

# WATERFRONT WHIFFS

## Thursday morning's storm brings to mind the urgent necessity of protection for fishing boats--new vessels arrive in port-- B. and Y. is acquisition

The early morning gale on Thursday which caused damage to the fishing fleet moored along the waterfront variously estimated at from two to five thousand dollars brought forcibly to mind the necessity of some immediate and effective action being taken toward actually providing the much promised and badly needed permanent floats and shelter for the craft upon which Prince Rupert is so dependent for its prosperity. The need for such facilities cannot be over emphasized and the demand cannot be made too strong. The fact that the monetary loss involved in such occurrences as this would hardly have to be doubled or trebled to bring the project to materialization should in itself be sufficient argument for the proper authorities to take prompt steps toward meeting a need in respect to which Prince Rupert, the Canadian Pacific coast's most important fishing community, has long enough been neglected. It is the port's most crying need at this time and one toward the fulfillment of which too much time has already been wasted.

Some twenty fishing boats sustained more or less damage when the howling gale came down from out the north, the Cow Bay floats and dry dock being the most seriously affected points. There were reports on Thursday that the total damage might go as high as \$20,000 but investigation proved such to be exaggerated. The loss was probably no more and perhaps not as high as \$6,000 although practically every boat moored at the two places was at least scratched. Quick action in getting the boats away from the floats and anchored in the harbor or otherwise sheltered prevented the damage from being much greater. Soon after 2 o'clock, the "front" was a scene of great activity as hundreds of engines were started going while the white-capped and mountainous seas fairly boiled in the darkness.

At the dry dock particularly, there were some thrilling if not alarming moments as boats crashed together and men, quickly called to the scene to protect their property or witness its destruction, leaped from craft to craft in the darkness attempting to ward off impacts and otherwise prevent damage being done. It was a fortunate thing that there were no injuries of importance sustained or even loss of life. It was an experience that the most of the boys don't want to go through again and the Good Lord only knows that they have their share of trying moments without having to have such as this imposed upon them. The fact that a strong tide was running against the direction of the wind made things even more perilous and difficult.

Damage was done to hulls, decks, rails and even cabins. Among the worst hit boats were the troller Annie; schooner Verna, Capt. Pete Thompson; and the American halibut schooner Valorous at the Cow Bay floats and the W.T. Capt. Charlie Edwards; and the Revellie of the Bradbury & Yelf fleet at the dry dock. The Bradbury & Yelf had all its boats hit at the dry dock--the Bethune, Tip Top and even the new B. & Y. Other boats damaged included the following: Cow Bay--Rose Spit, Bingo. Pair of Jacks, Tramp. Dry Dock--Margaret II., Lincoln, Ethelida, Cape Spencer. The American schooner Tahoma lost an anchor at the dry dock.

Complaint was made that some of the old "derelicts" at the Cow Bay

LAND ACT  
NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Prince Rupert Land Recording District of Prince Rupert, and situate on the north shore of Crescent Inlet, Moresby Island, Queen Charlotte Islands, in the Province of British Columbia, and being about one and a half miles from the head of the Inlet.

TAKE NOTICE that James Field, of Prince Rupert, B.C., occupation Marine Broker, intends to apply for a lease of the following described lands:

Commencing at a post planted on the north shore of South Arm of Tasoo Harbor, Moresby Island, Queen Charlotte Islands, in the Province of British Columbia, about 5 chains from the end of the Government trail; thence 10 chains northeasterly; thence 10 chains northwesterly; thence 10 chains southwesterly; thence 10 chains southeasterly, and containing twenty (20) acres, more or less.

JAMES FIELD, Applicant.  
Dated November 27, 1926

LAND ACT  
NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Oona River Land Recording District of Prince Rupert, B.C. and situate on an island in Oona River approximately opposite Block One and Two of Lot 2199, R. 5, Coast District (mostly tide flat surrounding small islands).

TAKE NOTICE that John Bergman, of Oona River, B.C., occupation fisherman, intends to apply for a lease of the following described lands:

Commencing at a post planted 300 feet north of northwest corner post of Lot 2199; thence 1,000 feet southeast; thence 200 feet westerly; thence 1,000 feet northwest; thence 100 feet to post planted, and containing ten acres, more or less.

JOHN BERGMAN, Applicant.  
Dated October 30, 1926

MINERAL ACT  
CERTIFICATE OF IMPROVEMENTS NOTICE

Juanita, Anyox, Granby, Alamo, Rodeo, Pinto, Wann Fractional No. 2, and Monte Fractional Mineral Claims, situate in the Atlin Mining Division of Cassiar District. Where located--On Wann River, Taku Arm of Tagish Lake.

TAKE NOTICE that I, Charles V. Bob, Free Miner's Certificate No. 89768, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action under section 86, must be commenced before the issue of such Certificate of Improvements.  
Dated this 1st day of January, A.D. 1927.  
H. McN. FRASER, Agent.

NAVIGABLE WATERS PROTECTION ACT  
R.S.C. CHAPTER 115

Edward Lipsett, Limited, of the City of Vancouver, hereby gives notice that he has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the District Registrar of the Land Registry District of Prince Rupert, a description of the site and the plans of wharf proposed to be built in the Harbor of Prince Rupert in front of Lot 2, Block G, Section 1, Map 923.

And Take Notice that after the expiration of one month from the date of the first publication of this notice, Edward Lipsett Limited will, under Section 7 of the said Act, apply to the Minister of Public Works at his office in the City of Ottawa for approval of the said site and plans and for leave to construct the said wharf.  
Dated at Vancouver this 11th day of December, 1926.

floats were taking up good room that might have been used by the more useful and certainly more ornamental craft.

