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Waterfront Whiffs

Winter Quiet Sets in Along Waterfront—Boats Will be Overhauled and Many Engine Changes Contemplated—Halibut Catches Nearly all in

The close season for halibut and most everything else, as a matter of fact, has now set in and somebody has suggested as an act of mercy for the man in charge that there also should be a close season for Waterfront Whiffs. That would be very nice, all right, but we can't accept the suggestion for we'll have to keep going to wish the boys a Merry Christmas and Happy New Year and that will be half way to open season again. Accordingly, it seems there will be no rest for the wicked in which class newspapermen all and sundry, according to most accounts, rightly belong. So it looks as if we shall have to carry on fearfully for the future three months but hopeful, however, in the knowledge that for several years we have managed to pull through. At that the forthcoming winter of 1927-28 will have to be a pretty tough one to down us providing always, of course, that the outfit doesn't go bust, the shop haywire, the old check book short of funds for Christmas cheer, or the police don't come and shut us down. Yes, sir, she's a great life, and it's a wonder somehow how we get by in the minds of fellows like our mutual friend, Claude Ketchum and a few others who are very brave but don't want everybody to know it. Nevertheless, we're still going strong, a good deal stronger, perhaps, than some of our friends would like us, so here goes, and may this winter be no tougher than its predecessors have been.

The entire staff of the Suga boatshop has been busy this week rushing work on Ald. M. M. Stephens' powerboat Vera S. Frye which is undergoing extensive remodeling. The main feature of the new work is the installation of a raised deck. The boat, which has already given years of good service, will be one of the most commodious and handsome in the harbor on completion.

H. B. Stiles slipped one over the staff of the Star Welding Works this week when a big crate arrived on the scene containing a brand new lathe. The boys had not been consulted with regard to the obtaining of the new equipment and the head foreman is reported to have been grievously offended, choosing, however, to call it an oversight and let it go at that.

HALF ACRE LOTS

Half acre lots on the government's Digby Island subdivision are attracting the magnates of the fishing fleet, preparation of some offering something for the boys to do during the close season. With Skipper Andrew Petersen and Ole Alvestad on board, the halibut boat Brant left Thursday afternoon to institute clearing operations for Charlie Petersen, the owner. John Hanson of the troller Annie has two carpenters engaged in building a house on one of the lots where he

will take up future residence. The Annie is now engaged in crab fishing for Joe Johansen of Fox fame, local shrimp king.

Before finally tying up for the winter many of the halibut boats have been or are on hunting trips.

Skipper Scotty Reid returned aboard the Marguerite on Friday morning from a trip down the coast. The party included members of the boat's crew and Don Brown, the electrical wizard. The group showed that it could hunt as well as fish by bringing home a bag which consisted of seven deer, two geese and a dozen or so ducks. This will take care of the butcher meat problem for a few days at least.

The Spindrift, Capt. Moose McLean, left on Wednesday morning for Estevan Island on a ten day hunting trip. The party included John Johnson and Chester Levitt. On return of the Spindrift, Dunc Kennedy and Jack Boddie will take her out for a trip.

With Capt. John Wick and party on board, the Johanna left on Thursday afternoon for a hunting trip down the coast while the Tern, with Capt. Nels Petersen and party, left on Tuesday. Both parties expect to be away four or five days.

The advent of the close season also marks the disbandment for the winter of the Fish Exchange rummy league. While this is not considered the most ideal of summer sports, the various members got a great kick out of it and there were many hectic sessions.

NOT MUCH TRAVELLING

It looks as if there will be not so much travelling abroad for the halibut boys this winter, probably because the season was not such a wonderfully profitable one from the standpoint of finances. However, some of them are getting away.

Jack Molvar, part owner of the Cape Spencer, is leaving within a few days to spend the winter in his native heath of Norway.

Dan Petersen of the crew of the Cape Spencer is also contemplating a trip to the Old Country and it is possible that he may not return to Prince Rupert. His many friends would re-



From Baby's birth test out its worth.

