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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. During the fine days this week, the harbor has been dotted with hand trollers in as many as half a dozen boats at a time. Success has been reported, too, by those engaged in the fishing. Boats have been catching as many as seven and nine fine large fish in a day

and it is even said that one boat took twenty. Besides being profitable commercially, such fishing presents a real angling sport, the opportunity for which is probably not fully realized.

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 advantages, is reported to have adeboat Southend, Capt. Anton Moen, were quate carrying space. The type is one 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. Grunfur is reported to have been the Dr. R. G. Large arrived on Tuesday in more seriously injured of the two, both his power cruiser Sunbeam III., returnsuffering from severe burns about the hands and face.

It appears that Grunfur and Johnson were boarding the vessel to turn in for the night when one of them struck al Prince Rupert halibut boat Rose Spit. match and the explosion followed. Gas had spread from a leaky tank, it was later ascertained. The boat itself was captained by Axel Olsen, who also owns undamaged but had to go into dry dock to have a new tank installed, thus causing considerable delay in making the "hop-off" for the 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. Anything from deckhands to skippers have been in demand and this is one branch of industry, at least, where there are few, if any, idle workers.

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 song years of our marine fish which eats itself into the utcasts, veterans and reprobates. Funny nobody ever thought of it before but he waterfront, too, it seems, must fall to this here civic beautification bug with which we have become afflicted. It isn't a bad idea to be sure but it is sometimes easier to get ideas than it is to carry them out. And the carrying | where it attacks such fish as out of this latest brain wave is going halibut whose habitat is usually to present some problem, to be sure. It is a fact that Prince Rupert's boneyard creek is nothing to feel so very proud about but just how we are going to go about it to rid the otherwise edifying landscape of that mass of The Rupert Marine Products plant at junk is something else. It has become Tucks Inlet is again is full operation somewhat of an institution to have the on herring following temporary cessaheap of old derelicts there and home tion owing to the barring of Pearl will never seem as sweet after they go Harbor herring to the company's use. if. indeed, they do go. Whether the The plant is finding its supply immegalleons are taken out to sea and sunk, diately outside of Pearl Harbor and is are unlike salmon in not running or whether the effective offices of a few getting all that it needs, boats of the powerful sticks of stumping powder company fleet being engaged in seigning are to be used or whether at low tide and packing the same. The company one grand bonfire is to be kindled, there is producing oil and meal, having alwill no doubt be a lot of loud and bois- ready shipped some of the latter. terous squawking before anything is According to reports reaching the city, be much more satisfaction to the owners nemally abundant for about three thereof that these many boats should weeks, has now petered out there but be allowed to take up space and rot the fish are being taken elsewhere and away as they are doing rather than have the outfits that have been engaged in more sudden measures taken with a view fishing for bait purposes have moved o their disposal. The wish of the parks to the more fruitful fields close by. board may be the father of a thought! ground for all our marine refuse.

rived in port on Thursday morning the next day on her return south.

for minor underwater work.

cluded the halibut boat Royal III. and Mart" the trollers Donalda and Laura L.

the Yacht Club grid this Thursday re- the most important species of fish in the American high was 11.7c and 5c tion, and in charge of Captain Charley ceiving spring overhaul in the form of northern waters because of its many paid the Augusta for 12,500 pounds, the Larsen, is one of the new halibut boats pottom scraping and painting. The ves- uses, as there is about the habits of the Hazel H. for 16,000 pounds and the Star this season now on the grounds on her el will go up again on Monday to have a new propeller shaft installed to see if this will relieve Gwen's sufferings and put her in a little better

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.

UNIQUE MODEL

Of an catirely new and unique model is the brand new American halibut schooner C!!pper, well enough mamed. which was built in Puget Sound during the past winter and which is expected

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. The vessel is an interesting in-

novation which, together with other which, though novel, may prove popular. The owner and skipper of the new vessel is John Smeland, formerly of the Mildred II.

With a party of Port Simpson people, ing the hext day to the village.

