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Waterfront Whiffs

Deer Hunting Season Opens Today—Snagboat Bobolink Tied up for Winter—Helge H. and Dickie Boy Collide

The opening of the deer season today will be marked with the departure of a number of boats in quest of early season game. Parties have been organized to go forth in a number of Yacht Club boats, and, by the time this appears, some of them, no doubt, will be gone. Many of the surrounding hills will be scoured within the next twenty-four hours, no matter what the weather conditions may be. The season for deer hunting is open today to November 30. The season for ducks and geese opens on October 15 and will continue until December 31. The advent of the bird season will see local nimrods cannonading in full swing.

As usual, Exhibition Week was a quiet one along the waterfront, things coming practically to a standstill on Thursday afternoon when most of the boys were, or supposed to be, on the Exhibition grounds watching the rough riders and wild horses do their stuff.

Judging from the numbers of native boats which congested the Cow Bay floats during the week, there seemed to have been as many Indians as ever in for the festivities, contrary reports notwithstanding. Today sees the departure of the most of the visiting natives on their return to their various homes along the coast.

D. B. Finn, director of the Prince Rupert Fisheries Experimental Station, and H. N. Brooklesby, vitamin expert, returned to the city this morning after attending the recent conference in Vancouver of Pacific coast workers of the Biological Board of Canada. Louis Smith, the glue wizard, is remaining in the south for a couple of weeks longer on vacation.

REDECKED WHARF

Albert & McCaffery have completed the work of redecking the east end of their coal wharf. The work was carried out by the Pacific Stevedoring & Contracting Co.

Capt. Peter Leighton of Metlakatla had his seineboat Dickie Boy on the Ward Ways this week for overhaul preparatory to departing for Lagoon Bay, out of which cannery the vessel will engage in the fall fishing.

Other boats on the same ways during the week have included the halibut vessel Rose Spit, troller C. W., and pleasure boats Vacuero and Poinsettia, all for painting and caulking.

After a week's trip down the coast as far as Butedale, ostensibly for the purpose of engaging in a search for a man and boat supposed to have been involved in connection with the recent murder of Ernest Maynard, Adenrooke Island lighthouse keeper, the provincial police cruiser P.M.L. 2, with Constables Raybon and Camm on board, returned to port on Thursday afternoon. Evidently, the vessel met with no success in its mission. Tommy Camm was nursing a badly bruised cheek, the result of having become too affectionate with the starting bar which came back and kayoed him completely for a few seconds at least.

According to reports reaching the city from the south, an intensive investigation is being made with a view to solving the nature and perpetrator of Maynard's killing. So far, as far as can be learned, the killer is still at large.

Snagboat Bobolink, Capt. J. D. Watson, after an active season's work on the Naas and Skeena Rivers, arrived in port Thursday morning from the Skeena and proceeded the next day to Digby Island where she will be taken on the ways for the winter. About a month's work is now to be carried out on the vessel in installing seven new water tanks in place of old ones. Early in spring, the Bobolink will go on dry dock for annual overhaul.

HELGE H. DAMAGED

Halibut boat Helge H., Capt. Maurice Halkestad, has been on the McLean Ways at Seal Cove this week having repairs made to her stern following a collision last Sunday at the Lipsett wharf with the seineboat Dickie Boy. The latter vessel hit the Helge H. head on and sustained little damage itself.

Bill Shelton returned to port on Monday with his trolling boat Diver after having spent the summer at North Island and has since been relieving at the Prince Rupert Rowing & Yacht Club's floats for Shef Thompson who has been enjoying a well earned though strenuous holiday. Trolling operations at North Island this season, Bill reports, met with only fair success. Continuous north winds were partly responsible but there were also too many boats there—over one hundred gas vessels in addition to the hand trollers. Fishing at Hippo Island having been a failure, practically all the boats from there moved up to North Island.

Bill states that he will immediately raise his old sealing vessel Kelpie which recently went over on her side and filled when a starting at the old McLean Ways in Cow Bay, where she was out of the water, collapsed. The two-cycle gas engines, which the Kelpie is equipped, will be removed but it has not yet been decided what disposition will be made of the hull.

HALIBUT LANDINGS

In spite of the fact that the past week was about the roughest from the weather standpoint so far this season,

halibut landings at Prince Rupert kept up well totalling 654,900 pounds—463,300 pounds American and 191,600 pounds Canadian—and bringing the total for the season up to yesterday to 19,982,500 pounds, consisting of 13,670,500 pounds American and 6,312,000 pounds Canadian, as compared with 19,501,950 pounds, made up of 14,024,850 pounds American and 5,477,100 pounds Canadian, at a similar date last year.

Prices during the week remained at a satisfactory level. The high price of the week for American fish was 16c and 7c which the Leviathan was paid for 11,000 pounds while the best bid for Canadian fish was 14.1c and 7c given the Atli for 10,000 pounds. Low prices of the week were 13.3c and 6c for American fish and 12.3c and 7c for Canadian.

September 21 will see the closing for the season of the final two operating canneries on the Skeena River—Inverness and Claxton. The Arrandale cannery on the Naas River as well as Lowe Inlet, Butedale, Klemtu and Walker Lake in the Central Division and Namu and Tallheo in the Bella Coola region will remain open until the end of September to pack fall varieties.

Fishing at Massett, Skidegate, and Cumshewa Inlets on the Queen Charlotte Islands is still closed but seining for dog salmon will again be permitted as soon as the pinks have all got up the streams, probably in about two week's time.

