

ing Into Full Stride, With Output Totalling 10,000 Tons Weekly

YARDS Offers Subsidy Boat Construction

representatives of fishing companies, individual fishing vessel owners and fishermen's unions.

There are now on coast patrol and other naval service about 70 fishing vessels requisitioned from fishermen groups, individual owners and fishing companies. Some of these vessels are of type that are relatively unimportant to the industry, but the loss of use of the large seiners and packers is the vital loss that it is now planned to replace.

ACCEPTABLE TO FISHERMEN.

Dr. Finn, who leaves tonight by plane for Ottawa, stated today that the scheme as outlined by him, as from the government, had been acceptable to the fishing interests here.

Under this scheme the government assumes the extraordinary risks brought on by the war, and undertakes to subsidize each vessel's construction to the extent of its cost over normal times. Fishing vessels of the types affected cost between \$25,000 and \$40,000 each. The subsidy may be based on footage or tonnage.

The government agrees also to give consideration to the question of depreciation and taxation of these wartime ventures, and to assist construction of the boats by priorities of materials needed.

The government is also likely to give sympathetic consideration to the old request of fishing vessel owners that in case of requisition for government service the government will pay outright for the boats, thus releasing capital with which to replace the requisitioned craft with new tonnage.

As the situation now stands, the ordering of construction of more fishing vessels rests with the individuals and companies, and the government will aid the work with a subsidy, priorities and certain reliefs in depreciation and taxation.

United Air Lines Net Income Higher

President W. A. Patterson of United Air Lines Transport Corporation reported today a net income for the company in 1941 of \$598,050, equivalent to 40 cents per share of stock outstanding, as compared with a net of \$775,428 in 1940, which, however, included a special and non-recurring credit of \$255,235.

While the company's operating revenues were increased 19.7 per cent, operating expenses and taxes were up 10.4 per cent, the company's annual report shows.

Increased operating costs arising from war conditions included training of new personnel to replace employees called to military duties; taxes; increased cost of supplies; supplemental communications channels and more weather analysis expense.

U. S. Steel Production At 98 Per Cent. Capacity

NEW YORK, March 25.—(AP)—The Iron Age said today steel production in the United States this week reached a peak of 98 per cent of capacity.

Asserting that strip mills are required to produce so many plates that the availability of sheets is assuming "serious consequences," the magazine said. Almost all sheet mills are so crowded with plate tonnage that only sheet business carrying an A-1-A or A-1-B rating can be scheduled.

"Boon," the publication continued, "all sheet production on high speed mills is likely to represent outright allocation. The war production board's iron and

MARKET FOUND FOR B.C. METAL

British Columbia operators of base metal mines welcomed the announcement that contracts have been arranged by Sidney Norman with Metals Reserve Company of the United States for the delivery of lead and zinc concentrates at American smelters on satisfactory terms.

As a result of these negotiations it is expected that mines now idle in the Slocan and elsewhere in the province will have sufficient incentive to resume operation.

At present only two companies, Zincton Mines Ltd. (Luckey, Jim) at Zincton, and Western Exploration (Mammoth) at Silvertown, are active shippers.

BUY "AS JUSTIFIED"

Each is sending zinc concentrates to the United States under contracts negotiated themselves with smelters. With a market open, the way is now clear for other Slocan properties, when rehabilitated, to mine their rich lead and zinc ores and contribute them to the Allied cause.

Mr. Norman has been in Ottawa and Washington since early in the year endeavoring to find means for Slocan-Ainsworth mines to reopen. Lately he has been in Washington investigating the general metals situation and "the requirements of Metals Reserve Company, which is empowered to buy ores, concentrates and metals in other countries at such prices as it feels are justified."

Reporting success in arranging for contracts at better terms than the mines could obtain by direct negotiation with smelters, Mr. Norman adds:

"Exact terms can not be published, as each contract is a matter of distinct negotiation, though it is presumed terms already arranged in one case may largely control in others.

REFUSES TO BID.

"Metals Reserve positively refuses to bid for products, insisting that it can only entertain offers at definite prices for acceptance or rejection. Contract periods are determined by conditions surrounding each offer, but may run for one and a half to two and a half years, depending largely upon the amount of capital necessary to recondition mines, the idea generally being to give properties time to earn return of capital and make some profit.

