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If Canadian fishermen are losing money under present halibut market conditions—and the most of them say that they have been losing this year—about the only solution will be for them to effect drastic changes in their methods, according to a waterfront authority. It is not to be expected that the situation in the future will be much differen from what it has been so far this year for the cause bringing it about is a permanent one. The large number of big economically operated American schooners that have entered into the "halibut game" during the last twelve months have been increasing the production to such an extent that it has had a serious effect on the prices. It is said that more fish has been offered than could be absorbed. Strictly speaking, this is not the real trouble. The fact is that the quantity of fish offering has been so great that it has not been possible for the buyers to absorb it at prices such as prevailed in past years. This is but a working of the law of supply and demand. Nobody can be accused of discriminating against the fishermen and the remarks that one hears that the prices are being manipulated by the buyers is so much "piffle."

The solution of the difficulty lies with the fishermen themselves. They must adjust themselves to a new condition of affairs. If they cannot economically operate under conditions as they are today, they must endeavor to change those conditions. Cost of production on the part of the fishermen themselves must be reduced. Instead of drifting deeper in the hole, they must endeavor to find a means of getting out. This means is being adopted by the American fishermen. The U.S. fleet during the past year or so may be said to have been practically rebuilt. The gas engine is becoming obsolete and expensive. It is being replaced by the deisel type of motive power. Reports are to the effect that fuel costs are cut practically to a quarter and fuel costs are a big factor. Also, big boats are now the order of the day. By using them, overhead costs are reduced. The Americans are leading the way and it might be well for Canadians to follow suit. There are a lot of Canadian boats that might as well be "junked" now instead of waiting till they break or drown their owners. This is the solution that seems most reasonable for the salvation of the Canadian halibut fishing industry which is groaning about a market condition for which there is hardly any hope of improvement.

### Fish Smoking

Jim Bacon expects to be located permanently by May 1 in the salting and smoking establishment on the government wharf formerly operated by Bill Shrubsall. Jim will leave the ranks of the up-town retailers and his store will be involved in a merger of several retail concerns that is about to be closed. Jim sees a considerable future for the export fish business in his particular line and, when he gets established, he will probably extend considerably the plant he has taken over. His plan is to make the Bacon Fisheries into a concern that will cater to all the demands of the fish eating public. There is not a fish in the sea that anybody wants to eat that he does not know how to put up in the most efficient and up-to-date manner invented.

Next week, it is expected, will see considerable additions to the salmon trolling fleet in waters contiguous to Prince Rupert. The Balmoral Cannery is to start mild curing springs and other plants may do likewise. Canning will not start, however, till June. In the meantime, most of the canneries are already very active getting their premises ready for a busy year. Ambitious alterations and additions being made at many plants would give the idea that a "bumper" pack is anticipated. While it has been impossible to obtain an official declaration from the officials of the Canadian Fish & Cold Storage Co., it is generally believed that the Tucks Inlet cannery will not be operated this year. It is the "off-season" for the Queen Charlotte Islands and the canneries there will not run this year.

### Picture Box

Jeff Lambley, skipper of the P.R.B.H. launch 23, has discovered a new aid to navigation, the further acquaintance of which he intends to seek as soon as these strenuous skippers' paper examinations are over. The thing that he expects he will be able to revolutionize the present principles of navigation with is the camera. He intends to use this innocent instrument for the laying of courses and the photographing of rocks. He will establish a dark room in the wheelhouse of the "23" and there develop the valuable films which he could not be expected to entrust to the tender mercies of any of the uptown photographers. In twelve month's time he expects to have a "rogues' gallery" of rocks that will put to shame anything that Bertillon ever devised in the way of criminal identifications. In the meantime Jeff is willing to receive suggestions and instructions from all and sundry who know anything about a picture box.

Capt. Charlie Smith, well known locally as master of the freighter Chilliwack, successfully delivered the new Union steamer Lady Cecilia at Vancouver this week from the Old Country, where she was built. Capt. J. A. Findlay is now in the Old Country or near there to bring out the Catala which will replace the Venture on the cannery run.

The Lady Cecilia, which will run to Powell River from Vancouver, embodies some features new to Pacific coasting craft. She has fine lines but presents a strange appearance because of the great stability pontoons which have been built on each side of her hull above the water line. These pontoons are steel blisters forward but change to three-foot wide steel tanks which extend from just forward of amidships aft to the turn of the stern plates.

### Mystery Ship

The report from the south that a "mystery" ship has joined the California rum running fleet revives a rumor that has been voiced since the disappearance of the big schooner Haysport No. 2, supposedly in the vicinity of Milbank Sound, last winter. The possibility has been expressed that the cargo of the Haysport might have been jettisoned and the course set southward for the more profitable carrying field. This idea is, however, discredited by most authorities though they are at a loss to understand how the Haysport could have disappeared without a trace in the "inside passage." In any case, there is great consternation among U.S. dry law officers to account for a big shipment that was mysteriously delivered last week to the California market. All the known rum runners were being kept close watch upon at the time.

