

West Coast Cargo Floods Vancouver, B. C., Docks

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cars are hauled inland as fast as truck and rail carriers can be found.

At least 12,000 more autos wait aboard six ships in the harbor.

These aren't all small economy cars. There are at least a dozen Rolls Royces among them, Port operations chief Ivor O'Connell tells us. "Probably for Los Angeles," he guesses.

It's a safe bet that Vancouver will receive \$50 million worth of automobiles alone in July.

Frozen meats are arriving by the thousands of tons from Australia and New Zealand. Two Crusader Line ships are here now from "down under" — the Cap Melville and Cap Colville.

Frozen meats could run into trouble at Vancouver. The Port has only two major reefer plants. But reefer trucks and railcars are hustling the meat out of town as fast as they can.

Seattle normally provisions the bananas for the Northwest piece of the continent, including Canada.

Today Vancouver is the banana port. United Fruit has the banana ship Tucurina working at the Terminal Dock. Vancouver slingloads can't bring bananas out of the hold so fast as the conveyor belt at Seattle's Banana Terminal, but they're getting the job done.

The Seattle ship Korean Mail is at the Canadian Pacific Dock, almost through discharging 8,000 tons of assorted Canadian and Yankee cargo.

She has been here two weeks. Vancouver usually assigns 12 longshore gangs to American Mail Line ships. With the competition for manpower, the Korean Mail's had to get by with three gangs on this visit. But she is almost unloaded now, ready to sail south to Puget Sound for military cargo.

Vancouver has only one container van crane, at the



—P.I. Photo.

IVOR O'CONNELL

Chief of operations

Centennial Terminal.

Under that crane today sits the Beishu Maru, jumbo vanship of the Japanese Six Lines. Seattle is usually her first port of call. On this run she is discharging all her 953 vans at Vancouver.

About a third of those vans are consigned to the U.S.

With regular visitors and "strangers" clamoring at her docks, Vancouver has set up a priority list about

Hearings Set On Schools

School insurance problems, use of narcotics agents in schools and the continuing troubles of the DuPont-Ft. Lewis School District are scheduled for legislative hearings this week at the Hyatt House.

From 9 a.m. to 2 p.m. Thursday, the legislature's Joint Committee on Education will look into insurance problems and use of undercover narcotics agents.

A special committee task force will hear testimony from 9 a.m. to 4 p.m. Friday on the educational and financial difficulties of the DuPont-Ft. Lewis District.

like the one Seattle set last year when Canadian docks were tied up.

First to be unloaded is Canadian cargo. Second is combined U.S. and Canadian cargo. Third and last to be handled is U.S. cargo.

That's not an inflexible rule. When U.S. cargo is stowed on top of Canadian cargo, longshoremen have to pull out the Yankee goods before they can get to their own.

Canadians' dread is that our U.S. cargo may plug their Western port lifeline.

Farmers in the provinces are fretting about whether they'll be able to get their wheat aboard ship this summer.

Wheat farmers need not worry about the strike problem, O'Connell assures us. Their wheat moves through different piers from the piers that receive general cargo.

Vancouver officers of the National Harbours Board are doing their best, too, to keep U.S. cargo from piling up on their docks and in their warehouses. Wherever they can, they're declining to unload cargo bound south of the border until consign-

ees line up rail or truck transportation to haul it away.

Cargo hauled north from the U.S. for shipment from Vancouver could be a problem. Vancouver is trying to keep that kind of outbound cargo to a minimum, according to Bill Duncan, the acting Port manager.

(The biggest U.S. export cargo moving through Canada is logs, rafted to Vancouver Island for loading aboard ship there.)

With inbound U.S. cargo Vancouver is playing it cool.

"Our reason for being is to handle Canadian cargo," Duncan points out. "This U.S. cargo has to be handled with judgment and common sense."

Vancouver has 1,748 registered deep-sea longshoremen. New Westminster has 416. The extra board probably swells the Greater Vancouver longshore pool to 3,000 men.

This is a prosperous time for Vancouver longshoremen. Between Vancouver and New Westminster, they had 60 ships in port yesterday, at the docks or waiting for berths.

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