"I feel that the arrangement is the entering wedge to the return of activity in the most extensive silver-lead-zinc district in the Dominion and the best that can be made, at least until legislation is introduced in Congress, and adopted, implementing the recommendation of the Canadian-United States Joint War Production Committee regarding removal for the duration of the war of tariff duties on war supplies passing between the two countries.

LEGISLATION PENDING.

"Information here is that such legislation is being prepared, but no news is obtainable as to when its introduction can be expected. Meanwhile I understand the matter is being looked after by the Canadian metals controller, C. G. Bateman, who has been instrumental in advancing it to the present stage.

"I am advised unofficially that any such measure introduced in Congress will have the backing of the administration, the army heads and the war production boards."

TIDES
Wednesday's Tides
Harbor: ... Feet

Life Insurance Business in B.C. Rises Steadily

VICTORIA, March 25.—Despite the payment of death claims amounting to \$22,078,133, and surrender of policies totalling \$21,946,860, life insurance in British Columbia increased from \$468,232,216, at January 1, 1941, to \$492,256,418 as at December 31 last.

New policies issued for life insurance totalled \$43,836,828, or more than \$3,650,000 a month. Other additions, including annuities, amounted to \$24,125,995.

Showing an increase of 25 per cent, as against the same month a year ago, sales of new ordinary life insurance in Canada and Newfoundland in February totalled \$39,357,000, according to figures compiled by the Life Insurance Sales Research Bureau and released today by the Canadian Life Insurance Officers' Association.

Principal cities in Canada reflected the improvement, Toronto with an increase of 17 per cent, as compared with February, 1941; Winnipeg 20 per cent; Montreal 26 per cent; Vancouver 24 per cent; Ottawa 43 per cent, and Quebec, 8 per cent.

Detailed sales for the month by provinces were:

British Columbia	\$ 2,988,000
Alberta	1,138,000
Saskatchewan	1,126,000
Manitoba	2,394,000
Ontario	17,472,000
Quebec	10,211,000
New Brunswick	943,000
Nova Scotia	1,514,000
Prince Edward Island	152,000
Newfoundland	419,000
Total	\$39,357,000

Exemptions Given In Sugar Rations

OTTAWA, March 25.—(CP)—The Wartime Prices and Trade Board announced new orders affecting the use of sugar both in households and industry.

The new orders make some exemptions from the rationing plan which became effective February 10, and also add some new restrictions.

Manufacturers of condensed milk are exempted from the rationing order because milk can be shipped more easily to the Allied battle fronts in condensed form.

The orders also provide that seamen on merchant vessels and salt water fishermen when they are afloat, as well as workers in isolated contractors' camps, will be allowed more than the regular sugar ration of three-quarters of a pound a week.

Eggs and Produce

For shipping orders dealers usually charge one cent above the quoted wholesale prices to take care of the extra cost of packing for shipping.

To producer on farm.	
Grade A large	24
Grade A medium	22
Grade A pullets	21
Wholesale Prices.	
Grade A large	26
Grade A medium	25
Grade A pullets	23
Live Poultry.	
Following are live poultry prices to the producer as announced by the Dominion Government Poultry Products Inspection Service:	
Coldborn hens	37 to 38
Coldborn hens	37 to 38
Chickens, over 4 1/2 lbs.	20
Broilers	18
Wholesale Butter.	
Cartons, 1-lb.	37
Cartons, 1/2-lb.	35
Prints	36

Coast Shipping

THURSDAY, Canadian Pacific.
9:00 a.m.—For Gulf Islands.
10:30 a.m.—For Victoria, Seattle.
11:00 a.m., 6:15 p.m.—For Nanaimo.
Midnight—For Victoria.
ARIVA.
6:30 a.m.—From Powell, Comox.
17:00 a.m.—From Victoria.
10:40 a.m., 8:15 p.m.—From Nanaimo.
8:40 p.m.—From Victoria, Seattle.
8:40 p.m.—From Gulf Islands.

