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Waterfront Whiffs

Number of Halibut Boats Already Tied Up—Newington Overhaul Nearing Completion—American Boats Have Trouble

Though the season has yet nearly two weeks to go, several local halibut boats, particularly the smaller ones, are already tied up for the winter. Few of the Prince Rupert boats will make more than the trips they are now on. The curtain is ringing down on a season which for the most of the operators has been a profitable one in spite of the fact that here and there, as usual, a few complaints are to be heard from those who, for some reason or another, have not been as fortunate as most. Prices during the latter part of the season, at least, have been generally satisfactory, compensating to some extent for earlier conditions which were not so good. Shortage of cold storage stocks are reflected in the better prices which have been paid of late and this should also augur well for next year, at least as far as the fishermen are concerned.

Boats now tied up include the D.N.T., which has latterly been operated by Capt. Peter Meuse who purchased her during the summer from Capt. Jim Parsons and which during the season landed a total of 71,900 pounds in thirteen trips. The Edward Lipsett, Capt. Martin Johnson, is also through, having landed 118,500 pounds in eighteen trips. The Fanny F., Capt. Jim Batt, has made fifteen trips and hauled 103,500 pounds, the H. and R., Capt. Bob Shrubbsall, 12 trips and 56,000 pounds; Ingrid H., Capt. Charlie Lundquist, 16 trips and 118,000 pounds; Joe Baker, Capt. Clarence Campbell, 11 trips and 55,500 pounds; Margalice, Capt. Jack Christiansen, 15 trips and 66,900 pounds; Morris H., 14 trips and 134,500 pounds; Scrub, Capt. Dolf Prince, 17 trips, 188,500 pounds; Viking I, Capt. Harold Erickson, 19 trips 170,500 pounds; Verna, Capt. Pete Thompson, 13 trips, 58,800 pounds; and Volunteer, Capt. Mike Jensen, 9 trips, 43,300 pounds. The largest local boat so far to tie up is the Livingstone II, under command of Capt. E. C. Tibbitts for Capt. Tony Martinsen, which has brought in 96,000 pounds in the seven trips she has hauled at this port in 1926.

Extensive Overhaul

Captain Harry Ormiston expects to be at sea again in about ten days' time with the lighthouse tender Newington which has been in the local dry dock for the past month undergoing extensive over-

haul and repairs. The vessel has been provided with new decks almost throughout and the installation of a new foremast has also been included in the work.

Having as his guest, Capt. Pete Thompson of the Verna, Capt. Jack Christiansen left on Thursday noon with his halibut boat Margalice for a hunting trip to Porcher Island. The doughty huntsmen expect to return to port early next week.

On her way here with a catch, the American halibut schooner Seymour lost her propeller and was towed into Ketchikan on Wednesday. Repairs are being effected at the Alaska port and the vessel will make another trip to the grounds before proceeding to Seattle to tie up for the winter.

George Rogers' new heating plant at the Star welding establishment is reported to be a howling success. The smoke has been trained to go up the chimney as well as a little of the heat to show the concern's generosity to the public. It is said, however, that the Cow Bay insurance rates may be boosted as a result.

Six American halibut vessels landed 165,000 pounds of fish at Ketchikan Wednesday, receiving 11 1-4c and 7c to 12c and 7c for freezing. The McKinley had 55,000 pounds and other boats were the Sunset, Marmot, Atlantic, Helgeland and Columbia.

Marmot Has Accident

The American halibut boat Marmot, Capt. Ernie Larsen, is out of commission for the rest of the season as a result of an accident on the fishing grounds this week when she broke her crank shaft. The vessel was towed into Ket-

chikan by the Atlantic and will be repaired there as soon as the required new part can be obtained.

The American motorship freighter Dorothea arrived in port from Alaska at 3 o'clock Thursday afternoon and loaded from the Big Bay Lumber Co.'s sawmill at Seal Cove 65,000 feet of clear spruce lumber for Seattle where it will be transhipped to England. The lumber is loaded from scows near the rail booming grounds.

