



TAKES CHARGE.—H. L. E. Priestman (above), associated with the Foreign Exchange Control Board in Vancouver since its inception, will succeed Douglas Dewar as supervisor for Ottawa Thursday evening to become an associate of Donald Gordon, chairman of War-time Prices and Trade Board. Mr. Priestman brings to his new post a wide range of experience as banker, trade commissioner and foreign exchange authority. At outbreak of war he was in Canada preparing to undertake new duties as Canadian trade commissioner at Kobe after terms in Australia and New Zealand. He was previously with the Canadian Bank of Commerce for many years.

On Tuesday, in the cold 5-be-low zero of the cold chamber at Pacific Coast Terminals, New Westminster, a mighty and ugly sturgeon was lying—one of the biggest caught on Fraser River this season.

This morning this mass of undersea life, with his variegated layers of beef and chicken and jellied food was on its way to Montreal, where P. Eaton & Co. await it. B.C. Packers Ltd. reported this morning the huge fish had been sold and shipped.

This single sturgeon netted quite well, commercially. It weighed 450 pounds, and the price paid for the meat was 14 to 15 cents.

WHEAT POLICY STILL SECRET

By CHARLES BISHOP. From Daily Province Ottawa Bureau. (Copyright, 1942, by Southam Co.) OTTAWA, Feb. 4.—The pilgrimage of wheat farmers from the West is on its way home after two full days of making representations to the government and to other agencies respecting the price of wheat.

What the wheat pools really want is misunderstood by many. There is much emphasis on "dollar" wheat. That is far from the whole story. The dollar is the initial payment which is sought.

In addition, "parity" prices are sought by means of which a bushel of wheat this year would have as much purchasing power as in the basic period of 1926-29. That would bring the price up to \$1.42 a bushel, which is a considerable difference.

On Tuesday, in the cold 5-be-low zero of the cold chamber at Pacific Coast Terminals, New Westminster, a mighty and ugly sturgeon was lying—one of the biggest caught on Fraser River this season.

The chief forrester added: "If we are not prepared to make this immediate sacrifice the first industry of the province must inevitably deteriorate with the passage of years."

Logging is clearing out timber at the rate of 70,000 acres a year. The government's two forest nurseries produce enough for re-seeding of only 15,000 acres a year.

Vancouver's advance in business activity last year, as reflected in the amount of cheques cashed, was representative of the entire country. Percentage increase was 14 per cent. in Vancouver, which happens to be the rate for all Canada, according to official figures issued today.

Vancouver's bank debts, incidentally, totalled nearly \$2,000,000. British Columbia's total rose from \$2,137,000,000 in 1941 to \$2,427,000,000 last year. Total for all Canada last year was \$39,243,000,000.

WASHINGTON.—An authorization for a \$500,000,000 war loan to China was approved unanimously today by the United States House of Representatives foreign affairs committee.

ICTORIA, Feb. 4.—Announcement was made by Frank Putnam, chairman of the mines committee of the Legislature, that it is not the intention of the committee to conduct "a full scale investigation" into the operations of the Securities Act, at this time.

W. B. Burnett, head of 100 Gold Quartz Mines and former chairman of the Chamber of Mines and the Board of the province's mining bureau, was to cancel arrangements to go to Wells with O. H. sake, Cariboo director.

BUSINESS

Production First. Tanks for Russia. Bank Debts Up.

British Columbia's forest industries yielded \$120,000,000 last year—an all-time high; but Timber Controller A. S. Nicholson last week urged B.C. lumbermen to ensure even greater production to meet wartime demand.

But Chief Forrester C. V. Orchard, addressing legislators in Victoria this week, emphasized that timber is a crop and as such the resource can be perpetuated only "if we are prepared to sacrifice enough of present income to accomplish that end."

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PRAISE FOR CANADA'S EFFORT

Welding Takes Bigger Part In U.S. Wartime Production

OTTAWA, Feb. 4.—(CP)—The International Joint Commission announced today it has filed orders with the Canadian and United States governments providing for United States compensation of any Canadian interests which may be injured as a result of building of the Grand Coulee Dam in Washington State, on the Columbia River, which rises in British Columbia and crosses the international boundary line.