W. G. Walford, the well known boat builder, is completing the last of twelve new rowboats which he has recently built for the Prince Rupert Boat House. These boats, which constitute the P.R.B.H. shipbuilding program for 1925, will be put in stock for sale or hire this year. They are of standard design twelve feet in length. The builder turns them out just like Henry F. does automobiles and you would be surprised how fast he does it.

The Inverness cannery tender Provincial, formerly the property of Capt. A. Swanson of this city, was in port on Thursday for her first load of supplies for the plant out of which she works. Resplendent in a new coat of paint and with her machinery in the best of working order after a winter's lay-up at the dry dock, the Provincial is again skippered by Frank Goodenough. She will pack supplies between here and Inverness until June when she will start to function as a tender with the opening of the sockeye season.

The new trolling boat Teklo O., built at Lewis Island for Sam Olson by Emil Rosang, was in port during the week outfitting at Hunt's, Cow Bay. She sailed on Thursday on her maiden trip to the trolling grounds.

The Canadian halibut schooner Ringleader, Capt. M. Sollows, left for the banks on Thursday after having spent seventeen days in Cow Bay where she had new tanks installed, painting done and a general overhaul effected.

Local waterfront people are looking forward with a great deal of interest to the first trip here of the new C.N.R. steamer Prince Charles which will arrive here next Thursday relieving the Prince John. The Prince Charles has racy clipper lines and looks like a yacht. It is said that the nature of her bow may make it difficult for her to make landings at small out-of-the way docks. Her dining saloon at present is located forward but it is proposed to have alterations made that will remove it to the conventional position aft. After the Prince Charles (or St. Margaret as she is now named) has made a trip or two, it is understood that she will be withdrawn to have extensive alterations effected to make her more suitable for service on this coast.

The basketball boys who made the trip to Anyox this week aboard George Frizzell's Laura F. had a rather rough trip of it. It took them twelve hours to make the voyage north and fifteen to come back. Both ways they had considerable of a dusting at the mouth of the Naas River. Skipper Bob brought them safely through, however, the boys themselves regularly taking their tricks at the wheel enroute.

The establishment of an office at Prince Rupert by the live Vancouver shipping concern of B. L. Johnson-Walton Co., which is headed by Capt. "Barney" Johnson, better known and more popular than whom there never was a navigator into Prince Rupert harbor, is a recognition of Prince Rupert's rising marine future. They say that "Barney" has something better under his hat for Prince Rupert than merely making a headquarters for his tugs here. He will be pressed for a statement when he comes here next.

Halibut landings have been heavy during the week and prices have been consistently low averaging something over the 7c mark for first class and 3c for second. A total of 877,900 pounds was handled; 755,000 from American boats and 122,900 from Canadians. The high price for American fish was paid by the Pacific Fisheries this morning to the schooner Havana 9.6c and 4c. for 45,000 pounds. The schooner Mab received the highest Canadian price also today, 10.1c and 3c., from the Cold Storage for 3,000 pounds. During the week there were also a few salmon arrivals, the prevailing price averaging over 12c for red springs.

Exclusive of today's arrivals, which are included in above totals, but are published elsewhere, the boats landing halibut here during the week have been as follows:

American — Neptune, 45,000; Republic, 65,000; Ivanhoe, 23,000; Scandia, 60,000; Kodiak, 45,000; Majestic, 38,000; Eastern Point, 3,500; Ithona, 16,000; Eureka, 6,500; Eidsvold, 13,000; Pioneer III., 9,000; Fairway, 16,000; Atlantic, 32,000; Reliance, 18,000; Tyee, 10,000; Hi Gill, 7,000; Grayling, 13,000; Western, 28,000; Sherman, 21,000; Brothers, 17,000; Vesta, 5,000; Pelican, 14,000; Gladstone, 20,000; Democrat, 18,000; Rainier, 42,000; Senator, 38,000; Yellowstone, 13,000; Sunwig, 10,500; Raould Amundsen, 22,000; Portlock, 40,000; Cora, 4,500.

Canadian — Muirneag, 6,000; Fisher, 9,000; Point May, 6,500; Tillie S., 8,000; Ingred H., 8,000; Yule, 3,000; Margaret I., 30,000; Hippo, 4,000; P. Dorreen, 6,500; Lysekil, 23,000; Verna, 5,500; Volunteer, 7,000; N. and S., 2,400; Swing, 4,000.

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## SALES OF SALMON ACTIVE THIS YEAR

Says the Pacific Fisherman:—Considerable activity on the new pack has been reported in British Columbia during the last month. The 1925 Sockeye pack is now said to be sold out, mainly to the United Kingdom, which is now out with inquiries for Pink talls. Prices have shown an upward tendency, being now quoted at $15 for Naas River Sockeyes and $15.50 for Skeena; while sales of Pinks are reported at $5.50. Some new business had also been done in Cohoes, but in a small way only, as packers and buyers are apart in their views. Quotations on this grade show considerable variation, but it is believed that business could be placed at about $8.50 for talls and $9.50 for halves. The small stock of spot Chums in the province is gradually moving off.

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