattias said the Kitimat-Terrace railway should be finished at the end of 1954. He said he knew of no plans for a highway between those points.

He also said Alcan is now considering building a ramp as a public facility and renting it to any air firm interested in using it."

Don Forward, chairman of the Kitimat board of trade, said Pacific Western plane landings at Kitimat outnumber Queen Charlotte landings "about eight to one."

North Coast Region: variable cloudiness over the Charlottes but sunny most other sections today. A little warmer. Light winds. High today at Port Hardy and Prince Rupert 68, Sandspit, 65.

BIG-EYED BABY OCELOT, owned by lovely actress Polly Bergen, stares from its mistress's hands at the strange world around it. Zoo authorities don't recommend keeping the animals as pets because of the creatures' sharp claws and untamable traits. But they can be purchased for around $125.

9th Avenue Closure Issue To Be Studied Further

Petitions for both sides of the question regarding possible closure of Ninth Avenue, east of Conrad Street, were received by city council last night at its regular meeting.

One, from the Board of School trustees for School District 52 called for the closure, the other from property owners in the 1100 block East Ninth opposed the closure.

The School Board request stated that if Ninth Avenue were to be continued across the Conrad Street School playground it would be dangerous for the children and would also reduce the size of "the already small playing space."

The opposing petition said that closure of Ninth Avenue East would cause an "immeasureable amount of trouble and inconvenience" and added that the property owners concerned failed to see how closure could possibly benefit the school.

Properties affected are those of B. E. Eyolfson, J. F. Denning, L. Colussi and William Wain.

The property owners' petition points out that if Ninth Avenue were closed off and the lane in back of their houses were kept open then cars would be crossing the playground at a point most used by school children, once the playground has been extended.

The petition asks that neither the lane nor Ninth Avenue be closed and adds that Ninth Avenue east of Conrad School be restored to a sanitary condition.

The matter was referred back to the Board of Works committee for a report on a motion by Alderman Mike Krueger.

CASEY OPPOSED

Alderman George Casey said he was not only opposed to the closure of Ninth Avenue East, but also to having the matter referred to the Board of Works committee.

"I think the School Board owes an apology to these property owners," Alderman Casey said.

"The School Board has a gall to ask these people to forego their rights of access and egress. This is not a matter to be decided by committee, it should be decided by council," Alderman Casey asserted.

Alderman Krueger said that the problem could be considered better in committee where all the various points could be considered more freely.

Alderman Norman Bellis said that members of the Board of Works had gone out to the site of the controversy three times.

He said he understood city engineer George Beaton had evolved a plan which may be acceptable to both sides.

40-Million Pound Yield Seen For Halibut Here

Conservation Plans Boosting Production

By DICK AYRES

News Editor of The Daily News

A sustained yield of between 35 million and 40 million pounds of halibut per year for the Northern district was predicted last night by F. Heward Bell, assistant director of investigations for the Pacific Halibut Commission.

Mr. Bell told The Daily News that if the present trend of halibut production continues there is every reason to believe that the Prince Rupert district fisheries will become the richest halibut producing area on the Pacific Coast.

If production continues as it has, Mr. Bell said there is a possibility that the city's fishing plants will find their freezing units too small to handle the increase unless they make plans for expanding.

At the same time Mr. Bell confirmed earlier reports that Areas 2 and 3-A would reopen August 1 with the former being open for eight days and the latter fishing season lasting ten days.

In addition, he said, Area 3-B from Sanak to the Bering Sea would open August 15 for 25 days with no quota set.

Mr. Bell said that he expected landings of between a million and a million and a quarter pounds from the third season.

Prince Rupert fishermen would also have the advantage this year, Mr. Bell said, of being able to land their catches at Sandpoint, Alaska, now declared a customs entry point for Canadian vessels by the United States government.

He said that the Halibut commission was quite satisfied with the progressive production of the Northern fisheries.

Mr Bell, who has been with the fisheries department for the last 25 years said that the Hecate Strait area had during the first season, undergone the worst weather in the last 22 years. The poor fishing weather, he said, was the primary cause for Prince Rupert's total halibut landings being down.

However, he said, he fully expected that landings from Area 3-A which closed last night would make up for the lighter landings earlier in the year.

