

Waterfront Whiffs

Accident Causes Gloom Along "Front"; Currie & Son to Build Port Simpson Wharf; American Halibut Landings

Gloom has been cast over the local waterfront—particularly in hunting circles—this week over the untimely accident at Hartley Bay on Tuesday night which was assumed to have resulted in the death by drowning of Ed. Gibbons and Thor Johnson, both of whom were as well known and popular along the "front" as they were throughout the city. There has been much conjecture as to the exact circumstances of a tragedy which cost the lives of two men who were usually quite at home upon the water as ashore. It seems that hardly a year can pass without some serious accident in the ranks of the nimble rods. This tragedy is accentuated by the fact that it took two such well known men as Ed. Gibbons and Thor Johnson. Their exact fate will possibly never be known but the memory of two such dead game sportsmen will remain green for many a year to come. For the relatives, the deepest of sympathy is felt by all.

The reduction plant of the Rupert Marine Products, Ltd. at Tucks Inlet was closed down for the winter last Saturday and will not be reopened until after the halibut season starts on February 15. Meantime, a campaign of repair is being carried on at the plant.

The R. M. P. power tug M. T. 3, flagship of the fleet, is now undergoing an overhaul, after which she will be tied up for the winter. The tug F. H. Phippen was kept in operation throughout the winter. The smaller Tide Rip and Cumshewa are also tied up.

The local halibut boat Cape Beale, Capt. Edgar Arnett, sailed Wednesday night for Vancouver. Vessel and crew will spend the winter in the southern metropolis.

Capt. Nels Peterson is understood to be contemplating the changing of power in his local halibut boat this winter from gas to diesel. The vessel is at present tied up at the F. E. Hunt, Ltd. floats.

Norman L. Freeman, local representative of the International Fisheries Commission, left today on the Princess Mary for Juneau, where he will spend a day or so on commission duty. Returning here next Wednesday, he will proceed the week following to Seattle, where he will be stationed at commission headquarters until after Christmas, when he will go out to the halibut grounds with the scientific staff on the schooner Dorothy.

The winter quiet has set in along the waterfront following the closing of the halibut season. About all that is going on at the fish houses just now consists of a little putting in shape for the big holiday season. The boys are as usual exchanging yarns in the various favorite haunts. Every now and then, these conversations take on the appearance of a mass meeting with occasionally the necessary earnestness.

Capt. Mingo Soriano left on Thursday morning with the halibut boat Summer for Seattle where the winter will be spent. Mingo didn't have such a very good season this year but hope springs eternal and he'll be back again bright and early next spring.

The trolling boat J. and N., which belonged to the late Jack Beale, who lost his life two or three weeks ago in a fall from a wharf on the local waterfront, was sold this week by the official administrator to M. Campbell of this city. The vessel is 32 feet long and is powered with a 12-14 Automatic engine. The price is reported to have been \$400.

American Landings	
Following are the number of trips and aggregate amount of fish that has been landed by American halibut boats at Prince Rupert during the season just closed:	
Trips	Total Catch
Norma J.	1 4,000
President	3 37,000
Alitak	1 7,000
Anna J.	12 195,500
Augusta	13 168,500
Argow	7 208,500
Altea	6 252,000
Akutan	6 210,000
Atlas	8 204,000
Atlantic	9 226,000
Albatross	5 137,500
Actor	1 2,600
Arctic	2 35,000
Avona	1 10,000
Attu	3 121,000
Bravo	7 57,000
Betty	10 108,000