Capt. Lew Kergin, who ought to know for he has practiced with the reefs long enough, states that there was no need of those boats going aground near the Catala wreck last Sunday. The rocks in question are well known to most navigators on the coast and have been there for several years to his knowledge. Of course, Lew never hits any rocks. Undoubtedly, some of those who have sailed with him will vouch for that.

Prince Rupert Boat House powerboat, Pachena, Capt. Harvey Dumas, having on board the district engineer for the provincial department of public works, left on Tuesday for Kitimaat. It was expected that return to port would be made by the end of this week.

Capt. Nels Roberson is having the halibut boat Torberg partly rebuilt by O. Rosang at Lewis Island. The stem is being renewed and the vessel will be given a thorough overhaul.

At the same point extensive work is to be undertaken on Capt. Pete Wold's Foodie which will have a new focse and stern put in. The vessel is now being torn down with a view to starting the rebuilding very shortly.

IMPORTANT MEETINGS

All fishermen are taking a deep interest in connection with the forthcoming conferences which will be held early next week on the occasion of the visit here of the International Fisheries Commission. The decision to change the venue from the city council chamber to the larger premises of the Moose Hall is probably well justified for there will, undoubtedly, be large attendance at both sittings. The halibut meeting will be held Monday night and the salmon meeting Tuesday night. Both meetings will be open to discussion and those concerned may be expected to take full advantage of the opportunity presented to express their views.

The commission will arrive some time during Monday aboard C.G.S. Malaspina from Ketchikan. The commissioners expected include J. P. Babcock, chairman, W. A. Fourn, director of fisheries for the federal government, and W. F. Thompson, director of investigations. Major J. A. Motherwell, chief inspector of fisheries, will also be with the party.

Improvements are being instituted by Edward Lipssett (Prince Rupert) Ltd. on the ways tributary to the company's premises. Rocks are being placed underneath to support the cradle. Albert Frebourg being in charge of the job. The company's floats have been removed for the winter.

The powerboat Laura F., with George Frizzell and son, Bob, in charge, very nearly figured in another sinking role on Tuesday. The vessel had on board a deck cargo of ice and potatoes to take down to the grain ship King James and was completing loading at the Union Oil Co.'s wharf, when she took a dangerous tilt and showed all the symptoms of turning over. Fortunately the cabin was caught by the float and the movement was thus prevented until the cargo was adjusted. As it was, a quarter of beef and a large cake of ice are reported to have been lost overboard.

The American registered halibut boat Cedric, owned by Dr. W. T. Kergin of this city and skippered by Capt. Henry Henriksen, left on Sunday for Petersburg where she will spend the winter and where Capt. Henriksen is having a new boat built. It is understood that the Cedric will appear under a new master next season.

The fish packer Lincoln, having on board the owner, J. W. Moorehouse and party of friends, was one of the boats making the trip out to the Catala wreck on Sunday last.

The combination seineboat and packer Jedway, well known in local waters, has been purchased by the Massett Cannery for use in connection with the cannery at Massett and with John Dybhavn, one of the principals of the cannery on board, arrived in Prince Rupert on Tuesday night after an uneventful three day voyage from Vancouver. The vessel, which was purchased from K. Ota of Vancouver, is sixty feet long with 15 foot beam and derives power from a 50 h.p. Frisco-Standard engine. She was built in 1912 at Steveston. Captain Hartlin of the

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company's boat Delphinium navigated the Jedway from Vancouver. She will be tied up here for the winter.

Before boarding the Jedway at Vancouver, Mr. Dybhavn had been on his annual business visit to points in Eastern Canada and the United States. He was also a member of the British Columbia delegation which took up salmon fishery matters with the authorities at Ottawa.

ENGINE CHANGES

Several engine changes are planned during the winter for local fishing boats.

The Canadian Fish & Cold Storage Co. is putting a 60 h.p. Fairbanks-Morse motor in the Chief Legate in place of a 40 h.p. Frisco-Standard engine which will go to the Fredelia to take the place of a 30 h.p. Standard. In the new halibut boat Signal, own-

(continued on page six)