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Disaster Befalls American Halibut Fleet—Dog Fishing Operations Continue Steadily—Many Hunting Parties Being Planned

The closing days of the season are being marked with disaster at least as far as the American halibut fleet is concerned. Storms at the first of the season caused the loss of several boats. Now the turbulent fall weather on the banks has resulted in loss of life, two fatalities having been reported during the past week.

Both casualties occurred on the Yakutat banks where mountainous seas swept the men overboard. A giant wave caught John Johnson and Carl Avestad off the deck of the American schooner Marmot, the former never being seen again while the latter was fortuitously rescued.

Adolph Anderson was swept off the deck of the Gladstone, also American, and, despite the efforts of Capt. Thorwick and his men to effect a rescue, he too was lost. Both victims were Seattle men, the latter being quite well known in Prince Rupert. He leaves a widow and family to whom general sympathy will be extended.

With the close season now but ten days distant, most of the halibut vessels now landing their catches here have made their final trips of the year.

Canadian vessels are tying up at Prince Rupert for the winter while American boats proceed to their home ports in Puget Sound or on the Alaska coast.

Some of the larger American vessels are proceeding direct to Seattle with their catches.

One of the last home coming boats of the Prince Rupert fleet will be the Johanna, Capt. John Wick, which landed a catch this week and has been out-

LAND ACT

NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Prince Rupert Land Recording District and situate on the southwest corner of an unnamed bay on the south bank of Port Chantal, Graham Island, Queen Charlotte Islands, in the Province of British Columbia.

TAKE NOTICE that Arthur Robertson, of Massett, B.C., occupation a lumberman, intends to apply for a lease of the following described lands:

Commencing at a post planted about one chain westerly from the mouth of an unnamed creek flowing into an unnamed bay on the south bank of Port Chantal, Graham Island, Queen Charlotte Islands, Province of British Columbia; thence 4 chains southerly; thence 16 chains easterly; thence 4 chains northerly to the shoreline; thence following the shoreline to point of commencement, and containing 3 acres, more or less.

(Signed) A. ROBERTSON, Applicant. Dated October 6, 1927.

LAND ACT

NOTICE OF INTENTION TO APPLY TO LEASE LAND

In Queen Charlotte Islands Land Recording District of Prince Rupert, and situate at Jedway Harbor, Moresby Island, Q.C.I.

TAKE NOTICE that Millard Packing Company, Limited, of Vancouver, B.C., occupation Packers, intends to apply for a lease of the following described lands: Commencing at a post planted at the northeast corner of Lot 88, Q.C.I.; thence northwesterly and along high water mark 18 chains, more or less, to a point N. 56 37 E. from the N.E. corner Lot 140; thence north 56 37 E. 1-5 chains, more or less, to low water mark; thence southeasterly along low water mark to a point N. 56 37 E. from the location post; thence 2.2 chains, more or less, to the point of commencement, and containing 5 acres, more or less.

MILLARD PACKING COMPANY, LIMITED, Applicant. Dated September 7, 1927.

NOTICE

IN THE MATTER of an application for the issue of a Provisional Certificate of Title for the East half of Lot 2027, Cassiar District, said to contain 320 acres, more or less.

Satisfactory proof of the loss of the Certificate of Title covering the above land having been produced to me, it is my intention to issue, after the expiration of one month from the first publication hereof, a Provisional Certificate of Title to the above land, in the name of MADELINE MINTON. The original Certificate of Title is dated the 30th September, 1913, and is numbered 44701.

Land Registry Office, Prince Rupert, B.C. 17th October, 1927. H. F. MacLEOD, Registrar of Titles.

LAND ACT

NOTICE OF INTENTION TO APPLY TO LEASE LAND

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

TAKE NOTICE that Somerville Cannery Company, Limited, Vancouver, 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 1571, Q.C.I.; thence east 90 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, 1927.

Wood

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the engine of his little powerboat "Pup," in which he was starting out to go from town to Digby Island, broke down and he started to drift helplessly across the harbor. His plight was observed from the headquarters of the B.C. Towing & Lighterage Co. and the manager, Paul Armour, dispatched the harbor boat Salvagee to his aid.

Just as he was nearing the rocks near the mouth of McNicholl Creek, where his boat would undoubtedly have been broken to pieces, the salvage boat got a line aboard and a safe return was made to this side of the harbor with Dick a scared but a wiser man.