Slow progress is being made with the collection of subscriptions for the proposed local co-operative halibut marketing organization but the promoters still have hopes for the ultimate success of the project. To date, Capt. Chris Hovmuller and Howe & McNulty head the list with contributions of \$200 each. Local business men, as well as fishermen, have pledged subscriptions but the list is to this date featured by the number of "goose eggs" upon it. The list is posted in the store of Edward Lipsett (Prince Rupert) Ltd.

Bacon Fisheries announces its intention of taking red and ling cod throughout the coming winter, the same to be used in production of the concern's popular smoked delicacies. It is understood that some of the local halibut boats intend to take advantage of this market and continue fishing operations during the winter.

Bill Still Here

Bill Shrubbsall, pioneer fish curer of this city, who arrived several weeks ago from Ketchikan, is still in town. While Bill is awaiting the outcome of a proposition that has been offered him in Minneapolis, it is said that he may decide to relocate here.

Two or three unexpected explosions in the course of Lieut. H. N. Brocklesby's lecture at R. C. N. V. R. headquarters on Monday night gave Petty Officer Instructor Young an attack of jumps from which he is yet hardly recovered. Lieut. Brocklesby's discourse on explosives was a fitting following up to "gas" attack of Lieut. D. B. Finn the week previous.

Jokes aside, an interesting program of lectures has been arranged for the naval men during the coming winter, each of the officers being billed to speak once or twice. Next Monday night Petty Officer Daves will take "submarines" as his subject and the week following Engineer Lieutenant will start a series on internal combustion engines. Later Lieut. Walter Hume will speak about "The British Navy."

The detachment will also engage in rifle shooting on its miniature range during the winter, having some good talent among its ranks.

Prince Rupert Salvage & Towing Co.'s seineboat Zenardi left last Saturday on another trip to Deepwater Bay near Seymour Narrows to bring back a load of chum salmon for the Canadian Fish & Cold Storage Co.

Suehiro Busy

Having practically completed a 30x8 trolling boat for Nels Rund, Y. Suehiro, Cow Bay Japanese boatbuilder, is now angling for the contract to build a 50 foot halibut boat and he expects to close within the next few days. Meantime Suehiro is laying the keel for another 36 foot trolling boat.

D. B. Finn, director of the Prince Rupert Fisheries Experimental Station, left on October 31 for Ottawa to attend the annual meeting of the executive of the Biological Board of Canada. While in the East, he will also visit New York, Gloucester, Boston, Montreal and Halifax to

study latest developments in the world of fishery science and handling. On November 28 he will attend a meeting of the western executive of the Biological Board in Vancouver.

A report that Mr. Finn is to be transferred to the Halifax station of the Biological Board is not confirmed at the Prince Rupert station.

Kenny Smith, night watchman at the government wharf, left Thursday night for Seattle where he will spend a month's holiday visiting with his son. During Kenny's absence, Bill Sibbald has been appointed relief at the government wharf.

Nightwatchman—Not feeling very well.
Pal—What's the matter?
Nightwatchman—Can't sleep it the day time.
Pal—Don't expect to sleep both day and night, do you?

Vic Markland, genial skipper of the trolling boat Cub, returned to town last Sunday from a flying business trip to Vancouver and Seattle. His chief business was in connection with a wonderful invention of his own consisting of a magnet with which he claims he can attract the salmon from far away waters in the vicinity of his boat, thus eliminating the handicap of having to go around and look for them. Rumors are going around that when Vic came back to Prince Rupert he had a severe attack of swelled head as a result of the success from his invention or some other cause. It is to be hoped that Vic's invention, incredible as it sounds, may cause a great revolution in the salmon fishing industry.

