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Waterfront Whiffs

School of Navigation to be Reopened Here—Activity in Shell Fishing—Scrap Fishing Deferred Until New Year

Generally gratifying is the announcement made by Capt. Lionel H. Lindsay, examiner of masters and mates from Vancouver, who has been a visitor in the city during the past week arranging for the classes, that it is the intention of the government to reopen the school for navigation in Prince Rupert this winter. Classrooms will be established in the headquarters on the waterfront of the Royal Canadian Naval Volunteer Reserve and Capt. J. R. Elfert, harbormaster and port warden, will act as instructor. The classes will be opened in the very near future, a meeting having been held on Thursday night when an idea was obtained of the number of students offering. A navigation school was held in Prince Rupert two or three winters ago and was well patronized. There is no doubt that it will again prove popular, especially among the fishermen who, while the close season is on, will have the opportunity, with no cost to themselves, of qualifying as accredited navigators. Examinations will probably be held early in the spring.

There is considerable activity about Prince Rupert in crab and shrimp fishing, the market being reported to be capable of absorbing much more of the luscious shellfish than is available.

Capt. George Johansen of the troller Fox, known locally as the "Shrimp King," who is himself fishing shrimp in Tucks Inlet, has made arrangements to engage six other small boats in crabbing around Denise Arm, Skeena flats, and Metlakatla. They will start operations at once. Johansen assembles and prepares the crabs and shrimps at his headquarters on Digby Island, shipping considerable quantities to the prairies.

Capt. Claude Lee of the Koyosu is engaged in crabbing in Warke Canal, disposing of his output to the Canadian Fish & Cold Storage Co.

Prince Rupert fishermen who are interesting themselves in the possibilities of scrap fishing this winter will now defer commencement of operations until after the Christmas and New Year holiday season.

After having been out for three weeks off Dundas Island, Capt. Gus Slaney, with the boat Nuba, returned to port on December 7. Owing to unfavorable weather, Gus had little, if any, success but he plans on making another try at it after the first of the year. He is fishing for the Bacon Fisheries.

With his two-man boat Capt. Magnus Leroge left on December 9 for Warke Canal to engage in fishing for red and ling cod for the Bacon interests.

Capt. Peter Byrne, who will beam trawl for scrap fish with the halibut boat Dolphin, also for the Bacon Fisheries, has as well deferred departure until after the first of the year.

OFF TO VANCOUVER

The Prince Rupert halibut boat Cape Spencer, Capt. Richard Giske, left on Wednesday morning of this week for Vancouver where special engine work will be done on the vessel. Capt. Giske expects to return to Prince Rupert soon after the New Year.

Skipper "Scotty" Reid is another who has decided that it will pay him in the long run to have his overhauling done early before the rush starts in about January 10. He is giving his halibut boat Marguerite a thorough going over at the Ward Ways.

The seineboat packers Anna S., Capt. Eli Skog, and Zenardi, Capt. R. Gammon, have been pressed temporarily into the service of the B.C. Towage and Lighterage Co. whose service boat Salvage Princess has been extra busy of late in connection with the salvage of the steamer Catala. On Thursday, the Zenardi went out to Triple Island with Capt. J. R. Elfert, pilot for the incoming grain ship, Ainderby.

With seven local men as his guests, Capt. John Wick returned to port early Wednesday morning with the halibut boat Johanna from a five-day hunting trip to the region of Gardner Canal. The fact that each member of the party averaged two deer as well as a number of geese and ducks testifies to the success of the trip and the marksmanship of the excursionists.

The entire fleet of the Rupert Marine Products Co. Ltd. is now tied up with the exception of the power tug M.T. 3, Capt. Reg. Green, which is finding considerable work to carry out between the city and the Big Bay sawmill at Georgetown.

On Thursday the M.T. 3 brought in a scow from Georgetown containing lumber to be used in the construction of the new sawmill of the Big Bay Co. at Seal Cove.

Yesterday a scow was brought in containing a carload of airplane spruce which was shipped by the steamer Princess Beatrice this morning to Seattle.

SWORD FISHING PROFITABLE

Cape Breton fishermen are making a good bit from a fish formerly regarded as a pest—the swordfish. This year, in the short season available, 1,693 fish were shipped from the Cape Breton Island waters to U.S. markets, principally Boston. The fish weighed close to 500,000 pounds, and realized a good price.

Swordfish are regarded as a great delicacy. The flesh is firm and pinkish white, and is excellent when fried. Retail prices in Boston were said to be 50 cents a pound, with a consistently growing demand.

An unusual haul was made by one of the swordfishermen last August. The schooner Flirt, Capt. W. L. Smith, of Terence Bay, Halifax county, was fishing out of Louisburg when a monster sea turtle was sighted. Careful manoeurering brought the boat alongside, and a harpoon was plunged in its back. The harpoon failed to pierce the armour-like shell, but it caught hold, and a hot battle ensued before the monster could be hauled on board. When measured, the turtle was found to be seven feet long, five feet wide, and 1000 pounds in weight.

Mackerel have been taken in fairly large quantities on the west coast of Vancouver Island fishing grounds recently, according to reports coming from the south. Whether mackerel, which is one of the finest of edible fish, will ever be found in commercial quantities in B.C. waters is not known. The increase in the quantity on the west coast has been quite marked this year, however.