B. C. Towing & Lighterage Co.'s powerboat Naas River made a trip to Dominion and Inverness canneries on Thursday with Mr. Kerr, Seattle scrap and junk buyer.

Having moved the Naas River and its fleet alongside the main dock on the east side, the B.C. Towing & Lighterage Co. has put in a new approach which will also serve the C.N.R. Yacht Club whose old approach will not be taken down.

The B.C. Towing & Lighterage Co.'s big power tug Salvage Princess, which went down for a tow of logs from Morgan's camp for the Seal Cove Lumber Co.'s sawmill, has been weather-bound most of the week at River's Blight.

Well! Johnny Wilson did not get skunked on his first bird-hunting trip of the season even if for a while he thought he was going to be. It happened this wise; the rest of the party went around by land to the head of a bay while Johnny came along the beachline in a rowboat. Everything was going nicely and Johnny was proving himself to be something of an oarsman as well as a coachman when a white bird loomed up on the landscape. There was a mad scramble as Johnny plunged overboard to get a steady footing and sure aim as well as soaking wet but Johnny brought down the bird. Much to his disgust, he discovered as he thought that it was only a seagull. As they started home, other members of the party told of a fine bird they had captured and Johnny wondered, nay finally became convinced, if his was not also a white Mackenzie River goose. Steps were retraced and, sure enough, it was found that Johnny's was indeed one of these specimens. So Johnny didn't get skunked after all.

Capt. B. C. Marsh, former harbor master here, is reported to be investigating the possibility of establishing a new concern here for the buying and shipping of cod fish during the winter. Such a venture would seem to have good possibilities, particularly during the close season on halibut. Fish are abundant and, it is believed, would find a ready market.

Capt. Larry Thomson of the Federal Pilots of British Columbia is accompanying the freighter Fishpool to Union Bay where it will follow the completion of loading yesterday a full cargo of grain at the local elevator for the United Kingdom or continent. If Capt. Thomson does not return in time, it is probable that Capt. J. R. Elfert, harbor master, will handle the next grain ship, King James, which is due about November 10.

Galt Freighter Salvor, Captain Rush, was in port on Monday from Vancouver discharging over the Albert & McCaffery wharf a cargo which included tile, steel and contractor's equipment for the business block being erected for Oiler Besner.

Many Indian boats, bringing delegates to the Anglican Church Army conference which was held in the city this week, have been tied up at the Cow Bay government floats. The proceedings concluding on Thursday night most of the visiting boats have left by today for their various village homes in the district.

DOG FISHING

Dog fishing operations for the Rupert Marine Products reduction plant continue satisfactorily. Boats during the past week have averaged better than a ton each per day, these being small boats with limited gear equipment. Some of the smaller halibut boats may engage in the industry now that the close season is approaching for it is believed that vessels with nine to ten slaves of gear can make large hauls. Headquarters camp is still located on Dolphin Island at the far end of Ogden Channel.

