

Yukon Commissioner Retires, Claims Territory Is Fed Up

EDMONTON (CP)—The trouble with his last job says Gordon Cameron, is that it's difficult to drive a horse when the reins are 4,000 miles long. By the time you give the horse the signal you've passed the turn. So Mr. Cameron, commissioner of the Yukon for the last four years, has dropped the reins and plans to run a bus line instead.

A burly, 44-year-old man of action, Mr. Cameron has spent virtually 25 years in the Yukon. During that time he has been an aircraft mechanic, pilot, airline manager and mayor of Whitehorse. He describes his job as commissioner administering a territory larger than the Maritimes and Newfoundland holding a scant 16,000 people as "exciting as the devil."

He is the second commissioner in Yukon history to be appointed from outside the civil service. (The late George Black, one-time House of Commons speaker, was the other). He finished his term May 31, feeling he had done all he could in the job as it exists.

"The Yukon government has reached stagnation," he said in an interview this week. "It was set up in the gold rush days in the early 1900s, when the Yukon had 27,000 people and everyone expected it would be the next province."

"Today the people of the Yukon are fed up. They feel they must have more control of their own destiny, and soon."

SYSTEM FRUSTRATING
The Yukon's form of government, described by Mr. Cameron as "half British, half American colonial" frustrates both the council and the commissioner, he says.

The seven-man elected council in effect has only veto power. It cannot introduce legislation concerning money, though Yukon revenues total about \$8,000,000 yearly. All the commissioner's legislative proposals and the territorial budget, must be approved by Ottawa, which also may disallow any legislation passed within two years.

Federal authorities administer public works, health, transportation, resources and justice in the Yukon. Sometimes the Yukon waits a year to have proposed legislation drafted by a justice department lawyer in Ottawa.

Mr. Cameron calls the system "glorified dictatorship." In practice, the council often bargained its veto power, swapping approval of road estimates, for instance, for a new Dawson garbage truck. In half a dozen

trips to Ottawa yearly, Mr. Cameron gave federal authorities a fair idea of what council members wanted, and fought for it, "because we were all Yukoners, with basically the same interests."

He occasionally circumvented Ottawa delays by switching money from one appropriation to another to get an important project underway, asking Ottawa's permission later.

He says most council members believe nothing short of a miracle will bring improvement. He feels more hopeful.

"Ottawa is concerned, and the minister has asked me how the situation can be sensibly changed," he says.

Born in Nova Scotia and raised in British Columbia, Mr. Cameron went to Whitehorse as a 19-year-old aircraft mechanic, spent two years in the Army and returned to start a charter air service with a friend.

Selling out to Pacific Western Airlines he tried the aircraft salvage business and eventually became operations manager of Yukon Helicopters. Next month, he takes over as vice-president of Canadian Coachways Ltd., which runs into the north and Alaska.

He hopes it will be less "disorganized than the job of commissioner, in which he dealt with everything from toothbrushes for welfare families to \$2,000,000 road expenditures, and once signed his name 364 times in a day."

He doubts that the Yukon will ever become a thickly populated industrial area but says his career as a primitive land of adventure is on the wane.

"Mining will always be the basic ingredient of the Yukon care," he says. Automation of mines and other activities is the north's best bet for progress, along with premium pay for skilled manpower.

In one sense, he feels, the Yukon hasn't changed since the gold rush days. Most people still go north simply for the money.

Real Estate Development Follows Dispute Settlement

VANCOUVER (CP)—A real estate and harbor development costing perhaps \$250,000,000 will follow the signing of an agreement settling an age-old waterfront property dispute.

The agreement between the Canadian Pacific Railway and the National Harbors Board—on a 50-50 basis—ownership of 1 1/2 miles of the south shore of Vancouver harbor.

X. R. Crump of Montreal, CPR board chairman, said planning is under way for \$200,000,000 commercial and residential development, most of which will be over the CPR waterfront tracks.

Howard Mann, NHB chairman, said work will start shortly on a three-bay deep-sea dock. He could give no estimate of harbor development costs.

The agreement ended a dispute that dates back to 1880 when the CPR transcontinental line was started. Both the federal government and the railway claimed the 200 acres of waterfront serviced by the railway.

The settlement gives the NHB the east side, which includes water deep enough for deep-sea ships.

The CPR gets lands bordering shallow water and more suitable for a "marine oriented" real estate development.

The government agency purchases the CPR's Pier BC for \$3,741,000 and leases it back to the CPR for 20 years and also agrees to give priority in construction of the new deep-sea dock. Mr. Mann said construction could start next year.