Another order filed by the commission, which is under chairmanship of Hon. Charles Stewart, authorizes enlargement of a dam in Washington on the Skagit River, also rising in British Columbia and flowing across the boundary.

A third permits the West Kootenay Power and Light Co., subsidiary of Consolidated Mining and Smelting Co. of Canada Ltd., to make certain modifications in its regulations of the level of Kootenay Lake, to produce additional waterpower at the Corra Linn Dam on the Kootenay River below Nelson, B. C., to be used in the manufacture of "products of exceptional value in the furtherance of the national defense efforts of Canada and the United States."

The Grand Coulee Dam, one of the world's greatest projects, is approximately 150 miles downstream from the international boundary. On completion it will back up the waters of the Columbia, raising the level several feet in British Columbia.

The Skagit River Dam, supplying power to Seattle, will raise the level of the river at the boundary approximately 130 feet.

The commission order dealing with this project requires that the city of Seattle make an agreement with the British Columbia Government to provide for compensation for any injuries due to Canadian interests by water level increase caused by enlargement of the dam.

SEIZED JAPANESE VESSELS DAMAGED

It is generally understood that a number of the Japanese fishing boats interned at New Westminster, in charge of the navy, have suffered casualty, either by becoming submerged, or by jamming, or frozen cylinders.

Work of getting such craft into shape for fishing is under way, and a parcel of six such craft, trollers and gillnetters, have been sent to Celtic Shipyards, on Fraser River, for rehabilitation.

The yard has been ordered by the navy to make the engines fit and the hulls tight. No orders have been received for painting, except possibly the red lead on the bottoms.

Other Japanese boats, it is understood, are to go to other yards.

Workers who have inspected the boats at Celtic yards say they are not in bad shape. Mostly it is engine cleaning that is needed. In some cases this situation is due to lack of proper care, and the cylinders are gummy up with old grease.

In others, where the craft have been submerged in Fraser River waters, the engines are sludged up with the river silt and must be cleaned.

Five Offers Made To Move Rock

By CHARLES BISHOP. From Daily Province Ottawa Bureau. (Copyright, 1942, by Southam Co.) OTTAWA, Feb. 4.—Five proposals were received by the public works department this afternoon for the removal of Ripple Rock. No award is possible till there is extensive figuring out.

The proposals are in reply to an invitation to submit them and in that communication, nine questions were asked. The replies are understood to be varied.

SHIPYARD PROGRESS IMPRESSES COUNCIL

Members of Vancouver shipyard riveters' unions will vote Thursday night on the piecwork issue.

Their decision will determine whether the present system of day labor, criticized by Austin C. Taylor, vice-president of Wartime Merchant Shipping Ltd., and several shipyard operators, is to be replaced by the more favored piecwork system.

Mr. Taylor and the operators claim that more rivets are driven on the piecwork basis than by day labor, and that faster production will be obtained in the west coast shipbuilding program if piecwork is adopted in general practice.

The survey included a visit to the company's shipyards on North Arm of Fraser River, where the fleet is kept in order; visits to two canneries, one at the great Imperial plant at Steveston, and the other at the company's plant in the cold storage section of the Pacific Terminals Ltd. at New Westminster.

An illuminating sidelight on the efficiency of modern fish packing, was the reduction called at Steveston, where all culled fish, heads and offal are poultry to palatable meal for poultry and cattle, and amber-colored clean oil for paints, soaps, leather tanning, and other commercial uses.

All details of the handling from sea to market were shown, and it was interesting indeed to see the skill of the lines of cheerful, looking women and girls, who handle the progressive steps of the canning work. When the plant is working full capacity it is also an interesting sight to see hundreds of girls wending their way on bicycles across the delta islands to the work.

