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Open Tuesday, Thursday and Saturday Evenings

Light Landings

Both American and Canadian halibut landings have been light this week with a consequent rise in prices offered on the Fish Exchange. A feature of the sales this week has been the good price received for Canadian second class fish which has been over a cent and a half higher than American in some cases.

While captains of schooners fishing off the west coast of the Queen Charlottes, and in nearer waters, report having encountered very heavy gales, which interfered greatly with fishing, those skippers fishing on the distant northern halibut banks report having experienced very fair weather conditions.

One reason given on the waterfront for the light arrivals this week is the fact that the majority of American schooners put into home ports for July 4 celebrations which has resulted in the big schooners becoming bunched. Also at this season a number of the big boats go south for annual overhaul and their absence is naturally felt from a producing standpoint.

Business Slows Up

General business has slowed up quite a bit on the waterfront during the week, as is usual at this time of year. With improved weather prevailing all boats are away from port catching fish while the sun shines. The shipyards are pretty well through with boat building programs although considerable remodelling repair work is on hand to various craft.

Arrivals

Arrivals this week included: American — Foremost, Sherman, Hi Gill, Sirius, Valorous, Brisk, Glacier, Reliance, Tahoma, Democrat, Senator, Sentinel, Lenore, Teddy J., Defence, Emblem and Kennebec.

Canadian—Margaret I., Ingred H., Ternen, Marguerite, N. & S., Fanny F., Fisher, Toodie, Brant E. Lipsett, Verna and Caygeon.

An Easy Buck

Captain Ivarson, skipper of the good Canadian schooner E. Lipsett, was the happiest man on the waterfront on Thursday morning, and cared not whether it rained ink or if the boat's cook soled his shoes with the left-over flapjacks. Upon being closely questioned, Cap. divulged the reason for his reckless happiness. Yes sir, he had earned an easy dollar and he didn't care who knew it. While fishing about 4 miles off Tow Hill, Q.C. Islands, something of a metallic nature scraped the hull and those aboard had visions of a floating treasure chest. A moment afterwards the boys hauled in a splendid halibut specimen bearing nobly a government tag and testifying to the handiwork of Prof. Thompson, government fisheries expert. A guard was mounted over the fish until it reached port in case it should get lost in the scramble. Upon arrival Thursday morning Cap distinguished himself and his crew by hauling the tagged piscatorial wonder up to John Dybhavn's office where he received a crisp dollar bill for his trouble.

Power boat Vesta, owned by the Prince Rupert Spruce Mills, left port on Thursday morning with C. P. Rief and Mr. Tucker aboard, on a three week's trip down the coast on a timber cruising expedition.

With the return of summer weather the activities of the local Yacht Club members have mostly been confined this week to swimming parties and advantage is being taken daily of the good graces of the weather man to indulge in acquatic recreation at the salubrious Salt Lakes.

The "Elto" Engine

N. M. McLean, the boatbuilder, is busy building a 12 foot shallow water cedar boat which is to be equipped with an outboard "Elto" engine. It will be capable of carrying 12 people and is guaranteed to maintain a speed of 7 miles per hour. Many inquiries are being received by Mac, who is the local agent for the Elto outboard motor, and already there are several well satisfied users in the city. This engine is quite easily fixed at the back of any ordinary row boat or canoe and ranges in price from $175 to $195, the first cost being the last cost. The ease with which this little giant power plant is started and its low cost of operation is making it a very popular engine. The "Elto" is on hand at Mac's yards at Cow Bay for immediate delivery and a call to Red 400 will arrange all details.

The tugboat P.R.T., Capt. Harris Kerr, made a trip on Tuesday to Skeena River canneries with her owner George Bushby, of tugboat fame, aboard. Mr. Bushby was accompanied by Mrs. Bushby and family. Capt. Jim Morrison was Mr. Bushby's guest on the trip.

The packer Narbethong, skippered by Bert Wearmouth, arrived in port on Thursday morning from Dundas Island with 3,000 spring salmon for the Atlin fisheries. Bert says the cohoes are coming in stronger every day and the average per boat runs around 30. There are about 50 boats fishing there now.

LAND ACT

Notice of Intention to Apply to Lease Land

In Queen Charlotte Land Recording District of Prince Rupert, and situate about one and a half miles east of Massett Lighthouse at the mouth of Massett Inlet, Graham Island, British Columbia.