Both men refused to put a time limit on their proposals or go into details. Mr. Mann said the harbor development probably would be in three phases and would not include grain elevators because it had been shown that the north shore of the harbor was best for bulk cargo handling.

RIPLEY'S BELIEVE IT OR NOT



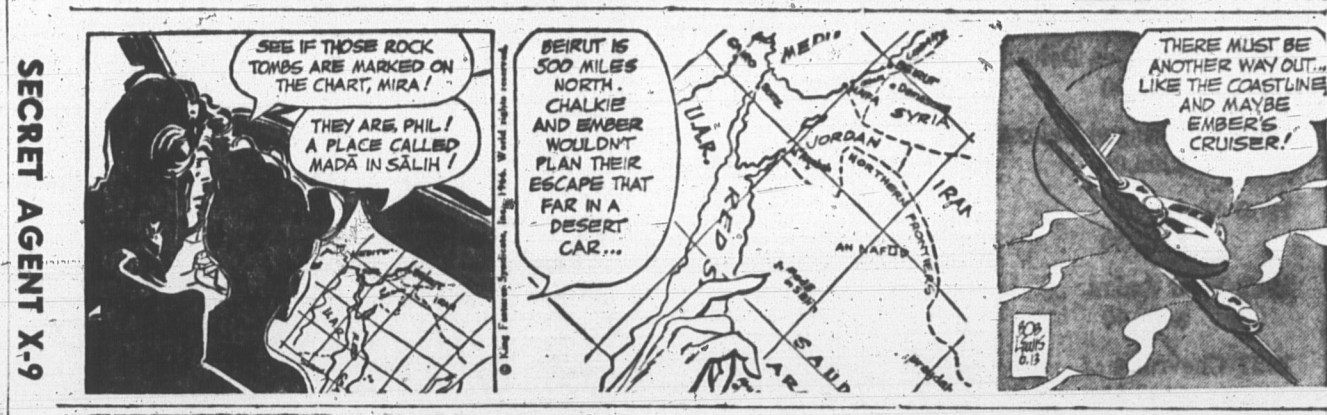
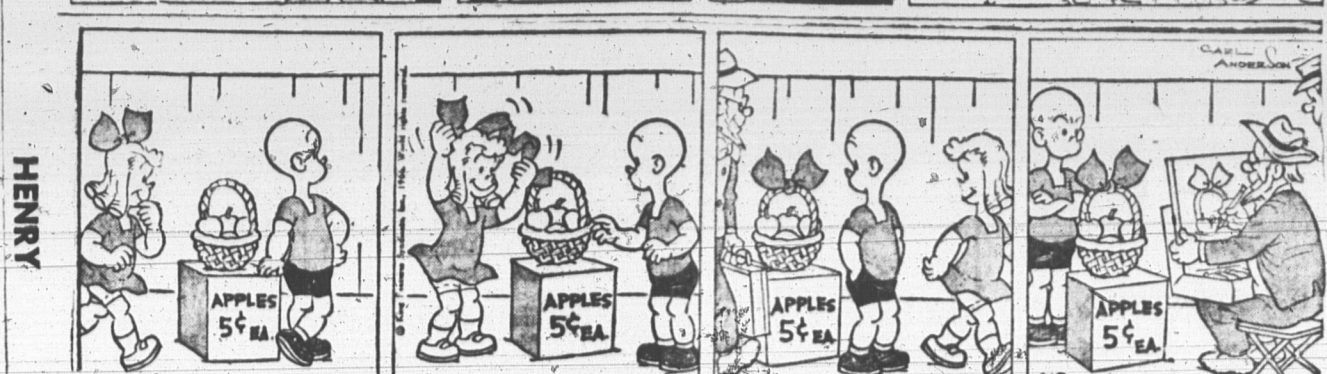
HORSE-DRAWN TROLLEYS used in Paris, France, in 1874. WERE CONSTRUCTED SO THEY COULD MAKE THE RETURN TRIP SIMPLY BY REVERSING THE CAR ON ITS CHASSIS.

DAILY CROSSWORD

Crossword puzzle grid with clues for Across and Down words.

DAILY CRYPTOQUOTE — Here's how to work it: **AXYDLBAAXE IS LONGFELLOW**

OUR BOARDING HOUSE MAJOR HOOPLE



ON THE AIR

The following program listings are published free of charge as a public service and appear as presented to us by the stations concerned.