By the end of the year he said, he predicts that Prince Rupert halibut landings will be far above last year's.

Under the present systems the fisheries maintained a high degree of segregation and directed operations of the fishing fleets to acquire the fullest production. He said that the area between Dixon Entrance and Cape Scott would regain its historic position of being the greatest halibut producers of all time and possibly would eclipse any previous production figures.

60 PER CENT BOOST

Back in 1930 the landings totalled 22,000,000 pounds, Mr. Bell said.

"We have now reached 33,000,000 pounds, an increase of 60 per cent," he pointed out.

He said the Halibut Commission had reduced the mortality rate by a better use of the fish. By careful regulation of the seasons, and opening and closing of areas they had made considerable gains in as much as bigger fish were left and the larger fish produced more young.

Tagging and logging of the fish had been conducted by the fisheries vessel Eclipse, now up at Kodiak and expected back July 24 from its fifth trip of the season. The Eclipse has one more tagging trip to make to the Yakitat grounds before leaving for its home base in Seattle.

Mr. Bell who is a Canadian member of the fisheries commission staff with headquarters in Seattle, said that there are five UBC students helping in the tagging and logging this year, Brian Leopard, Vic Morgan, Gordon Mundie, George Freeman of Port Simpson and Robert Samis.

Mr. Bell and his wife, left Prince Rupert last night for Jasper.

Dulles Flies To France

Remains Firm On Geneva Stand

PARIS (AP) — U.S. state secretary Dulles flew to Paris today for a top-level French - British attempt to convince him an honorable peace can still be won in Indo-China, and that his presence at the Geneva conference will help win it.

Leaving Washington last night, the U.S. secretary emphasized that his present destination is the French capital — and no farther.

Dulles' surprise flight here was in answer to an urgent appeal from French premier Pierre Mendes-France, who hurried here today from Geneva with British foreign secretary Anthony Eden.

At conferences this afternoon and tonight, Mendes-France and Eden will outline the prospects for an Indo-China peace settlement in an attempt to allay U.S. fears that France is getting ready to surrender to the Reds at Geneva. Dulles determination that the United States should not be saddled with responsibility for any such settlement resulted in his decision, that neither he nor under-secretary Walter Bedell Smith would return to Geneva for the final round of negotiations.

Dulles in an airport statement in Washington served notice the United States might part company with her European allies over future policy on Indo-China.

"It is not clear that the interests which we hold in common with France and Viet Nam, Laos and Cambodia will necessarily be best served by identical action in all respects," he declared.

CONNECTICUT is pinning its hopes this year on pretty Andrea Todd of Milford, in winning the "Miss Universe" beauty contest slated for next month in Long Beach, Calif. Andrea is 22 years old, has hazel eyes, and is a brunette.

Socreds Start Weekly Paper

VICTORIA (CP) — British Columbia has a new newspaper—the B.C. Social Credit League Bulletin.

The paper made its first appearance last week as a printed, four-page tabloid. An earlier edition, issued in February, was mimeographed. Response was so good, the editors say, it has decided to switch to a printed form.

The Bulletin will appear quarterly. It is published in Vancouver by the league's provincial headquarters.

Danish Ship Takes Barley

The 10,000-ton Danish ship Venturia left here last night after loading 3,570 long tons of barley for Great Britain at the Dominion government grain elevator.

Skippered by Captain Z. Pedersen, the Venturia is bound for Seattle on her regular Pacific coast to Europe run. The East Asiatic vessel docked here Sunday night from Vancouver.

Due in to Watson Island Thursday or Friday of this week to load pulp is the Norwegian freighter Hartangor.

BULLETIN

CLEVELAND — American Leaguers outslugged Nationals today to win the 21st All-Star game, 11-9, in the greatest barrage of runs and hits in the history of the classic.

Americans got 17 hits and the Nationals 14. Al Rosen's two homers accounted for five of the American League runs.

t of City Gravel Contract y Force Firm Out of Business

bringing in gravel m Vancouver to ful- s 1954 gravel contract Kalen Gravel Com- f business unless the s able to deliver next gravel supply this

t was brought out last a council committee le by Tom Boulter, jr., ng the gravel com-

ter told council mem- it cost $6,000 each to he barges from Van-

SIBLE

st not feasible when small contracts, to ges from Vancouver," r said.

d that when the con- first been considered it ght that barges could d locally (from Colum- se) but that these had d impractical.

