THE DAILY NEWS
PRINCE RUPERT - BRITISH COLUMBIA

Published Every Afternoon, except Sunday, by Prince Rupert Daily News, Limited, Third Avenue.
H. F. PULLEN - - - Managing Editor.

Advertising and Circulation Telephone - 98
Editor and Reporters Telephone - - - 86

Member of Audit Bureau of Circulations

DAILY EDITION Saturday, Jan. 28, 1928

Waterfront Whiffs

Intense Activity in Preparation for Halibut Season — Halibut Boat Sold—Clam Cannery on Dundas Islands Mooted

It can now be reported that preparations locally for the reopening of the halibut season, little more than two weeks hence, have reached a point of much intensity. With overhaul work on boats and engines proceeding merrily, members of the various crews are engaged with vim in the essential and skillful occupation of gear rigging and, on all hands, there is much hustle and bustle which is welcome enough following a winter of general and unprecedented quiet at the port. The present busy air will continue on even a more energetic scale during the coming fortnight at the expiry of which time most everybody should be ready to "take off" on the initial trips of the season. While most of the boats will, as usual, set out from here, there will be a few go north the week before the opening to start from the closer Alaskan ports to the westward banks. Those contemplating adopting the latter course include the Emblem I., Capt. John Olsen; Tahoma, Capt. Winnie Pierce, and Livingstone, Capt. Tibbitts.

Capt. Winnie Pierce of the Tihoma proudly claims possession of the best radio set on the coast. It squeals even without the juice turned on.

Dave Ritchie doesn't agree. If anybody would take the "squeal" out of his set, they could have a round trip on the Unome providing they worked hard all the way.

When the Livingstone shoves off about February 8 on her season opening trip to the halibut grounds via Alaska, as formidable a crew as ever set forth upon the troublous waters of the north Pacific Coast will go forward with her and, meanwhile, they are working off the pent-up energy of these past few months of idleness on the occupation of the day—gear rigging—under Mil Nickerson's watchful eye.

Under Acting Skipper Tibbitts, will bulk large to the eye none other than our old friend, Capt. Bill Parsons, who has signed on as first mate. Bill, however, will have his eye to the windward looking for a command and if anything turns up he will be there to grasp it. Wherever or however the coming season finds Bill, it is anticipated that during 1928 he will be a more frequent visitor to port than he was last season during which he skippered the well known schooner Chief Skugaid.

To round off a practically new crew, Joe Evans, formerly of the Sitka; Scotty Carr, recently on the Sea Maid; Abe King, last year on the Toodie, and Arthur Brentzen have been engaged. In the wilds of Francois Lake, Abe King has apparently become lost and a search party may soon be sent to find him. He was last reported at Glen Annan via Endako hibernating.

When Tony Martinsen finds out what is befalling the Livingstone, of which he is the owner, he will undoubtedly rush home even in a trans-Atlantic flying machine if he can book passage. He may even forget to get married, to say nothing of taking an extended honeymoon.

Capt. Ernie Pierce, who has been spending the winter in Ketchikan with his halibut boat Wabash, is expected in port any day now to complete outfitting for the initial voyage of the 1928 season.

E. Clements, who reached the city last fall from the MacKenzie River country, purchasing the light 29-foot powerboat "Miss Norman" at that time with the intention of using it for trapping, has now traded in this vessel to the Suga shipyard for a 28-foot trolling boat powered with a Ford marine engine and built during the past winter as a stock model. Clements will try out his luck at trolling as soon as the season opens and to that end is now putting finishing touches on his new boat.

C. E. Sloan, who came here as Clements' partner, was taken ill some time ago and is now in Vancouver.

Andy Akerberg has joined the staff of the Star Welding Works temporarily. In three or four months he plans on leaving for the south and may establish in the United States. Andy was one of the pioneers in the machine shop business here and is widely and popularly known. His many friends will regret his decision to leave.

Frank Allen had his power cruiser Collfer on the Suga Ways for two or three days this week having a new engine put in so as to better fit her for the strenuous yachting season which is now in the offing.

Mike Kurerus has just completed the installation in his thirty-foot trolling boat Half Moon of a 14-18 h.p. new style Palmer engine to replace an old 7 h.p. Holliday. The work was carried out at the Suga Ways.