The launching took place recently at Birkenhead, England, of the Lady Hawkins, second of five passenger liners which are being built for the Canadian National Steamships Ltd. for the West Indies service. The naming ceremony was performed by Mrs. J. G. Gardner, wife of a director of the Canadian National Railways. R. S. Johnson, managing director of Cammell-Lairds, the builders, proposed the toast of success to the Lady Hawkins and Mr. Gardner replied. The Lady Hawkins is of 437' net in length overall and 59 feet beam. She will have a speed of fifteen knots and accommodation for 235 passengers.

The Atlantic coast gill-netters are beginning to bring in the large steak cod which they take in numbers through the mid-summer months. The landing of several 50 and 60 pound fish at the A.J. Flaherty & Company fish house on Vortland Pier, started the fish surgeons reminiscing as to the monsters of the past they had operated upon. Office records kept for many years showed that in 1895 a monster cod, weighing 211 pounds and measuring more than six feet in length was captured on a trawl off the Massachusetts coast. In 1838 an 180-pounder was taken off Georges Banks and in 1894 several others ranging from 100 to 160 pounds were taken by Maine and Massachusetts fishermen in the Gulf of Maine. Portsmouth, N.H., fishermen tell of a 113-pound fish after dressing, caught by Samuel Haley, of Smutty Nose, Isles of Shoals. In 1878 Captain George H. Martin, of Gloucester, took off Cape Cod a cod that weighed 111 pounds dressed, and the next year captured one in Ipswich Bay which measured 5 feet 2 inches and weighed 127 pounds as taken from the water. In 1879 two codfish were received at Portsmouth each of which weighed 108 pounds. In the spring of 1907 at New Ledge, sixty miles southeast of Portland, a 107-pounder was taken. In 1881 the schooner Morrill Boy, Captain Russell Gill, took on one trip 319 codfish weighing 9,570 pounds or an average of 30 pounds each. Commenting on these records, Michael J. Flaherty, proprietor of the local fish house, said, "Big fish like those are not so plentiful as they used to be. The average cod we handle here probably runs from 15 to 25 pounds. What we call 'large' cod caught near shore will run as high as 35 pounds, and those on Georges Bank will be nearer 25 pounds. Today we do get quite a lot of steak cod that will weigh from 40 to 60 pounds. But those real monsters are pretty scarce. A 75-pounder is enough to set the boys' tongues wagging, and once or twice a year even now, after all the years of more and more intensive fishing, an occasional 80 and even 100-pound codfish is imported. Evidently there still come pretty near being as good fish in the sea as were ever caught. Do you know that personally, I disagree with those who claim the annual invasion of dogfish is a terrible menace to our New England food fisheries? I know that's pretty radical, but did you ever stop to think that the dogfish may be nature's instrument in imposing a natural close time on the cod, haddock, hake, cusk and other standard fishes? All through the fall, winter and spring months we have our fill of these fishes fresh from the cold water and in fine condition. Now suppose we had the

regular cold-weather supply right through the hot summer. We simply couldn't take care of them. They would become soft and unfit for human consumption if the quantities were not diminished. The dogfish drive the fishermen into temporarily abandoning these fisheries and the cod, haddock and other staple varieties get a chance to multiply and grow. The fishermen turn their attention to mackerel, herring, butter fish and swordfish while the dogfish are schooling, and so the public, too, gets a chance. Most people who like fish welcome the opportunity to replace cod and haddock for a few months with fine fresh mackerel, outter fish and other varieties that abound during the summer."

With the season exactly two months to go, the American schooner Foremost belonging to Ness Boss and Petersen ahead of all other boats for volume of halibut landings at the port of Prince Rupert this year, having brought in 316,000 pounds in six trips. The Eldorado is second with 263,000 pounds in seven trips. Other heavy landers of American fish at Prince Rupert this season have been: Brunvol, nine trips, 239,500 pounds; Majestic, seven trips, 203,000 pounds; North, eight trips, 250,000 pounds; Portlock, seven trips, 221,000 pounds; Reliance I, seventeen trips, 223,000 pounds.

Next to the Reliance I in the American fleet for number of fares landed at Prince Rupert comes the Jack and Onah, Captain Harry Selig, with thirteen trips each, having landed a total of 60,000 pounds and 146,000 pounds respectively.

For the Canadian fleet, the Oslo, is leading for amount of halibut landed with 237,000 pounds in 13 trips. The Prosperity A, is second with 215,000 pounds in 12 trips and the Tarka, 3rd, with 197,000 pounds in six trips.

The Viking has made the most trips of the Canadian fleet, having returned to port seventeen times with a total of 162,500 pounds, while the Onome, Captain David Ritchie, has made the next most trips, sixteen for a total of 123,200 pounds. Canadian boats having made fifteen trips are: Mayflower, 88,500 pounds; Scrub, 163,500 pounds; Tern, 169,000 pounds.

The fixed white light on Ivory Island light station, Millbank Sound, it is announced, will be changed to a revolving white light on or about September 22.

GOLDBLOOM'S SALE OF LADIES' FUR COATS

Would you like a fur coat? And would you like to get it at one third less than the regular cost? Of course you would. Who wouldn't? The thing to do, then, is to visit Goldbloom's the old reliable fur dealer. Goldbloom is having a sale of furs before he leaves for New York. He goes next week to arrange for his purchases of raw furs and until he leaves, every article in his store is being offered at real sale prices—one-third below the ordinary price.

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