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WATERFRONT WHIFFS

Company offer is rejected by fishermen---shortage of fresh bait---some troubles of halibut fleet

Members of the Deepsea Fishermen's Union voting in Prince Rupert, Seattle and Ketchikan on Thursday afternoon of this week rejected a proposed scale of 3c per pound for halibut and 2c for black cod offered by the New England Fish Co. as remuneration for services on boats operating on the company lay. The Prince Rupert vote was 25 to 4 against.

While the offer on which the fishermen voted was submitted by the New England Fish Co., which stated that it proposed to operate the trawler New England this season but was not prepared to pay any more than 3c and 2c, it was regarded as a general test of the Union's feeling on the question. No doubt other companies were watching the way the vote went and, if the fishermen had accepted the offer, it is believed that it might have resulted in the Canadian Fish & Cold Storage Co. here operating its trawlers again in the halibut fisheries this season.

The fishermen took the view that the 3c and 2c was not adequate. Last year fishermen on the New England are said to have averaged $1900 working on a 3½c-2½c scale, the one that prevailed on the local trawlers when they were last operated in halibut fishing in 1924.

In the meantime, the result of this latest vote makes it look as if there may be no boats operated at all this year on the company lay. The fishermen feel that they cannot accept the 3c-2c scale and, on the other hand, the companies feel that they cannot afford to pay more, especially in view of the fact that the production of the independent boats is ever increasing, this having the tendency to lower prices offered on the Exchanges. There is a certain amount of gamble attached to the question which may work either way. If the boats, operating independently, can obtain fair or high prices the fishermen will be better off through not having accepted the offer. On the other hand, should prices drop very often to the 6c and 3c level on the Exchange, the fishermen might be better off working on the company boats for 3c per pound. It is also to be taken into consideration that, when they are working on the latter basis, they are not taking chances of going in the hole on operations.

With the exception of possibly half-a-dozen boats that may still be in port today, all the schooners of the local halibut fleet, large and small, are now out on their first trips following the lifting of the halibut close season of the past three months on Monday last. Though it was thought that an odd small boat or so might arrive with the first fresh halibut of the season by the end of this week, there will probably be no quantity of fish in until the middle of next week and it will likely be next Friday or Saturday before the first of the larger schooners arrives.

With the run of herring having not yet started, the halibut boats have so far been unable to obtain fresh bait so the most of them are now out tempting the succulent and hungry halibut with the frozen variety. Some of the boats seem to be rather partial to fresh bait and the desire to obtain this may have caused some delays in getting to the banks. The schooner Ingred H., owned by Charles Lindquist and Fred Lindquist, for instance, returned to port on Thursday because it was unable to obtain fresh bait. There is plenty of frozen bait on hand here from last year.

Sea Maid's Plight

The schooner Sea Maid, belonging to the Dorren family of this city and captained by Fred Walters, has had a discouraging start this season. While proceeding last week to western Alaska in order to get to the banks as soon as the season opened, the vessel sustained a broken crank shaft and is now lying crippled in Anchorage. Due to the fact that is is necessary to send East for a new shaft, it may be a month or six weeks before the vessel will be able to start fishing and a cost of perhaps $1000 will be involved.

In the departure of Capt. Pete Rorvik for Barkley Sound, Vancouver Island, where he has become interested with the N.M. & R. Fish Co., of which he is a principal, in a fish reduction plant, the northern district loses one of its best known pioneers fishermen and navigators. His many friends will wish Pete the best of luck in his new venture and will hope that the time may not be far removed when he and George Macdonald, who though perhaps not quite so active in the past as Pete in the fishing game but quite as well known, may return north. It is said to be not beyond the realm of possibility that, if their venture is successful in the south, the Neville-Macdonald-Rorvik interests may branch out into this district again in that line of activity.

The former forestry boat Leila R., which has been undergoing a thorough renovation at the hands of her new owners, the Prince Rupert Boat House, will be running again in about ten days' time it is expected. The new engine for the boat, which was formerly in the Grier Starrett, has been put in place and deck work is now proceeding apace. It is not yet decided what the new name of the vessel will be, Capt. Swanson says that he wants to get her in running shape before he worries much about a name.

Jim's Trunks Arrive

Jim Lee, the genial manager of the Atlin Fisheries, who has been spending the winter in Scotland, is expected home next week. His trunks are already home and many of Jim's friends are impatiently awaiting his return with the keys so they may see if they contain anything interesting.

Capt. Claude Ketchum made a trip to Oonah River the end of last week taking over the gasoline engine which was sold to the Hedland interests there by the Prince Rupert Boat House and which will be used as the motive power for their new portable sawmill.

Capt. "Handsome" Jim Morrison, now of the Bushby towboat fleet," has sold his halibut schooner Cayeeon to Dominic Marra and John Wick. The latter will skipper the vessel when she leaves for the halibut banks early next week following an overhaul which is now in progress at the McLean ways.

