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Waterfront Whiffs

Imperial Oil Overhead Line Being Pulled Down—Boats Change Hands and New Ones to be Built—Hunting Still Not Good

Another well known old waterfront landmark in Prince Rupert is about to disappear. Because age has set upon it and since a better device seems advisable, the imposing 1500-foot trestle, which since the inception of the Imperial Oil Co.'s plant some fourteen years has carried the pipe mains from the tanks on Hays Cove Hill to the waterfront, is about to be torn down and, in future, the mains will run through an 8 by 4 foot concrete conduit underground, excavation for which is now under way. A good-sized crew of men is now employed on the work which will involve an expenditure of several thousand dollars. Removal of the old trestle will make a considerable change on that part of the "front" for it has become a familiar sight, not considered ungraciously since it has become accustomed to the eye.

The old trestle, when it was put in, was not alone the conception of the Imperial Oil Co. Part of the scheme of Prince Rupert's proposed developments in those days, it was designed not only to carry the oil mains but also to be used as an overhead pedestrian's approach passing above the then planned busy railway roundhouse and yards. Thus, like many other things, the old trestle, though long in service, never filled its full usefulness and it is to go, the whole work being scheduled for completion this fall.

Other improvements and renovations, extensive in scope, are planned by the Imperial Oil Co. for execution next spring.

With storms of the earlier part of the week receding and a period of fine weather in prospect, there was quite an exodus of halibut boats to the fishing grounds on Thursday afternoon. One firm outfitted nine boats for departure during the day.

The past week has been marked with the sale of two well known local halibut fishing vessels.

Contemplating leaving shortly for Norway where he will take over the management of his deceased father's business, Capt. Ed. Wintner, well known and popular skipper, has sold the no less well known vessel Oslo to Alex. Olsen, formerly of the Rose Spit. The Oslo, built some twelve years ago in Seattle and formerly known as the Valorous, is a real old timer. She is fifty feet long and derives her power from a 35 h.p. Atlas engine. Having been changed about a year ago from American to Canadian registry, she has since made Prince Rupert her home port.

The other sale is that of the Pair of Jacks, also well known, by Capt. Jack Iverson, who is contemplating the construction of a newer and larger vessel this winter, to Pete Liland and Adolph Wick who have been sailing as members of the vessel's crew. Built in 1918 at the McLean shipyard in Prince Rupert for Jack Iverson and John Wick, from whom she derived the title "Pair of Jacks," the vessel is 47 feet long and is powered with a 27 h.p. Carlisle engine. Less than ten years old, she is still considered one of the better vessels of the Prince Rupert halibut fleet.

BOATS MEET DISASTER

During the week disaster befel two boats engaged in connection with the salmon fisheries down the coast from Prince Rupert.

Shortly after leaving Lowe Inlet, where she had been under packing charter to the B.C. Packers' cannery during the season, on Tuesday with Vancouver as

LAND ACT.

NOTICE OF INTENTION TO APPLY TO LEASE LAND.

In Prince Rupert Land Recording District of Coast District, Range 4, and situated on and being all of Bonilla Island except that portion occupied by Indian Reserve Number 18.

TAKE NOTICE that I, Ole C. Austad, of Prince Rupert, B.C., occupation rancher, intend to apply for a lease of the following described lands:

Commencing at a post planted at the southeast corner of Bonilla Island; thence northerly, westerly, southerly and easterly, following the sinuosities of the shore line, to point of commencement, excepting therefrom that portion of the island occupied by Indian Reserve No. 18, and containing one thousand acres, more or less.

OLE C. AUSTAD, Applicant

Dated July 15, 1924.

LAND ACT

NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Queen Charlotte Islands Land Recording District of Prince Rupert, and situated at Ferguson Bay, Graham Island, Q.C.I.

TAKE NOTICE that Somerville Cannery Company, Limited, Vancouver, B.C., occupation packers, intend to apply for a lease of the following described lands:

Commencing at a post planted at the northwest corner of Lot 1571, Q.C.I.; thence east 30 chains; thence north 2 chains, more or less, to low water mark; thence west following low water mark, 30 chains; thence south 2 chains, more or less, to point of commencement, and containing six (6) acres, more or less.

