

Danger To Fish

The greatest danger to fish from pollution is the using up of oxygen in the water by the material in it, says the Natural Resources Research Council. Waste from pulp mills, which consist of lignin and wood sugars and have a very large oxygen demand, are particularly dangerous.

Water with depleted oxygen

Fisheries Research

The Fisheries Research Board of Canada, the scientific branch of the Federal Department of Fisheries, operates two stations

content, says the council, will not support fish life and a section where this condition exists "constitutes a perfect barrier to the passage of migratory fish, besides killing off the fish which normally live in it."

on the Pacific Coast. The Pacific Biological station at Nanaimo concerns itself essentially with life-history studies, migratory movements, or the more important commercial species of fish, population dynamics and the general relationship of the present fishing effort or intensity to the stocks of fish.

The objective is to ascertain the facts upon which adequate management policies may be based.

The Pacific Fisheries Experimental station at Vancouver, on the other hand, is a technological station conducting research upon fish products and by-products whereby greater commercial utilization of the fishery resources may result.



BOY MEETS GIRL—Such scenes are common throughout the northwest coastal regions, where sunsets dye the quiet evening water with deep shades of color and the atmosphere spells romance.

Prince Rupert

Richness of the little developed areas surrounding Prince Rupert assures this most northerly ice-free Canadian port an ever-increasing traffic in goods.

Strategically located, Prince Rupert holds a commanding position in ocean trade to the Orient, Alaska, Europe, or South America. It is the centre and distributing point of British Columbia's newest and most potential hinterland of mineral, fishery, timber and agricultural resources.

Prince Rupert is the terminus of a trans-continental railway, and trans-provincial highway, and has the facilities of a huge grain elevator, a major drydock and spacious railway yards.

Laid out originally for a population of 50,000, it has its own waterworks and up-to-date telephone system. Power for industrial, commercial and domestic use is supplied by private enterprise at low cost.

Dominion and Provincial governments both are represented. The new post-office building houses customs, mines and resources, immigration, Indian affairs, fisheries, harbor master and transport departments.

The prominent Court House is headquarters for provincial departments, Government Agent, Public Works, Lands and Forests, Game Department and Sheriff.

The city is policed by 14 RCMP officers; the district has a special RCMP detail.

Historical Contest

A CITY IS NAMED

All sorts of systems have been used in the past to devise names for towns and cities—drawing straws, or by lotteries. Some names have just evolved; others fought over in duels. Prince Rupert got its name in a nation-wide contest in which everyone in Canada could take part.

In 1906 Charles Melville Hays decided to build a trans-continental railway and it was going to end on the north Pacific coast, at beautiful Lima bay. A born promoter and one accustomed to carry things over on a grand style, the American-bred Hays threw open to the public the choice of a name for his railroad terminus.

Prince Rupert was selected, in honor of the first governor of the Hudson's Bay Company, the pioneer trading company in North America, established in 1670.

In 1914 the Grand Trunk Pacific Railroad was completed, but it was an anti-climax. Excitement ran to fever pitch while the tracks were coming nearer and nearer to Prince Rupert, but in 1912 Hays perished in the Titanic disaster, plunging a hopeful town into disillusion from which it was slow to recover.

Loggers Scarce

Need Skilled Tradesmen

According to National Employment Service offices in Prince Rupert a great shortage of labor in the logging industry is foreseen in this area as production of this industry is stepping up in bounds.

This problem, say NES officers, is not only local and has developed through the tremendous industrial expansion throughout the province which has drained many experienced men from the woods.

There is ample room, the industry says, for young men to train in highly skilled trades of logging and wages are higher than ever before.

The industry as a whole is keenly interested in good relationship between employer and employee, and for this purpose personnel departments have been added to operating organizations.

This new agency, through the medium of group discussions, serves well in knitting management and labor into closer teamwork by sharing some of the responsibilities of operational planning and improvements.

A major duty of this new department is the matter of accident prevention. Constant efforts are made to instruct logging crews to work safely. Companies conduct courses in job safety training, with special attention given to rookie loggers, many of whom soon adopt the "safety" habit.

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