TAKE NOTICE that Langara Fishing & Packing Company Limited, of Victoria, B.C., occupation, Packers, intends to apply for a lease of the following described lands:—

Commencing at a post planted at the northwest corner of Lot Seven, Graham Island, British Columbia, about one and a half miles east of Massett Lighthouse at the mouth of Massett Inlet, Graham Island, British Columbia; thence northerly five chains, more or less to low water mark; thence westerly, along low water mark one hundred and sixty chains; thence southerly five chains; thence easterly one hundred and sixty chains, more or less, to point of commencement, and containing eighty acres, more or less.

LANGARA FISHING & PACKING CO. LTD., Applicant.
Per E. H. Simpson, Agent.
Dated June 10th, 1925.

LAND ACT.

Notice of Intention to Apply to Purchase Land

In Skeena Range 5 Land Recording District of Prince Rupert, B.C., and situate Haystack Island, south of Wales Island, B.C.

TAKE NOTICE that the Canadian Fishing Co. Ltd., of Vancouver, B.C., occupation, Salmon Canners, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted at high water mark on west shore of Haystack Island; thence north seven chains; thence east seven chains; thence south seven chains; thence west seven chains, and containing five acres, more or less.

THE CANADIAN FISHING CO. LTD
Dated 22nd May, 1925

LAND ACT.

Notice of Intention to Apply to Lease Land

In Cassiar Land District, Recording District Prince Rupert, B.C., and situate north of Dogfish Bay, Portland Canal.

TAKE NOTICE that the Canadian Fishing Co. Ltd., of Vancouver, B.C., occupation, Salmon Canners, intends to apply for permission to lease the following described lands:—

Commencing at a post planted at high water mark, 100 yards south of Indian smoke houses; thence northeast one chain; thence southeast one hundred and twenty chains; thence southwest to shore line one chain; thence northwest following the shore line to point of commencement, one hundred and twenty chains, and containing twelve acres, more or less.

THE CANADIAN FISHING CO. LTD.
Dated 30th May 1925

LAND ACT.

Notice of Intention to Apply to Lease Land

In Skeena Range 5 Land District, Prince Rupert, B.C., and situate 100 yards north of Winter Harbor, Pearse Island, B.C.

TAKE NOTICE that the Canadian Fishing Co. Ltd., of Vancouver, B.C., occupation, Salmon Canners, intends to apply for permission to lease the following described lands:—

Commencing at a post planted at high water mark 40 feet from rock on shore line; thence east one chain; thence north one hundred and twenty chains; thence west to shore line one chain; thence in a southerly direction following the shore line to point of commencement, and containing twelve acres, more or less.

THE CANADIAN FISHING CO. LTD
Dated 30th May, 1925.

OGDEN'S
CUT PLUG
In the famous
Vacuum (air-tight) Tin

Thanks to the discovery of the famous Vacuum (air-tight) tin, the smoker now gets his Ogden's Cut Plug tobacco with all its natural richness, and delicate aroma.

OGDEN'S CUT PLUG
in the famous Vacuum (air-tight) tin is
never affected by heat cold or dryness

Always -- Fresh
Always -- Fragrant
Always -- the same
Always -- in perfect condition

OGDEN'S FINE CUT
—For those who roll their own—is also packed in the famous Vacuum (air-tight) tin; in each half pound tin of which is included a free book of REPEATER, the finest quality CIGARETTE PAPER made.

OGDEN'S LIVERPOOL

Rhymes of Hippo

(contributed)

Away in an inlet, where waters are still,
Lie three of the dreadnaughts, awaiting God's will.
They're all going fishing but in morning's dawn,
The alarm rings unheeded; the barve ones sleep on.

Ashore on this island a bakery stands,
Run by two pretty lasses, with lily white hands.
Bread, doughnuts and cookies they bake day and night,
And everyone wonders why they can't make 'em light.

The things look so tempting, but someone has said,
Why don't they quit baking to make sinkers instead,
For men must eat and women must cook,
In spite of the grouch and the nasty look,
While the harbor bar is moaning.—"Two Bakers."

An Atwater-Kent ignition system has recently beein installed on the halibut boat Swing, owned by Roberson and Goodlad, in place of the make and break ignition system.

Nels Nelson, owner and skipper of the power boat Wanderer, has recently salvaged the 30 h.p. semi-deisel engine from the wreck of the Kelly Logging Co.'s boat Dorothkalon, which occurred off the coast of the Q.C. Islands some time ago. The engine will be overhauled at the dry dock.