SOMERVILLE CANNERY COMPANY, LIMITED, Applicant

Dated August 31, 1924.



its intended destination, the K. and S., of Vancouver ownership, for some unexplained reason, had an explosion on board while running and it was with some difficulty and as much haste that the members of the crew got safely to shore. The vessel is now lying on the beach near Lowe Inlet a total loss. He was 35 feet long and derived power from a 12-16 Frisbie engine.

On Monday, the seineboat Silvy Island, owned by Steveston Japanese, being under tow and anchored for the night, broke her tow line and drifted on an island in Wright Sound, being damaged rather seriously in the impact. Arrangements to salvage the vessel are now being made by the B.C. Towage & Lightering Co. She is 45 feet long and is powered with a 20 h.p. Atlas Imperial engine.

There was spirited bidding on Thursday afternoon when Auctioneer G. F. Brine put under the hammer a 28-foot gill netter designated S.R. 1744 and offered by a Kitimaat Indian. Bidding started at \$500 and finally the tidy vessel went to Charlie Mordant, local halibut fisherman, for \$500. She has an 8 h.p. Palmer engine.

Gus Anderson, head carpenter at the dry dock, is away with Mrs. Anderson on a holiday trip to Jasper Park. It has not been confirmed that Gus had a round of the golf course with the Governor General but we'd bet a rusty nail against a flea bite that he'd make his Excellency look like a piker in a ship caulking contest.

John Currie & Son have their pile-driving outfit at the dry dock putting in some fender piles.

HUNTING STILL SLOW

Further reports on last week-end's hunting activities show that the deer are still running high and handsome with bucks particularly shy.

The few successful huntsmen included Dr. Cade and son who took one at Smith Island and Skipper Hinton and son who took another at Warke Channel.

Unsuccessful parties included Jack Lawrence and Bill Willisdorf who were stormbound until noon Monday at Welcome Harbor with the Argo; Dr. Alexander, Claude Kirkendal and Charlie Starr at Spiller River, and Hubert Ward and party also at Spiller River.

Copious rainfall was general and it is suspected that some of the boys chose comfort and postponed the really serious hunting stuff.

George Bryant has been trying his luck across the bay during the week but, so far, still keeps well within the bag limit. It is reported that he and Jack Judge went over on Thursday to tie one up for Tommy McMeekin to hang away at this week-end.

Aid. M. M. Stephens and Sid Hunter have also been customers across the bay but, judging from the sizes of the bags they brought home they must have been very pernickety about what they wanted.

Charlie Balagoo is being generally welcomed on his return to the ranks of the pleasure boat owners. Under his flag is now sailing the cabin cruiser Khatada, very appropriate name for Charlie, too, formerly the property of his brother Billy, who has left for the more retired precincts of the Capital City. The Khatada is 26 feet long and is powered with a 10-12 h.p. Frisbie engine.

Extensive repairs are being made to the overhead ramp leading to the C.T.P. wharves.

Powerboat "28," Capt. Alex. Saint, left on Thursday night for Stewart with a shipment of mine machinery. The vessel is due back today.

HANS BERQUIST HURT

As a result of a fall in the darkness last Friday night from the wharf at Kinahan Fur Farm a distance of fifteen feet or so to the rocks below, Capt. Hans Berquist is nursing a particularly sore right leg, which has developed infection, as well as other bruises and contusions. It is indeed trying for one of Hans' active disposition.

Powerboat Eleanor Mac has been fitted out with radio so that the intrepid nippers on board may send in a call for a scow to go out and tow the bag home. Bill Nelson, the mechanical wizard, is at the gadgets and all is well. This morning, the Eleanor Mac, Dr. Lou Kergin, Bob Blaine, Bill Nelson and Jarvis McLeod on board and rarin' to go, left for the North Arm on Porcher Island. They are prepared for anything from squirrels to elephants and even a dinosaur should be unfortunately stray along.

Freighter, Salvor, Capt. Rush, is due this week-end to Albert & McCaffery



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