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Waterfront Whiffs

Trolling in Harbor This Week—Two Fishermen Hurt in Explosion—"Clipper" is Interesting New Model—Halibut Landings

There was the somewhat unique sight in Prince Rupert Harbor this week of a gasboat with its spars down trolling for spring salmon, quite an abundance of which is now being reported in surrounding waters. If ever before, it is years since one has been able to witness such an operation from the wharves of the city.

With a considerable run of fish being reported, the trollers have been busy making final preparations for the season's start. Besides at Warke Canal, Dundas Island, etc., some trolling has been going on in the Skeena River.

Sig Grunfur and Julius Johnson, members of the crew of the new halibut boat Southend, Capt. Anton Moen, were landed in the Prince Rupert General Hospital this week as the result of an explosion which occurred on the vessel on Wednesday night, the eve of the boat's scheduled departure for her maiden trip to the halibut grounds.

The Southend was built during the winter at one of the Japanese shipyards in Cow Bay.

With so many new and larger boats in the game, there is reported to be somewhat of a shortage of halibut fishermen at Prince Rupert. Some of the boats are said to have been actually delayed in getting away this spring for this reason.

BONEYARD CREEK

The city parks board has actually ventured to stir up Prince Rupert's long standing waterfront fester, namely Boneyard Creek, the safe and sacred repository these long years of our marine outcasts, veterans and reprobates.

Galt freighter Salvor, Capt. Rush, arrived in port on Thursday morning from Vancouver with a cargo of coal and cement for Albert & McCaffery, sailing the next day on her return south.

The Ketchikan halibut boat Wave has been on the ways at the old McLean shipyard in Cow Bay this week for minor underwater work.

Boats going on the Ward Ways during the week for hull work have included the halibut boat Royal III, and the trollers Donalds and Laura L.

Skipper Pullen's yacht Owen was on the Yacht Club grid this Thursday receiving spring overhaul in the form of bottom scraping and painting. The vessel will go up again on Monday to have a new propeller shaft installed to see if this will relieve Owen's sufferings and put her in a little better humor.

Shef Thomson has been using up all the good weather and daylight of late advancing his program of bottom painting, every day averaging a ship, until the work is now well advanced.

to land its maiden catch in Prince Rupert any time now. Of rakish design, the Clipper is eighty feet long with a beam of but seventeen feet. What with her greyhound design and the good offices of a 180 h.p. Washington-Estep c.o. motor, she is said to have no rival for speed in the Pacific coast halibut fleet, turning up a speed as she does of some fourteen miles an hour.

With a party of Port Simpson people, Dr. R. G. Large arrived on Tuesday in his power cruiser Sunbeam III, returning the next day to the village.

Striking a log off the Rose Spit bar where she was fishing on Sunday, the Prince Rupert halibut boat Rose Spit, Capt. Ole Stegavig, became disabled with a damaged propeller. The boat Oslo, captained by Axel Olsen, who also owns the Rose Spit, towed the latter vessel to Lawn Hill, coming in on Tuesday to Prince Rupert where repairs are being effected at the dry dock.

CURIOUS HAGFISH

Another strange denizen of the deep has been added to the growing museum collection of the Prince Rupert Fisheries Experimental Station in the form of a specimen of the species commonly known as hagfish which was recently turned over by Capt. H. Selig of the halibut boat Onah. A long eel-like and eyeless creature, it is the peculiar characteristic of the hagfish to attach itself when little more than a larva, to the gills or such soft parts of other fish and gradually work itself into the body of the larger fish.

REDUCTION PLANT BUSY

The Rupert Marine Products plant at Tucks Inlet is again in full operation on herring following temporary cessation owing to the barring of Pearl Harbor herring to the company's use. The plant is finding its supply immediately outside of Pearl Harbor and is getting all that it needs, boats of the company fleet being engaged in seining and packing the same.

According to reports reaching the city, the herring run at Pearl Harbor, phenomenally abundant for about three weeks, has now petered out there but the fish are being taken elsewhere and the outfits that have been engaged in fishing for bait purposes have moved to the more fruitful fields close by.

Power tugs M.T. 3, Capt. Reg. Green, and P.R.T. Capt. Harris Kerr, are busy these days bringing into Prince Rupert machinery and equipment from the old mill at Georgetown for use in the Big Bay Lumber Co.'s mill at Seal Cove.

George J. Dawes, chief petty officer instructor here with the Royal Canadian Naval Volunteer Reserve, whose period of service closes in about ten days' time, has decided to cast his rudder lot with the city of Prince Rupert by going into the auctioneering business. He has rented large premises on the main floor of the Federal Block where he will open up what will be known as the "Prince Rupert Auction Mart."

There seems to be as little known about the habits of the herring, one of the most important species of fish in northern waters because of its many uses, as there is about the habits of the

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salmon. Reverend David Waggoner, missionary worker, was stationed 13 years at Klawock, Alaska, and closely observed the annual movement of herring. He says he has satisfied himself that they spawn in deep water and he believes that they run in cycles like salmon, but are unlike salmon in not running or returning to any particular place.

Klawock, for years, has been where herring generally show up first, but none has been seen there so far this year. Owing to the scarcity of herring for halibut bait this season and their great value for halibut and king salmon bait, more interest than ever attaches to the movement of these fish.

HALIBUT LANDINGS

Halibut landings at Prince Rupert for the season up to yesterday were twenty-five per cent heavier than at the corresponding date in 1927. The total up to date for 1928 is now 2,188,700 pounds as compared with the total for the previous season at the same date of 1,572,350 pounds.

The following boats landed catches here during the week, the number of the season's catch being noted: Canadian—Zeb (second), 7,500; Sea Maid (second), 15,000; Viking I. (second), 7,000; Helen (second), 7,000; Imperieuse (second), 4,500; P. Dorreen, 8,000; W. T., 10,000; Muirneag, 5,000; total for week, 64,000 pounds.

American—Reliance I. (second), 15,000; Reliance (second), 5,000; Anna J. (second), 16,000; Sentinel (second), 23,000; Augusta (second), 12,500; Hazel H. (second), 20,000; Glacier (second), 8,500; Grayling (second), 10,000; Star (second), 8,250; Sherman (second), 14,500; Gony

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