DS

y's contract for gravel ded to Kalen Gravel y. It calls for delivery yards of all types of n cost of approximate- Difference in price of Armor Salvage, who red was only $114.

g to the question of Alderman Mike Krue- at the closeness of the been brought about by e gravel contract on a e basis. Originally the between a bid, sub- rlier by Armour and cepted bid, had been

L LATER

n Krueger recalled 1951 the city had received gravel from Wood and McClay and paid for it in 1952. By 1953 this supply had been almost exhausted and an offer from Wood and McClay for 10,000 tons of gravel would have cost the city in the neighborhood of $50,000.

Cost of the gravel for 1951 had been approximately $33,000, Alderman Krueger said.

Gravel companies had been approached earlier this year by City Clerk W. R. Long with a view to supplying the city and the result had been competitive bids comparable to 1951, Alderman Krueger said.

Alderman Ray McLean, who had asked to be excused from the discussion and from voting, because he holds an interest in Kalen Gravel, asked that a letter from City Clerk Long to Armour Salvage dated August of last year be read.

Alderman McLean said that the letter had resulted in Mr. Boulter buying the equipment he did to bring the gravel here.

CRUSHING PLANT

The letter asked Armour to consider the city's gravel supply for the coming year and mentioned installation of a crushing plant.

Mr. Boulter had referred earlier to this communication, stating that it suggested supplying gravel for the city for a period of five years.

Alderman Krueger moved that the city enter into an agreement with Kalen Gravel Co. for 1955 gravel supplies to be delivered this year and paid for next year; and further that any surplus of 1954 operations be applied to the purchase of gravel subject to the approval of the city solicitor and city auditor with a report to be made to council.

COMMITTING 1955 COUNCIL

Alderman Norm Bellis said that such an arrangement would automatically be committing next year's council. Alderman George Casey's view was that the council was not there to make concessions or play favors.

He told Mr. Boulter:

"When you tendered, you tendered with Armour, now you find you're on the short end of the deal. If we pass this motion we show we agree with it."

"We are virtually closing out the persons you tendered with," Alderman Casey said.

Mayor George Hills said that he did not know if the city could get around the problem from the legal angle.

"I don't think that either Armour Salvage or we ourselves went into this on the idea of a one-year basis," Mr. Boulter told the Mayor.

"We are governed by the economic conditions of the day. We have no idea what gravel prices will be next year," the Mayor said.

"When you speak of long range contracts, the time is approaching when the city will have greater borrowing power and could go into the gravel business itself."

Put to a vote, Alderman Krueger's motion was defeated.

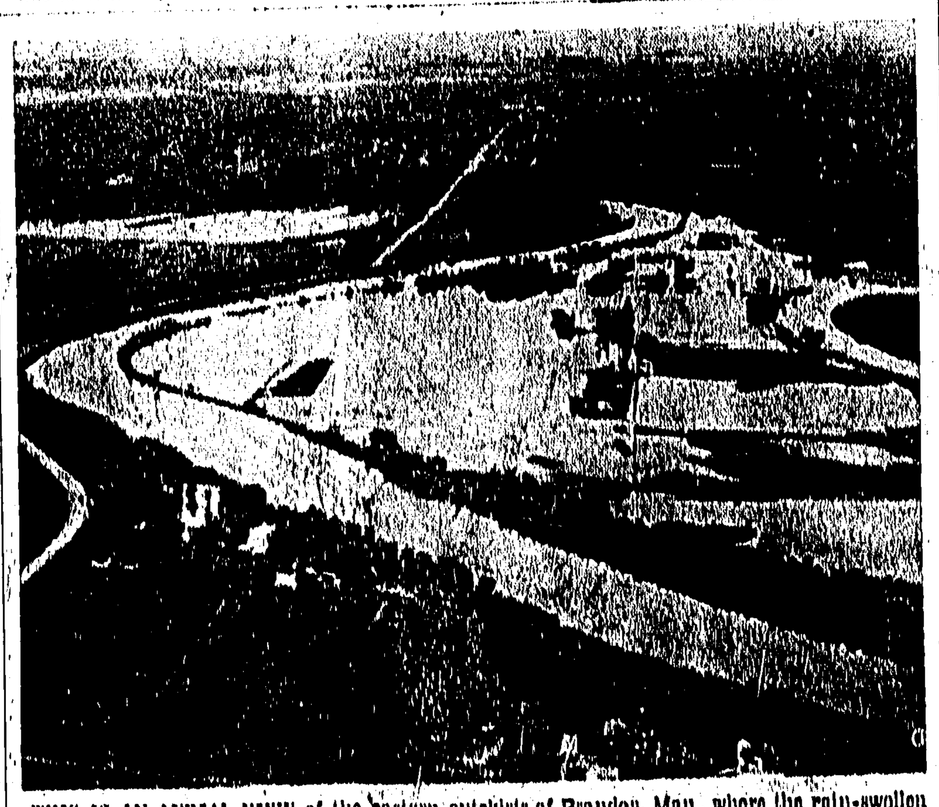
A second motion put by Alderman Ray Smith that the solicitor and auditor investigate the legality of the council making commitments for the 1955 gravel supplies and report back to council was carried. Alderman McLean abstained.