Capt. Chris Hendricksen, new owner of the halibut schooner Gibson which he purchased last fall from Herman Newell, is another who is having his share of tribulations these days and whose hopes of an early departure for the halibut banks have been shattered. While repairs were being made to the Gibson's engine a few weeks ago, it was found that her crankshaft was broken. A new shaft was brought from Oakland and, when it arrived last week, it was found that it did not fit. This has necessitated the sending for another and it will probably be three weeks or so before this arrives, is fitted and the Gibson will be allowed to get away on the halibut quest. Capt. Henricksen says that troubles never come singly in his direction—they are always double headers.

The lighthouse tender Newington, Capt. Harry Ormiston, left on Tuesday of this week on a ten day trip to Ivory Island and other points in the Millbank Sound neighborhood. The Birnie made a trip the latter part of this week to Banks and Lucy Islands.

After having spent the winter in Nova Scotia, Capt. Peter Meuse returned to the city during the past week. Pete last year was with Merritt Sollows on the Ringleader but, when he left the city last fall, it was his intention to remain in the East. His place on the Ringleader was, therefore, filled and now Pete, who is a fisherman and navigator of no mean repute, is looking for a berth.

Charlie Raitt and Harold Anderson got away last week on board the power boat Kayex, recently bought by Anderson from Jack Prescott, for the Queen Charlotte Islands where they will be engaged in hand logging. The party, which consisted of some seven men, will probably be away the year.

Charlie Starr, the popular manager of the Pacific Fisheries, is home again after his adventures on an automobile trip from Seattle to Florida followed by a visitation to the seductive isle of Cuba. The Whiff man on Thursday afternoon sought an exclusive interview from Charlie on his trip for these columns but that was just after the Rotary Club luncheon where Charlie apparently talked himself dry and hoarse. So if you want to get his official record of the experiences of a wild and woolly northwesterner at large—in the staid and sunny south, we would refer you to yesterday's Daily News where said record was given in full.

Salmon Prospecting

Capt. Kohrl, well known skipper of the trolling boat Bonito, plans leaving about the middle of March for the southwest end of Queen Charlotte Islands to prospect for salmon grounds. Capt. Nick Nelson of the Halvoren, Capt. Lund of the Dundas and Capt. Sorenson on the Jennie will probably accompany him to see that he behaves himself and incidentally does not get exclusive rights on anything that may be of exceptional value. If things turn out the way he expects them to, Capt. Kohrl will use the Bonito to pack salmon to this port. In readiness for the season's operations, the Bonito has been undergoing a good deal of going over lately including the installation of a new automatic salmon gurdy.

Flewin & Brown's powerboat Taplow was in port from Port Simpson at the end of this week undergoing some touching up at the McLean ways preparatory to the starting of the salmon trolling season. The Flewin & Brown trolling camp at Warke Island will be reopened in about ten days' time.

The halibut schooner White Lily is at the McLean ways for recaulking and other repairs before setting out about the first of next week for the fishing grounds.

The trolling boat Elida, belonging to the estate of the late John Oland of Lewis Island, who died in the city last month, was sold this week by John Dybhavn to R. E. Hudson who will use the vessel this season in trolling work in which he was formerly engaged. The Elida, which is a staunch little vessel in good condition, is 32 feet long, has a 9' 6" beam and a three foot hold. She is powered with an 8 h.p. Imperial engine.

The halibut schooner Atli returned to port on Thursday afternoon on account of the illness of her skipper, Capt. William Bussey, who is now under the doctor's care at his residence, 1136 Second Avenue. The Atli put out for the banks again yesterday in command of Capt. Chris Henricksen, formerly of the Alliance No. 1, and now owner of the schooner Gibson which is laid up in port awaiting the arrival of a new chank shaft.

Union steamer Catala was in port from the south at midnight last night and, after making her calls at Anyox and the Naas River today, will be back again tonight southbound. Capt. J. A. Findlay is at present on the bridge of the Catala relieving Capt. Andy Johnstone who is ashore in Vancouver on holidays.

Arthur Graves, the well known purser of the steamer Princess Beatrice, who has been holding down the office on the Princess Ena recently and who since he was last here has assumed the title of Count de Graves, will grace the city with his presence for the next week or so having arrived this morning to relieve in the local C.P.R. office while Wallace Orchard makes a trip next week to the Portland Canal region.

C.P.R. steamer Princess Beatrice, with her lengthy skipper, Tom Cliffe on the bridge, arrived from the south at 10 o'clock this morning and returned south at noon.

A Pimply Face Is Unsightly

Miss C. C. M. Smart, South Battleford, Sask., writes:—"A while ago I was troubled with facial blemishes, especially pimples, and was really ashamed to go out with such a bad looking face.

I tried 2 or 3 different remedies, but they didn't help me any, so one day a friend, who had been troubled the same as I was, advised me to use

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