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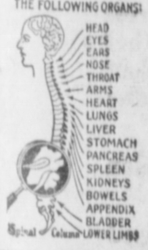


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# Waterfront Whiffs

**eineboat Horseshoe Sinks Near Lowe Inlet—Bill Shrubsall Leaving orth—Kelpie Goes Down in Cow Bay**

The seineboat Horseshoe, which dragged her anchor in Metlakatla Passage about a year ago and went ashore, an Indian, Charlie Auckland, being drowned as he attempted to go to the rescue of the vessel in a skiff at that time, again came to grief on Tuesday of this week when, overladen with fish she was delivering to a cannery, she started to fill and finally sank in rather deep water while an attempt was being made to beach her. This second accident to the Horseshoe occurred at Seven Mile Point, a short distance south of Lowe Inlet. The vessel, which is owned by R. G. Johnston, manager of Inverness Cannery, was uninsured. There is some delay in getting salvage operations launched. The vessel is 50 feet long and is equipped with a 20 h.p. gas engine.

While outbound on her last trip to the fishing grounds, the Prince Rupert halibut boat Verna, Capt. Pete Thompson, rammed the Canadian Fish & Cold Storage Co.'s fish packer Fredelia near Green Isd. The Verna suffered a broken stem but was, otherwise, in sound condition so finished her trip and, after landing her catch this week, was repaired at the McLean Ways at Seal Cove, little time being lost before she proceeded on another trip.

Trollers are still active in the Prince Rupert district and are meeting with fair success in coho fishing. At Warke Canal, many boats are still engaged in this fishing, gasboats around the mouth of the canal and hand trollers in the canal. Trolling will still be going on to considerable extent for another month yet.

William Shrubsall, since the early days identified with the fish curing business in Prince Rupert and more recently established in Ketchikan, has decided to make another move. He is spending two or three weeks in Prince Rupert before proceeding to the Middle West states to take up an attractive proposition that has been offered him. Mr. Shrubsall is accompanied by his wife.

### HAD SEVERE COLD

Harry Daggett, wharfinger of the government wharf, is about again after having been confined to his home for a day or so at the first of this week with a severe cold.

Snagscow Bobolink, Capt. J. D. Watson, arrived in port Thursday afternoon from the Skeena River for coal and other supplies, going out again the next morning.

One of the most handsome and palatial yachts that has been seen here this season was the Helena B., property of Newton Burdick, president of the Vancouver Dry Dock & Salvage Co. and other important coast marine concerns, which paid her first call in Prince Rupert on Tuesday, being on her way to Stewart with her owner for an inspection of Portland Canal mining properties in which he is interested including the Georgia River Gold Mines Ltd. of which he is a director. Seventy-five feet long and having been completely reconditioned last winter, the Helena B. is about the last word in appointments and modern fittings including shower bath, fireplace, dining saloon and stateroom accommodation for ten persons. She was built in Hong Kong and is of teakwood throughout. The vessel is equipped with a 175 h.p. Hall-Scott engine with reduction gear which gives her a cruising speed of about ten miles per hour. She has been spending two days at Georgia River and two days at Hyder and is due to touch here again tomorrow southbound. Alex. Saint, formerly identified with the Prince Rupert Boat House here, is engineer on the Helena B. which has a crew of four men.

The Helena B. arrived here at 1 o'clock Tuesday afternoon, it having been the intention of the owner to spend the afternoon in Prince Rupert, but, when an urgent message came in from Port Simpson to rush fire fighting equipment there on account of the conflagration raging the village, the owner offered his boat for the purpose and she was soon away, continuing through to Stewart.

Indian Agent W. E. Collison, Dominion Constable A. J. Watkinson, Hugh Smith of the city fire department and Special Provincial Constable William Robb, who went out to Port Simpson on the Helena B., returned to town later in the evening on the Pachena which was sent out to get them.

### TO FLOWERY KINGDOM

U. Suga, well known Prince Rupert boatbuilder, left at the end of last week for Vancouver enroute to Japan where, accompanied by Mrs. Suga, he will spend the next three or four months visiting his native land. One of the principal factors actuating Mr. Suga in making the trip at this time was in order to attend the coronation of the new Emperor of Japan which will take place on November 11 in Tokio.

"Only one more week before the hunting season" is heard at all hands along the waterfront, referring to the opening of the deer shooting season on September 15, exactly one week from today. As usual, a number of parties are being planned for the first week-end of the season although hunting conditions are not usually at their best around that time. The season for activity of the nimrods will get in full swing when shooting of geese and ducks becomes legal on October 15. Surely the winter days are almost upon us!