STOP SIGNS TO BE PLACED BETWEEN McBRIDE, SEVENTH

Stop signs will be placed on all streets entering Second and Third Avenues from McBride Street to Seventh Street City Council decided last night. The move followed acceptance of a report and recommendation from City Solicitor T. W. Brown, the Chief of Police and City Clerk W. R. Long.

Pedestrian lanes will also be established across Second Avenue at Second Street.

To a question asked by Alderman Mike Krueger, City Clerk Long said that this move did not establish Second Avenue as a through street.



THIS IS AN AERIAL VIEW of the eastern outskirts of Brandon, Man., where the rain-swollen Assiniboine river smashed through dikes, flooding a wide stretch of low-lying land in the city's flats. About 50 families were forced to evacuate. Chief damage was to market gardens. The main part of the city was not threatened. The aerial shot was taken looking south along First Street. River has now subsided. (CP Photo)

Hospital Project Delayed As Tenders Prove Too High

Plans for a major renovation project at the Prince Rupert General Hospital were set back last night when contractors' tenders, opened at a special board meeting proved too high.

Only two bids were received on the estimated $20,000 renovation job, required to house some $20,000 worth of new x-ray equipment proposed by the board. Funds available are insufficent to allow acceptance of either tender.

The disappointed board referred the matter back to its long-range planning committee and to the B.C. Hospital Insurance Service for further consideration, hoping that new bids could be called in the near future.

Norman Bellis is chairman of the planning committee which also includes J. A. Martin, A. W. Large and Mrs. Sidney Elkins.

The project calls for complete renovation of the top floor of the hospital, to house the new x-ray equipment and an additional nine beds.

The undertaking, first approved by the board last December, would have cost the local board only about $5,500, with a provincial government grant of 50 per cent of the total cost and federal government grants of $1,000 per bed, covering the remainder.

An additional $4,000 expenditure is planned, under separate contract, for extension of the elevator shaft to the new departments.

The new top floor has been designed to house some $20,000 worth of equipment, including a combination radiographic and fluoroscope x-ray table to replace the present unit, built in 1937, installed at the hospital in 1942 and now deemed inadequate for this area.

The new top floor also will include facilities for a laboratory, pharmacy and central sterile supply departments as well as for the x-ray equipment and nine extra beds.

At present the x-ray unit is on the third floor and the laboratory on the second. There is no separate sterile supply department.

Vote Known By August 3

MONTREAL (CP)—The result of a strike vote now being taken among 135,000 non-operating railway employees across Canada will be made known Aug. 3, union officials said Monday night.

The vote was called by a negotiating committee of 14 unions to back up employee demands for fringe benefits. Wages are not involved.

The railway companies turned down union demands, which they said would cost an additional $60,000,000 annually, because of declining revenues.

Union sources said a vote in favor of a strike would empower them to call a walkout at any time to enforce their demands, but it was likely top-level negotiations would be resumed with company representatives before an actual strike.