Fish eating has been responsible for an increase in the birthrate in Japan according to Josef Washington Hall, an American author, and formerly private secretary to the Chinese war lord Wu Pei Fu.

During the course of an address in Moscow, while on a visit to Russia, Mr. Hall declared that Japan had become the greatest nation of fish eaters in the world, and simultaneously the birthrate in Japan has increased. The ratio works out, he claimed, at about 400 pounds of fish for each gain in the birthrate.

Failure of provincial public works department and railway engineers to agree on plans for the structure has caused delay in the completion of the new overhead connecting the foot of McBride Street with the west end of the government wharf for pedestrian traffic. It is hoped that differences will soon be settled so that the work may proceed.

Waterfront goers miss the stairway from the east end of the ramp leading to the Canadian National wharves which was taken down some months ago when repairs to the overhead were undertaken. It was a facility and short cut which it is hoped will be replaced before long.

LANDSMAN ON HALIBUT BANKS

(By Howard White)

The skipper locates the boat on the "spot" where gear is to be set and gives the word to throw the gear. Pole and buoy are then thrown into the water alongside, with the boat running full speed; the coiled buoy line is thrown out with a peculiar twisting motion which spreads the coils; the anchor is put overboard, and the gear commences to run out through the chute. The action of the gear running out snaps the baited hooks in an arc, up and over the chute. The hooks going out are unpleasant things to get caught on: it is said that a fisherman was once so caught under the chin, and either jumped or was pulled overboard. As he was alone on deck at the time, the accident was not discovered until the line had run out, and the man had long been drowned before the line could be hauled and his body recovered.

While one skate is running out, the bottom end is attached to the upper end of the next skate, while the buoy line, anchor, glass float, buoy and flagpole are got in readiness to attach to the last skate. As the end of one skate is about to pass over the chute, the next is shoved into position under the chute, timed so that there is no perceptible break in the passage of the hooks. While the last skate runs out, the anchor, buoy line, etc., are prepared to go overboard, going in reverse order to those at the other end: the pole being thrown last.

Helping to prepare and throw out the buoy line was one thing the "lubber" was finally allowed to do, and he felt pretty cheap once, when he attached the line to the second flag-pole in the rack where these are kept, and at the word from the skipper he threw out the first pole, with no line attached: but his chagrin was lightened next day, when one of the "regulars" did the same thing.

Strings of gear are set either end to end, side by side or perhaps only one on a "spot", depending on the formation and extent of the "spot" where the "set" is made. The gear is given from two to three hours' "soak," or possibly an all-night-set, before being hauled in. Locating "spots" with the sounding-lead is quite a technical part of halibut fishing, as it is necessary to know the location, extent and formation of the grounds in order to set the gear efficently; and much depends on the skipper's interpretation of what comes up in the tallow of the lead. The bank is located, whenever possible, by taking cross bearings on points ashore. A log is kept of landmarks, etc., and much information is constantly checked up by the skipper, who notes carefully where good fishing commences and ends. The whole responsibility of operating the boat and getting fish is borne by the skipper.

What is known as "live" bottom is where there are plenty of fish of any kind—where the bait is eaten; "dead" bottom is where bait comes back on the hooks.

(To be continued)

LICORICE IN EGYPT

Licorice, the oldest confection, was eaten three thousand years ago by inhabitants of Egypt living in the vicinity of the Tigris and Euphrates rivers, and their manuscripts make reference to the growing of the root.—The Mentor Magazine.

NAVIGABLE WATERS' PROTECTION ACT.

Revised Statutes of Canada, Chapter 115

BRITISH COLUMBIA FISHING & PACKING COMPANY LIMITED, HEREBY GIVES NOTICE that it has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the Registrar of Land Titles at Vancouver, British Columbia, a description of the site and plans of a cannery, cannery wharf and perquisites thereto, proposed to be built on the lands covered with water fronting on Lot 1295 and Lot 1485, Range 3, Coast District, in the Province of British Columbia, which said Lots are situate at Johnson Channel in the said Province.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, British Columbia Fishing & Packing Company 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 cannery, cannery wharf and perquisites thereto.

DATED at Vancouver, B.C., this 15th day of November, 1927.

JAMES H. LAWSON,
1318 Standard Bank Bldg.,
510 Hastings St. W.,
Vancouver, B.C.
Solicitor for the said Company.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the Administration Act; and
In the Matter of the Estate of Robert Rudd, Deceased, Intestate.

TAKE NOTICE that by order of His Honor, F. McB. Young, the 1st day of December, A.D. 1927, I was appointed Administrator of the estate of Robert Rudd, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 3rd day of January, A.D. 1928, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

NORMAN A. WATT,
Official Administrator,
Prince Rupert, B.C.

Dated the 3rd day of December, A.D. 1927.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the Administration Act; and
In the Matter of the Estate of George Clifford Adolphus Wilson, Deceased, Intestate.

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NORMAN A. WATT,
Official Administrator,
Prince Rupert, B.C.

Dated the 3rd day of December, A.D. 1927.

28-27

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Vests to match $1.25
Novelty Hand Embroidered Swiss and Irish Handkerchiefs, boxed 3 in a box, ... 35c, 50c, 75c, $1.00, $1.50
Boxed Garter and Handkerchief Sets, assorted shades, per set $1.00
Deep Shadow Proof Princess Slips, assorted shades and sizes $2.95
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