AN ARDUOUS TRIP

Besides anywhere from thirty-five to 150 ducks, according to whose story of the bag one chooses to believe, the trip over last week-end to Naden Harbor of Milt Gonzales, Lou Kergin, Norman Watt, Charlie Evitt, Hubert Ward and Doug Stork aboard the Salvage Princess as guests of Capt. Paul Armour has proven replete with stories as to each other's conduct under stress of weather to say nothing of the behavious of each one's self. Nevertheless from the various fiction that has so generously flown, it may be gathered that there was not a one of the boys who did not, in the course of that hectic voyage, suffer from the pangs of mal-de-mer and, as he wholeheartedly fed the fishes and called up his past, think deeply that on occasion there are pleasanter places than Hecate Straits and Dixon's Entrance with a stiff nor'wester on. Yes, those huntsmen were sick and, what is stranger, were willing to admit it. Departure was made on Friday and it was a much tamed sextette that returned home in the mystic hour of 4 a.m. Wednesday morning. Admitting that it may have been a little lumpy on the occasion of their trip, there are not a few would like to know what the brave nimrods would have done had they bumped into a real storm. Some consolation may be taken from the fact that they will live and learn if they live long enough. It was a fine trip fully enjoyed by all at least part of the time.

Another extended trip was that of Ed. Gibbons, J. H. Pillsbury, Joe Scott, Thor Johnson and Tom Watts on the Bertha G. After an absence of five days, they returned home on Monday morning from Khutze Inlet with a satisfactory bag of geese and ducks.

Aboard the Sea Maid, a party headed by George Bryant and Ben Self left a week Friday for Khutze Inlet and waypoints. They are expected home this week-end.

The Gammon & Watt seineboat Bertha G. is on the dry dock being sheathed with iron bark, better to fit her for running through ice when occasioin arises.

The halibut boat W.T., Capt. Charlie Edwards, is in the McLean shipyard at Seal Cove for annual overhaul, repairs to her hull and installation of new tanks.

Halibut boats going on the Ward Ways recently for overhaul preparatory to the opening of the season have included the Selma, M.A.B., W. and F., Unome and Edward Lipsett. The towboat M.T. 3 was also up for some minor work.

Fortunately no damage was done on Thursday to Capt. Davie Ritchie's halibut boat Unome when the vessel, while being dropped with the tide on the Ward Ways for overhaul, failed to settle properly and keeled over into the wharf. Only by a margin of inches did the pilot house pass between the piles, thus averting what might have been serious damage. With block and tackle and the aid of an empty drum and a derrick, the vessel was soon righted, much to the relief of all concerned.

Gammon & Watt have chartered the seineboat Meketchum from the B.C. Towage & Lighterage Co. and will use the vessel for tending pounds as soon as the herring run commences.

Headquarters of the Royal Canadian Naval Volunteer Reserve on the east end of the G.T.P. wharf are being given a thorough interior renovation, Mitchell & Currie have the work in hand.

The reported trapping last Sunday of a blue fox on Tugwell Island by a Metlakatla native has caused considerable speculation and a little studied thought has just about exploded the theory of the animal having come from Alaska as was suggested. When one thinks that the fox to have come from Alaska to Tugwell Island and avoided swimming any sized body of water would have had to have skirted around Portland Canal and the headwaters of the Naas River, it might be reasonable to assume that the fox would have to be very persistent and longlived to reach his destination. Perhaps, more may be heard of this fox story.

The seineboats Anna S. and Azurite were out prospecting during the week but found no sign of the herring run which is now about due. The Zanardi was also out during the week getting the pound site near Metlakatla in readiness. Arrival of the fish is now expected momentarilyl.

Undaunted by at least four or five previous and vain attempts that have been made to connect ship and air, Jack Milton, cook of the lighthouse tender Birnie, received on Thursday afternoon a five tube radio set which he has since been busily mounting. The boys on the Birnie are so fond of work that they can't even hear a dinner bell so Jack has hit upon the more persuasive means of calling them to breakfast with an Australian church sermon to luncheon with a New York dinner dance and to supper with an Oklahoma revival meeting. The intentions of His Cooks may be all to the good but Jack Plint was seen to be sizing up the contraption as if it might have been an infernal machine.

While the lighthouse tender Newington was steaming out to Cape St. James on Thursday, Jack Exley, messboy, sustained a fall which resulted in several ribs being broken. Speedy return was made to port from the vicinity of Captain's Cove and the lad is now receiving repairs. The Newington set out again on Friday morning.

Jimmy Neville, well known in local fishery circles, returned to the city this week after having been identified for the past couple of years on the west

(continued on page five)

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