MONDAY PROGRAMS

CFCY-TV

- 2:30 p.m.—Musical
- 3:00 p.m.—To Tell The Truth
- 3:25 p.m.—Bonnie Prudden Show
- 3:55 p.m.—Mistresses of the Century
- 4:00 p.m.—World In Contrast
- 4:30 p.m.—Razle Dazle
- 5:00 p.m.—Rin Tin Tin
- 5:30 p.m.—Music Hop
- 6:00 p.m.—Bachelor Farmer
- 6:30 p.m.—Gazette
- 7:00 p.m.—CFCY TV News
- 7:15 p.m.—Festival
- 7:30 p.m.—Musical Showcase
- 8:00 p.m.—Two Faces West
- 8:30 p.m.—Don Messer
- 9:00 p.m.—Fugitive
- 10:00 p.m.—Show of the Week
- 11:01 p.m.—The Sixties
- 11:30 p.m.—Seven League Boots
- 12:00 p.m.—CBC TV News
- 12:13 a.m.—Local Weather and Sports
- 12:15 a.m.—Sign Off

CKCW-TV

- 12:57 p.m.—Station Sign On
- 1:00 p.m.—Monday Playbill—Larceny
- 2:30 p.m.—At Home With Helen Crocker
- 3:00 p.m.—To Tell The Truth
- 3:30 p.m.—Take Thirty
- 4:00 p.m.—World In Contrast
- 4:30 p.m.—Razle Dazle
- 5:00 p.m.—Cartoon Capers
- 5:30 p.m.—Music Hop
- 6:00 p.m.—Supper Club
- 6:15 p.m.—TV News
- 6:25 p.m.—TV Weather
- 6:30 p.m.—TV Sports
- 6:35 p.m.—Supper Club
- 7:00 p.m.—Combat
- 8:00 p.m.—Green Acres
- 8:30 p.m.—Don Messer
- 9:00 p.m.—The Fugitive
- 10:00 p.m.—Jazz 625
- 11:30 p.m.—Glencannon
- 12:00 p.m.—CBC National News
- 12:15 a.m.—Viewpoint
- 12:20 a.m.—LTV News
- 12:30 a.m.—Station Sign Off

CFC RADIO

MONDAY

- 6:30—News and Weather
- 6:35—Morning Roundup
- 6:45—Island Weather and Mar. Temp.
- 6:46—Morning Roundup
- 6:55—News and Weather
- 7:00—Hebrew Christian Hour
- 7:15—Morning Roundup
- 7:30—News and Weather
- 7:35—Farm Report
- 7:40—Morning Roundup
- 7:45—Island Weather & Mar. Temp.
- 7:46—Morning Roundup
- 7:50—Sports Capsule & Scoreboard
- 8:00—News
- 8:11—Weather
- 8:16—Morning Roundup
- 8:55—Weather
- 9:00—National News - CBC
- 9:10—Notes and Music
- 10:00—News and Weather
- 10:05—Notes and Music
- 10:30—Preview Commentary
- 10:35—Notes and Music
- 11:00—News and Weather
- 11:05—Women's Institute Program
- 11:20—Notes and Music
- 11:30—Montique Entertains
- 11:45—Bulletin Board
- 11:50—Notes and Music
- 11:55—Agriculture '66
- 12:00—Weather
- 12:05—Town and Country Time
- 12:30—News and Weather
- 12:43—P.E.I. Road Report
- 12:45—Town and Country Time
- 1:00—News and Weather
- 1:05—Town and Country Time
- 1:15—Gordie Tapp Show
- 1:45—Town and Country Time
- 2:00—News and Weather
- 2:05—Mostly Music
- 2:30—Assignment
- 2:58—Thought For Today
- 2:59—Thought For Today
- 3:00—News Headlines & Weather
- 3:03—Trans-Canada Matinee
- 3:30—Pop Caravan
- 4:00—News Headlines and Weather
- 4:03—Canadian Roundup
- 4:10—Pop Caravan
- 5:00—News and Weather
- 6:05—The Outposts
- 6:25—Marine Weather
- 6:28—The Outposts
- 6:45—Sports Capsule and Scoreboard
- 6:50—The Outposts
- 6:55—News and Weather
- 6:10—Tonight's Music
- 6:30—Business Barometer
- 6:35—Tonight's Music
- 7:00—Back to the Bible
- 7:30—News & Weather
- 7:45—Program Schedule
- 7:46—Tonight's Music
- 8:00—Project 66 CBC
- 9:00—Country Time CBC
- 10:00—CBC National News, Parliament Hill, and Speaking Personally

CONTRACT BRIDGE

By B. JAY BECKER

Bridge bidding table with North and South hands and bidding sequence.

But due to the 4-1 division in both red suits, declarer now found herself unable to utilize the long heart suit, and, in an effort to recover control of the hand, she shifted her attention to spades.

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