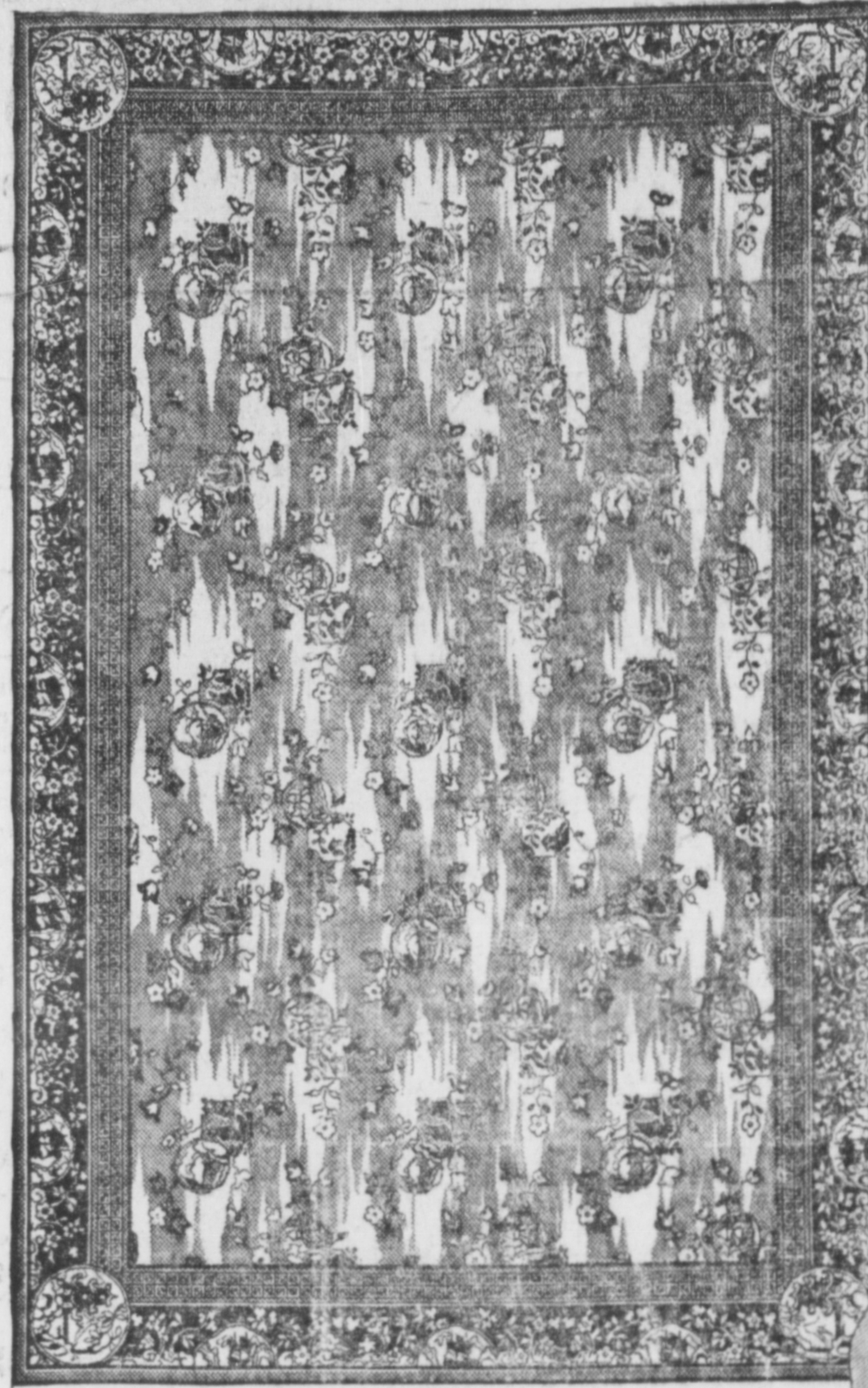
Halibut landings at the port of Prince Rupert this year are now ahead of both 1927 and 1926. Up to yesterday the total landings for the season stood at 25,278,900 pounds as compared with 23,930,450 pounds at a similar date last year and 25,038,500 pounds in 1926. Heavy landings, particularly of American fish, during the past week were largely responsible for the marked increase.

American landings this season to date stood at 18,098,800 pounds as compared with 17,768,350 pounds at the corresponding date last year while the Canadian total was up from 6,162,100 pounds to 7,180,100 pounds, an increase of over one million pounds.

During the week of October 27—November 2 a total of 850,300 pounds was landed made up of 745,500 pounds American halibut and 104,800 pounds Canadian. Prices, though generally satisfactory, were a little lower than the week previous. The high bid for American fish was 19.6c and 8c which the Onah was paid for 9,000 pounds while the Canadian high price was 16.2c and 10c received by the Dolphin and Ingrad H. for catches of 6,000 pounds and 3,000 pounds respectively. Low prices for the week were 12c and 6c for American fish and 12.4c and 7c for Canadian.

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