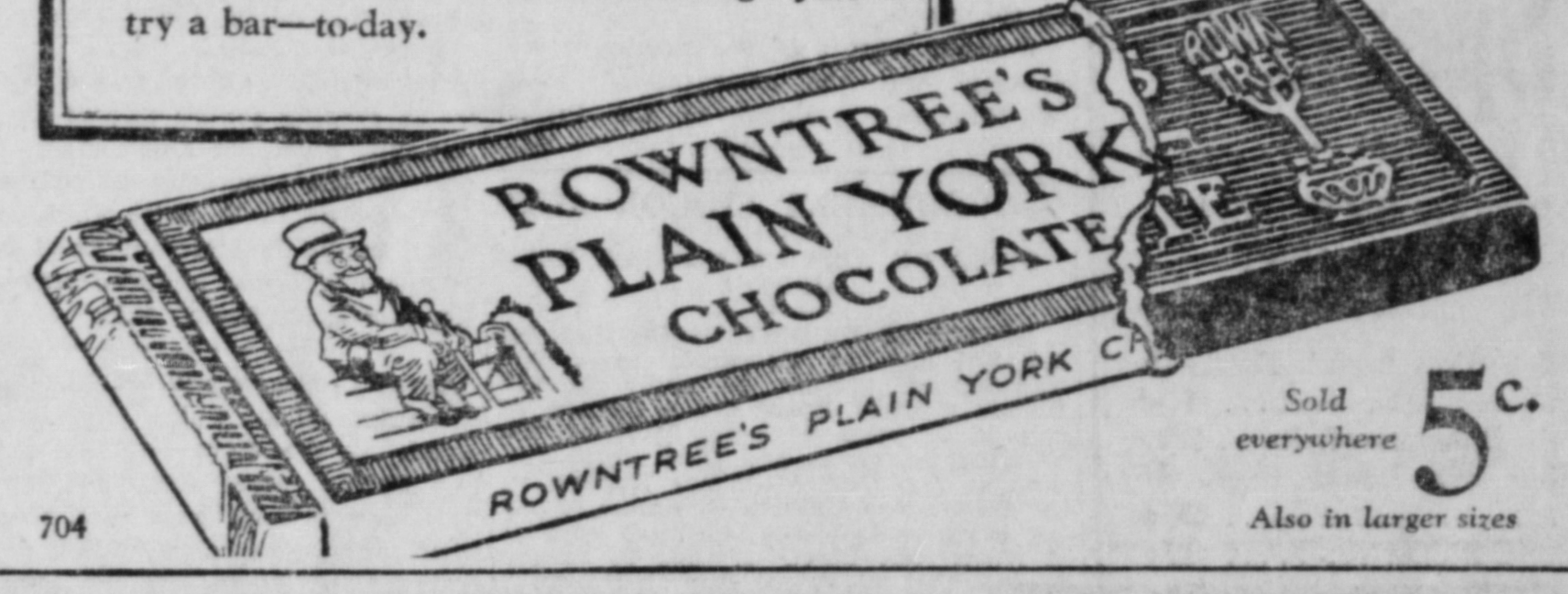
With better weather in prospect, many hunting parties are being arranged for the Thanksgiving holiday week-end. Some of them will make departure tonight to visit rather far removed fields. With snow coming down on the hills conditions are better for the pursuit of deer but the most of the parties will be in quest of the wily ducks and geese.

George Bryant and Billy Pull'on took a Thursday afternoon jaunt across the

Certainly, she can have another!



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harbor after deer. It is not known whether Billy invited the mayor along.

Acting Director H. N. Brooklesby and Louis Smith of the Fisheries Experimental Station have been making a number of trips to the Tucks Inlet reduction plant engaged in research work in connection with the dogfish reduction operations there. The trips have been made in the station's powerboat Surveyor which somebody says would look better if the government made an appropriation with a view to having it painted.

P.R.B.H. powerboat Pachena, Capt. Harvey Dumas, which made a trip to Anyox on Monday with freight, took the provincial public works engineer on a trip to Porcher Island yesterday. The "28," Capt. Alex. Saint, also went to Porcher on Friday, having on board the mines inspector who gave the Patterson mine the once-over. Boats of the P.R.B.H. fleet have been busy recently taking supplies to the government road camp near Galloway Rapids.

Rebuilding of the burned seineboat K and S, which the Prince Rupert Boat House recently purchased, is proceeding with Bob Thomas in charge of operations. On completion, it is likely that the vessel will be renamed "29." Captain Swanson has absolutely run out of originality as far as nomenclature is concerned.

P.R.B.H. gravel scow, which has been tied up for the past month undergoing installation of a new engine and which, it is expected, will be ready to resume operations on Monday. A number of trips will be immediately made to the Skeena River.

AN INTERESTING TRIP

Though no game was got, it was a trip not lacking in excitement which the Edac had last Saturday night. Fresh with her new crankshaft and a general overhaul and with Skipper Doc Cade, Rupert Benson and two boys on board, departure was made about 9 p.m. under auspicious conditions which, as it turned out, however, were not long to be. As Miss Edac turned the corner around the Prince Rupert cannery, her wings gave a sudden flutter and she laid right down on the job. Examination of spar plugs and other gadgets showed positive reaction of water and no matter how many replacements were made the result was the same. It was a dark night with an adverse tide running but, nevertheless, Ben realized that duty called his two strong arms so soon the dinghy set out and in the wee sma' hours finally reached the Cold Storage plant. There the town's best taxi was called into commission and Ben soon reached the Yacht Club floats, bent of bringing Poinsettia to the rescue. But a sudden shower of rain came down and Poinsettia went out. Central was

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