Striking a log off the Rose Spit bar where she was fishing on Sunday, the Capt. Ole Stegavig, became disabled with a damaged propeller. The boat Oslo, the Rose Spit, towed the latter vesse! 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 4 deep has been added to the growng museum collection of the Prince Rupert Fisheries Experimental Station in the form of a specimen of the species com-+ monly known as hagfish which + was recently turned over by 4 Capt. H. Selig of the halibut boat 4 Onah. A long eel-like and eye-4 less creature, it is the peculiar 4 characteristic of the hagfish to 4 attach itself when little more 4 💠 than a larya, to the gills or such 💠 soft parts of other fish and grada ually work itself into the body & of the larger fish. The species + + is the same family as the borer + other fish and eventually cona sumes everything but the skin, a of course, proving fatal to its & rictim. The hagfish, while not + nunknown here, is rarely found in + these waters Its breeding place 4

REDUCTION PLANT BUSY

dian Naval Volunteer Reserve, whose in both classifications. The increase is Lean shipyard in Cow Bay this week by going into the auctioneering busi- The past week showed considerable Eldorado, 30,000; Kanatak, 15,00; Prosness. He has rented large premises on betterment in the price situation al- perity, 16,000; Foremost, 68,00; Constithe main floor of the Federal Block though there is still room for much im- tution, 22,00; Marmot, 39,000; June, 3,-Boats going on the Ward Ways dur- where he will open up what will be provement. Proceeds, however, have 000: Dalco, 2,800: total for week, 566,ing the week for hull work have in- known as the "Prince Rupert Auction been sufficient to cover expenses with a 300 pounds.

There seems to be as little known fish during the week was 9.2c and 4c The Sea Bird, owned by the Kuvite Skipper Pullen's yacht Gwen was on about the habits of the herring, one of paid the W. T. for 10,000 pounds while Fish Company of Seattle, a new corpora-



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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 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 done of this kind. It would no doubt the herring run at Pearl Harbor, phe- great value for halibut and king salmon bait, more interest than ever attaches to the movement of these fish. A Property of the second secon

HALIBUT LANDINGS Halibut landings at Prince Rupert for

the season up to yesterday were twentyfive per cent heavier than at the cort that is very youthful yet. Perhaps the Power tugs M.T. 3. Capt. Reg. Green, responding date in 1927. The total up most effective cure would be to deny and P.R.T., Capt. Harris Kerr, are busy to date for 1928 is now 2,158,700 pounds the head of Cow Bay as a dumping these days bringing into Prince Rupert as compared with the total for the premachinery and equipment from the old vious season at the same date of 1,mill at Georgetown for use in the Big 572,350 pounds. American landings this Galt freighter Salvor, Capt. Rush, ar- Bay Lumber Co.'s mill at Seal Cove. | season total 1,654,800 pounds and Canadian 503,900 pounds as compared with from Vancouver with a cargo of coal and George J. Dawes, chief petty officer respective figure in 1927 of 1,330,500 and cement for Albert & McCaffery, sailing instructor here with the Royal Cana- 242,850 pounds or a substantial increase period of service closes in about ten in spite of numerous American fares The Ketchikan halibut boat Wave days' time, has decided to cast his fu- that have refused to sell here on ac- (second), 10,000; Sitka, 42,000; North, has been on the ways at the old Mc- ture lot with the city of Prince Rupert count of low prices and went elsewhere. 38,000; Bonanza, 28,000; Akutan, 55,000;

> little something to spare during the Grand total for week, 566,300 pounds. week. The highest price for Canadian

for 10,000 pounds. The following boats landed catches | She was built in Tacoma and is 59 season's catch being noted:

tal for week, 64,000 pounds.

American-Reliance I. (second), 15,000; ments and is a staunch looking craft. Reliance (second), 5,000; Anna J. (second), 16,000; Sentinel (second), 23,000; Union steamer Cardena, Capt. A. A. Augusta (second), 12,500; Hazel H. (sec- Johnstone, arrived in port at 3 o'clock H.S. Wallace Co. Ltd. Grayling (second),10,000; Star (second), 9 a.m. on her return to Vancouver and 8,590; Sherman (second), 14,500; Gony waypoints.

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maiden trip

here during the week, the number of the and 1-2 feet long being driven by a Washington-Estep engine of 90 horse-Canadian-Zero (second), 7,500; Sea power. She cost the owner over \$20,000. Maid (second); 15,000; Viking I. (sec- On her trial trip to Ketchikan she met ond), 7,000; Helen (second), 7,0000; Im- the fullest expectations of her owners pereuse (second), 4,500; P. Dorreen, 8,- and the members of the crew. The 000; W. T., 10,000; Muirneag, 5,000; to- same as other new halibut boats, the Sea Bird has all of the modern improve-

ond), 20,000; Glacier (second), 8,500; this morning from the south, sailing at

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