REPLACEMENTS ADEQUATE B.C. Fisheries Not Affected Seriously By Jap Withdrawal

Withdrawal of several thousand Japanese fishermen from British Columbia's \$25,000,000 fishing industry will not seriously affect its operations this year, according to company executives, government officials, retailers and white fishermen.

Not until the salmon season begins, however, would the absence of the little brown men from the fishing areas be felt because Japanese were more numerous in that division of fisheries production than in any other.

Steps have already been taken, however, to nullify the effect of the Japanese evacuation from the salmon fisheries. Production will probably be maintained at established levels by modifying regulations, reducing the closures in various areas and permitting more intensive fishing and more effective gear.

While Japanese were a prominent factor in the salmon trade, they also took some cod and enjoyed virtually a monopoly of the shrimp business. In halibut and herring and plichard they were not a major influence.

In the shrimp trade the Japanese long held a dominant position, and efforts are now being made to replace them with white fishermen. There is a good shrimp area near Prince Rupert, and the retail market

JAPANESE AVOIDED HALIBUT BANKS

Most of the Japanese were gillnet or line fishermen. For some reason the Japanese did not go very extensively into purse-seining, nor did they show any particular desire to enter actively into the rough-and-tumble profession of halibut fishing. The halibutters are hardy and courageous men, who brave the open set in any kind of weather in small and sturdy boats. So Canadians, Finns, the Newfoundlanders, Icelanders, Scots, Norwegians, Swedes, Danes and Indians had this field to themselves.

The only trouble with the halibut field now is that some of the better boats have been requisitioned for naval work. But in past seasons the halibutters took ten days off after each "trip" in order to let the other fellow have a chance to fish, so there should be plenty of boats if operations are lightened up a bit.

Herring and plichard and salmon seiners are practically all whites or Indians. Here, too, however, the industry suffered, not because the Japanese were taken from the industry, but merely because the best of the boats were requisitioned by the navy.

Still, the considered opinion of the fisheries department, the cannery and the fishermen is that the catches of the 1942 season can be as heavy as usual, provided the fishing regulations are relaxed to some extent, not sufficient to impair conservation measures, but to permit wider purse seining.

The chief retail fish stores of

ONE NEW SHIP EVERY 5 DAYS

Today, at 11 a.m., another 10,000-ton freighter was launched at a Western-Canadian shipyard, and the workmen in the plant were so accustomed to the function that they scarcely paused long enough to see her hit the water. For they were engaged in building other similar craft, and were concentrating on the continuing war effort.

Wartime production of yards of Western Canada is rapidly attaining full momentum. Ground that a year ago was mudflat, junk heap or covered by shallow waters studded with rotting piles, is now the site of fully-equipped yards producing ships.

Four to six keels and hulls are in progress of construction at all yards, and the output of the total is now easily 10,000 tons weekly, or 520,000 tons each year.

Shipyard operators now see in sight the estimated production outlined at the start of the shipbuilding program—an average launching of one 10,000-ton freighter each five days of operation.

With the adoption of the seven-day week and full time in the yards, the prospects are now that when peak is reached the launchings will be considerably better than one each five days. One each five days should, indeed, be a minimum.

Ships from Western Canadian yards are already on the high seas, and some have already completed voyages, each one with a cargo of more value than the cost of the vessel.

Use of Jap Craft As Fireboats Fails

Plans to commission two Japanese seiners as Burrard Inlet fireboats were officially abandoned today through inability of the City Council, the Dominion Government and waterfront owners to raise funds to purchase and operate the vessels.

The committee of City Council representatives and inlet property owners, which has been working for the fireboats since beginning of the year, finally gave up the struggle at a meeting in City Hall this morning.

It adjourned in the hope new developments may eventually permit a revival of the scheme. In the meantime waterfront establishments will be obliged to make their own arrangements to cope with fires.

Hudson Bay Mining Profit \$2.53 a Share

MONTREAL, March 25.—(CP)—Hudson Bay Mining and Smelting Company Limited reports net profit of \$6,992,630, equal to \$2.53 per common share, for the fiscal year ended December 31, 1941, compared with net profit of \$5,949,855, or \$2.15 per common share, for the preceding year.

NOTICE TO ALL

MALES

OF JAPANESE RACIAL ORIGIN