Baltic	7 107,000
Brothers	10 124,500
Brunvol	11 284,500
Bonanza	6 137,000
Brisk	3 80,000
Bolinda	4 52,000
Blanco	1 10,000
Cedric	3 46,000
Constitution	8 199,000
Coolidge	9 191,000
Columbia	8 230,000
Chum	4 33,000
Caroline	1 6,000
Celtic	7 248,500
Cora	9 36,100
Chelsea	5 175,000
Charlotte	4 21,000
Clipper	2 97,000
Discovery	1 5,000
Democrat	8 157,000
Defense	4 54,000
Doric	7 272,000
Dalco	2 6,800
Don Q.	3 23,000
Daily	6 124,000
Eagle	8 272,000
Electra	8 245,000
Eldorado	9 313,000
Excel	9 170,000
Eureka (Ketchikan)	7 46,000
Explorer	8 228,000
Eastern Point	13 57,500
Eureka (Tacoma)	10 79,000
Eidsvold	1 8,000
Estep	3 29,500
Foremost	7 351,000
Flattery	8 58,000
Franklin	5 139,000
Gloria	4 49,000
Glacier	12 143,500
Grayling	7 109,500
Tordenskjold	1 7,000
Gony	2 18,500
Garland	7 51,000
Gjoa	7 61,000
Grant	6 159,500
Hi Gill	10 98,000
Hazel H.	14 193,000
Havana	6 295,000
Hilda	8 48,000
Happy	6 68,500
Helgeland	6 146,000
Ilene	7 176,000
Irene	7 159,000
Ithona	6 129,500
Ivanhoe	6 97,900
J. P. Todd LL	9 106,500
Jack	17 68,400
June	3 18,500
Kanaga	9 315,000
Kanatak	4 101,000
Kennebec	6 47,000
Kodiak	2 49,000
Lansing	11 141,000
Lenore	8 111,500
Liberty	5 120,000
Lituya	7 133,000
Lavera	2 12,000
Leviathan	8 139,500
Lindy	8 247,000
Lumen	10 85,500
Middleton	8 126,000
Majestic	9 251,500
Mars	8 82,000
Marmot	6 193,500
Mildred II	1 5,000
Mitkof	4 131,000
Madeline J.	2 9,500
Muria	2 30,000
McKinley	4 178,000
North	11 321,000
Nordic	9 238,500
Norland	6 126,500
National	1 18,000
Nordby	5 157,000
Northern	3 85,000
Onah	17 183,000
Omaney	5 127,000
Portlock	9 275,000
Pacific	6 238,000
Prosperity	8 156,000
Pierce	10 88,000
Fairway	2 22,000
Paragon	5 186,000
Peggy	2 16,000
Polaris	6 187,000
Pioneer	4 183,000
Panama	6 180,000
Reliance I	18 237,000
Reliance	12 99,500
Rainier (big)	9 198,000
Rainier (small)	13 86,400
Radio	4 146,000
Resolute	6 167,000
Reform	3 26,000
Rambler	4 34,000
Rival	3 26,500
Sentinel	12 252,000
Star	9 92,500
Sherman	15 219,000
Summer	6 154,500
Sitka	7 235,000
Sirius	6 68,000
Sun'de	1 12,000
Superior	5 103,000
Seymour	4 105,000
Seattle	6 218,000
Senator	7 166,000
Sunset	8 242,000
Sea Bird	4 72,000
Spray	3 54,000
Teddy J.	13 192,000
Tyee	6 76,500
Thelma M.	7 57,000
Tahoma	13 158,000
Tatoosh	4 83,000
Thor (small)	9 44,500
Thor (big)	3 81,000
Thelma II.	1 5,000
Uranus	1 10,000
Urania	3 52,000
Unimak	7 63,500



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News of the Mines

AROUND PRINCE RUPERT
Winter Program for Georgia River Gold; Extensive Developments at Silverado; Independence to Work All Winter

The winter development program is now well under way on the Georgia River gold mine in Portland Canal down from Stewart and eighteen men are employed under the foremanship of Bert Shearme. The immediate objective is the extension of the tunnel on the main vein to its intersection with the southwest vein at depth from which a drift will be run both ways on the latter. This will give a further depth on the main vein of over 200 feet. The work is being rushed with two shifts underground. Everything is in good shape for continuous underground development on this well known high-grade gold property and future developments will be watched with much interest. The new road from tidewater to the mine has been used to take winter supplies into the property.

Big developments by the Premier Gold Mining Co. on the Silverado at Stewart are looked for in the near future. During the past season a thorough surface and examination of the surface has been continually in progress and a first-class winter camp has been established. A long 1000-foot tunnel was started some time ago for the purpose of cutting at an approximate depth of 500 feet the rich surface showings located last year and is now well in, working two shifts. To meet developments, a power line is now being strung from the company power plant at the mouth of Marmot River to the mine, a distance of little over three miles. The Silverado is one of the most isolated properties in the Portland Canal district. Being situated right on tidewater, transportation problems are practically negligible.

Supplies are being sent up hill from Stewart for the Independence property, upon which development will be prosecuted winter by the Revenue Mining Co. The No. 2 tunnel, which was on 300 feet under the old road will be continued and from 1000 feet of work will be done here. This will include a foot cross-cut to tap a big showing disclosed by a diamond where the core showed ruby ver and grey copper.

Prince Rupert experienced its coldest weather as yet this winter. The thermometer at the Dominion meteorologist Digby Island registered only degrees of frost but it was baby colder than that on side of the harbor.

Mrs. George Hill jr. and family will sail tonight on the Charles for Massett where they will visit Mrs. Hill's parents and Mrs. Frank Ward.

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