"TRON CHINKS" AT WORK

Machines cut off the heads and clean the fish, the bodies are washed, and then the girls take hold, pack the cans, and pass them along the rollers to the cooking chambers, thence to the "sauces" where each can receives its lolly of tomato sauce. Cans are washed, and sent to the labelling machines. Girls pack them in cases, men roll

Harbor—Thursday's Tides. Feet
Low 2:10 a.m. 3.0
High 8:47 a.m. 13.1
Low 2:07 p.m. 10.5
High 8:43 p.m. 10.6

Coastwise Shipping THURSDAY
DEPARTURES:
9:00 a.m.—For Gulf Islands.
10:30 a.m.—For Victoria, Seattle.
11:00 a.m.—6:15 p.m.—For Nainaimo.
11:30 p.m.—For Victoria.
ARRIVALS:
6:30 a.m.—From Powell, Comox.
10:00 a.m.—From Victoria.
10:30 a.m.—6:15 p.m.—From Nainaimo.
8:40 p.m.—From Victoria, Seattle.
8:00 p.m.—From Gulf Islands.
ARRIVALS:
6:00 a.m.—From Bowen, Squamish.
8:00 a.m.—For West Howe Sound.
9:30 a.m.—For Sechart and Powell.
Night—From Squamish.
6:00 p.m.—For Menzies, Rock Bay.
6:00 p.m.—From Bowen, Squamish.
6:00 p.m.—From West Howe Sound.

Members of the City Council visited the shops of Hamilton Bridge Western Ltd., and the yards of West Coast Shipyards Ltd., on Tuesday, and were greatly impressed by progress being made on construction of the first lot of 10,000-ton freighter building by this company to government order.

They climbed to the steel decks of the SS. Fort Chilcoot, which will be launched in three weeks, and then watched plans being fitted into the half-completed SS. Fort Confidence.

Relief in 10 Minutes From ASTHMA

Indications are that the unions will agree on piecwork, in view of the fact that shipbuilding companies are already showing a full desire to co-operate and are adding new employees and increasing gangs in other branches of work, so that the riveters will not be choked by any possible bottle-neck that might previously have existed.

On Saturday last the representatives of the shipyards labor and of the companies met Mr. Taylor to discuss the matter, and as result of that conference the executive of the union met last night and decided to hold the vote on Thursday.

HERRING PLANT VISITED

Just what the British herring order means to British Columbia fishing industry was demonstrated on Tuesday to a group of press representatives by John M. Buchanan, general manager, and R. E. Walker, production manager of B. C. Packers Ltd.

The slim little silver fish is doing his gallant bit toward winning the war, said Mr. Buchanan, in showing the operations at his company's main plants.

The survey included a visit to the company's shipyards on North Arm of Fraser River, where the fleet is kept in order; visits to two canneries, one at the great Imperial plant at Steveston, and the other at the company's plant in the cold storage section of the Pacific Terminals Ltd. at New Westminster.

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THE WEATHER

FEBRUARY 4, 1942.
Vancouver and vicinity—Temperature unchanged.
Victoria and vicinity—Temperature unchanged.
Okanagan and Kootenay—Temperature unchanged.

B. C.—High 41, Low 41
Vancouver 49, 43
Nainaimo 53, 43
New Westminster 47, 40
Kamloops 40, 33
Grand Forks 37, 32
Prince George 39, 35
Kelowna 38, 32
Penticton 39, 36
Vernon 38, 32
Nelson 37, 32
Kaslo 37, 32
The Prairies—
Calgary 38, 13
Edmonton 26, 21
Regina 26, 21
Winnipeg 20, 2
Prince Albert 22, 16
The North—
Dawson 6, 12B
Eastern Canada—
Toronto 18, 1B
Montreal 9, 11B

Thursday's Sun. Sets 5:14
Moon rises 10:31 p.m.

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Relief in 10 Minutes From ASTHMA

Capt. W. N. Company, and only on the front, but among shipping men—Victoria, New Westminster ports, is the new chairman of the Vancouver division, Navy League of Canada.

Capt. Crawford, who was vice-chairman during 1941, succeeds Capt. J. G. Galloway to take a new position as commander of the office liner E. Dixon now general Canadian Pacific Vancouver agent of the I. war transport.

Other officers: Capt. W. R. R. rearmy-treasurer Falmie, ch. women's auxil Dixon, manag

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Canada... Trilling... new ship... of your... usuality...