The Yacht Club got off pretty lucky due to the energetic watchfulness of Shef Thompson and the location which was protected from this particular blow by the Union oil wharf and a handy rock. The yachts and pleasure boats sustained no damage whatever and there was hardly a line broken. The only thing lost there was a night's sleep for Shef but he cheerfully says he's getting used to such a little thing as that.

NEW BOAT ARRIVES

A new boat, which will indeed be a credit to the local fleet, is the halibut boat and packer B. & Y., built in Vancouver for Bradbury & Yelf, which arrived from the south on Tuesday. The vessel is sixty-five feet long with beam of 16 feet and is powered with a 80-90 Petter semi-diesel engine. She was brought north in sixty hours' travelling time by Don Yelf and Al Woie, the latter skipper of the Revellie. Don, who is one of the principals of Bradbury & Yelf, will remain here indefinitely now, after having resided in Vancouver for the past couple of years. The new boat will first be engaged in halibut fishing and, when the salmon season opens, will be employed in seining.

Another new boat due next week is the halibut schooner Belsac built in Vancouver for John Orrik. The vessel, of the latest and most-up-to-the-minute design, is 55 feet long and is powered with a 40 h.p. Frisco-Standard engine.

Capt. Harry Ormiston, Second Officer Jack MacAulay and other officers of the lighthouse tender Newton, will arrive back this week-end, after holidaying in the south, to join the vessel which will take up work again next week after a two week's tie-up at Digby Island. With the recommissioning of the Newton, the Birnie, Capt. Joe Peterson, will be laid up for a fortnight.

Bob Wiggins arrived in town from Cedarvale this week and is the guest of Doc Clapperton at the government wharf. Friends will regret to learn that Mrs. Clapperton is again a patient in the hospital suffering from rheumatism.

Jimmie Farquhar is not looking forward with any great heart throbs of joy to the moving at an early date of Edward Lipsett Co., Ltd., bag and baggage, into its new waterfront home. It will mean that Jimmie, redoubtable accountant of that concern, will have to set the alarm clock five minutes earlier to say nothing of creating an unseemly disturbance at the calm and peaceful Inlander with a noisy and unwilling rising. Jimmy will have to go to bed earlier and not move so much furniture during the week.

The Galt Line freighter Salvor, Capt. Rush, arrived at noon on Wednesday from the south and, after discharging three hundred tons of Nanaimo coal for Albert & McCaffery, sailed yesterday on her return south. The Prince Charles called at the Albert & McCaffery wharf yesterday to unload shingles.

STEVEDORING CHANGE

An interesting announcement was made yesterday to the effect that the recently organized Prince Rupert Stevedoring Co. is to take over the local business of the Pacific Stevedoring Co. J. H. Pillsbury, former manager of the local dry dock, who has been stationed in Victoria for the past year in the C.N.R. service, will become manager of the new concern of which M. P. McCaffery is one of the principals. Such an efficient organization should be able to capture all the business going locally.

The former American halibut schooner Lincolin, purchased by J. W. Moorehouse and E. B. Simpson after the wrecking of the vessel by a gasoline explosion in August, is being rebuilt above decks at the dry dock and will be ready for charter as a fish packer by the time the 1927 season opens.

There was a steady flow of gasboats each night during the week end and on Thursday half-holiday to the Salt Lake where splendid skating was enjoyed.

The 60 foot halibut boat, Helen II., being built at the McLean ways for Chris Hovmuller, was launched just before noon this morning. This handsome new craft will now have finishing touches done above the hull and engine installation performed in plenty of time for the opening of the 1927 halibut season.

With this vessel out of the way, Mac will immediately lay the keel for the first of three 45 foot seine boat packers for which he has contracts from the Gosse Packing Co.

Another extensive job now under way at the McLean establishment is the entire reconstruction of John Wick's halibut boat, Johanna, damaged during the fall in an explosion at the government wharf. Capt. Wick still has in view the building of a new and larger vessel than the Johanna during the coming year.

The majority of the wise halibut fishermen are already working on gear and otherwise starting on preparations for the 1927 season which opens just one month hence. Many of the boats will be on the banks by the time of

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the opening day.

MISS ALMON'S PURCHASE

Miss Mabel Almon, niece of C. O. Rowe of tank fame, will soon be a fully accredited owner and skipper. Her purchase of a neat 32 foot V-bottom Hacker model raised deck cruiser from S. P. Jones of the Digby Island wireless station, by whom the vessel was built, was recorded during the week. One of the classiest little yachts will be this boat after some alterations are made to it by the new owner. The boat, which is now lying at the Cow Bay floats, will be powered with a Ford automobile engine which will give it all the pep any lady should require. It was towed over from Digby Island on Wednesday by the Myfanwy, having been launched only on Monday.

Another vessel of the same design, size and model is now being built at Digby Island by C. W. Mellish, another one of the "sparks" across the way.

Portland (Oregon) fishing captains are lamenting over the bad guess they made last June. Because they thought the mackerel run was about over at that time they lost what might have been a big share in the profits made by their Boston and Gloucester rivals in the biggest and longest mackerel season in forty years.

Last spring when the mackerel started running north and east a few Portland seiners and gillnetters joined the main fleet out of Boston, Gloucester and New York. As the fish worked eastward, however, most of the Portland vessels figured that there wasn't much more in it for them. So they came home and fitted out for the swordfishing.

What happened after that has been the main topic of conversation in recent months in every New England port. The mackerel instead of disappearing at the usual time, kept coming. Huge fares were brought into Boston (continued on page six)

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