Repairs are being made to the Akerberg-Thomson wharf. New piles are being driven by the John Currie pile driver and the derrick is being overhauled.

A number of Ernie Shockley's friends were down at the Prince Charles on Wednesday night to give him a "bon voyage" send off upon his return to Vancouver after visiting the new court house site at Smithers for which he has the contract in partnership with Olof Hanson.

The tug Cape Scott recently arrived with 300 tons of coal from Nanaimo and 20,000 feet of lumber for the Albert-McCaffery interests. The lumber is to be used on the replanking of the North West Dredging Co.'s scow now on the dry dock.

Found Another One

George Frizzell thought he knew every rock and floating log between here and Port Essington but even the wisest of us miss our guess sometimes. George was coming in from Port Essington recently and struck a half sunken log with the result that he bent the propeller and tailshaft of the power launch Laura F. and she has been out of commission for a few days this week. There will now be another black mark on George's chart which at the present time resembles a fly paper during a heat wave.

A Good Samaritan

Captain Benson, owner of the dust raiser Poinsettia and incidentlly one of the leading lights in Yacht Club circles, is spending his evening hours touring around the harbor acting the good Samaritan. Ben delights in sneaking up on little skiffs and well filled rowboats with the idea of showing them a real boat and giving them a sort of roller-coaster effect as the backwash from the propeller seeps over the side of their craft. When Ben is travelling, which is fairly often these days, he hits up about 10 miles per hour, which, to a guy trying to scull two or three hundred pounds of human freight across the bay, looks more like 100 m.p.h. But what tickles Ben is to come across some luckless person in a motor boat when the engine won't function. Then with a broad smile and many dapper bows the speeder will suggest they throw him a line and follow him home.

James Brown, the Ecstall river lumber man, was in port this week aboard his power boat Sloe with a scow of fish boxes in tow. On the outward journey Jimmy had the misfortune to break a cap screw in the connecting rod which connected him to the Akerberg-Thomson wharf for a day or two.

Police! Police!

Lance Potterton, the man who put the tin in tin-tack, and until recently assistant supervisor of left-handed hammers at the Booth Fisheries, has gone and joined the local police force. The new job is evidently doing him good for although he has only been at it for a few days he has already put on weight — about the feet.

Lance is now a man in blue,
And struts along the street.
He's here and there and everywhere,
His beat is full of feet.

If you should happen to transgress
Or throw a fit or two,
You'll very quickly change your ways
When you see this man in blue.

For like the blacksmith in the yarn,
His muscles rise and fall,
Don't stand and argue—take my tip
Or he'll drive you to the wall.

The Hein Engine

N. M. McLean has recently been granted the agency for B.C. for the Hein (Danish) full-deisel crude oil engine on the 4-cycle system, one of the most remarkably efficient engines on the market today. A 20-h.p. engine of this make only costs $1,100. These engines are built from 6 h.p. up to 450 h.p. and their great feature is lack of vibration and easy starting plus their economy of operation. The Hein Company is sending one of their experts to the city to take charge of installations. Upon his arrival demonstrations will be made with one of the Hein machines now at Mac's yards, Cow Bay. A number of inquiries have already been received from boat owners and doubtless much interest will be created when demonstrations get under way.

C.G.S. Estevan, Capt. H. Bilton, has arrived from Victoria to load building materials at Digby Island for the Cape St. James lighthouse. The dwelling house was recently burned down and it is the intention of the government to rebuild it. Four carpenters will go from here to do the work, viz: Alex. McLeod, foreman; Chas. Taylor, Hugh Killin and J. Mackenxie.

Louis Locker, the logger, was in town this week from Porcher Island for camp supplies and mechanical equipment from the Akerberg-Thomson shops.

Customs Excited

Great excitment prevailed at the Customs House on Thursday when the radio receiving set broadcasted an S.O.S. to the office staff. Jarvis McLeod, collector of customs, sprang to the headpiece, like a hungry dog at a bone, and gleaned the information that Captain Cross, of racing boat fame, was stalled in the harbor, and that some misguided person had put fresh water in the gas tank instead of gasoline. Collector McLeod thereupon set the wheels of rescue in motion and a high powered motor boat was despatched to bring the delinquent craft into port. This little episode goes to show how very necessary it is to have a radio broadcast on the pleasure craft, otherwise skipper Cross might have been on the harbor yet.