Prince Rupert Salvage & Towing Co.'s power tug Pachena is again on the Skeena River gravel run after having been engaged in cannery charter work during the summer months.

The trolling boat Royal III., belonging to the estate of the late E. Lindseth, who lost his life a couple of months ago in a logging accident down the coast, has been returned to the floats of the Prince Rupert Salvage & Towing Co. by J. Lindseth, cousin of the deceased, who had been negotiating with the official administrator for the purchase of the vessel.

Norman Freeman, local representative of the International Fisheries Commission, left this morning on the Princess Louise for Ketchikan where he will be engaged for the next few days on official duties.

The next few days will see the usual influx of native boats bringing Indians from various parts of the district to attend the Exhibition festivities. While it is expected there will not be as large crowds of natives in this time as in some past years, there will, no doubt, be quite a few for there are always a number of attractions which bring the aboriginal citizens to town for the occasion. As a matter of fact, the Prince Rupert Exhibition would not seem the same without many of them and they are as valuable visitors as any the Fair brings.

### WORK ON ENGINES

Capt. Peter Leighton of Metlakatla has had his seineboat Dicky Boy in port this week for alterations to the winch and minor engine work at the Star Welding Works. The seineboat Rose C. has also been in for similar work.

The Star Welding this week has been engaged in rewelding of one of the cylinders on Capt. Claude Ketchum's towboat Wigwam, a hole having been sprung in the one lung while the vessel was engaged in salmon packing in Massett Inlet. The work completed, the Wigwam left on Thursday for the Skeena River to bring down a boom of logs.

Alex. McDonald of the Fire Hall has chartered his seineboat Hector to A. Steppcce who is fishing with the vessel in the Warke Canal region.

Si Swanson of the Star Welding staff spent the early part of the week at Big Falls Creek, up the Ecstall River, getting in commission a gasoline donkey engine which will be used by the National Airplane Spruce Co. in hauling logs out of the bush.

When Bill Schelim, who is out a-trolling, returns to port a sorry sight will greet his eyes. Over the end of last week, part of the old McLean Ways in Cow Bay upon which his south sea sailing boat Kelpie was resting collapsed and the ancient and well known vessel listed over on her starboard side into the water with the long mast barely missing going through the roof of one of the neighboring buildings. The Kelpie lies at more than a 45 degree tilt and the tide flows in and out of the old hull. It is questionable if salving of the vessel will be worth the trouble and the cost.

### McLEAN YARD BUSY

The McLean shipyard at Seal Cove keeps busy with repair and painting work and Mac is already beginning to bemoan the fact that he has not even more room than his commodious establishment provides. Though no new boat building is definitely in sight as yet, Mac expects to keep busy throughout the winter on work of a general nature.

Due to the heavy run of pinks, it now seems certain that the 1928 salmon pack in District No. 2, of which Prince Rupert is the centre, will be the fourth largest on record. Figures have been mounting up every week and, at the end of August, the pack stood at approximately 990,000 cases as compared with a total of 655,913 cases in 1927. The only three years exceeding 1928 were 1924, 1925 and 1926 in each of which season the pack was in excess of one million cases which this season can hardly now reach.

Weather has been so dry and creeks so low that it has been found necessary to close a large number of the seining areas recently in order to conserve the fish and additional areas are still being closed. The only varieties now being packed are chums and cohoes and all mainland canneries are expected to close by the end of September with some Queen Charlotte Island plants continuing operations into October, the run being later there.

Canneries remaining open for fall fish are as follows:

Queen Charlotte Islands — Massett Canners (Old Massett), Langara Fishing & Packing Co. (New Massett), South Bay, Lagoon Bay, Alliford Bay and Lockeport.

Naas River—Arrandale.

Skeena River—Inverness and Claxton.

Central Division—Lowe Inlet, Butedale, Klemtu and Walker Lake.

Bella Coola—Namu and Tallheo.

All canneries in Rivers Inlet and Smith's Inlet are now closed for the season.

Halibut landings at Prince Rupert for the present season up to September 7 stood at 19,327,600 pounds as compared with a total of 19,169,950 pounds at a similar date last year. Canadian landings for this season, standing at 6,120,400 pounds, are close to a million pounds in excess of 1928's 5,373,600 pounds at a similar date while American landings were down from 13,796,300 pounds to 13,207,200 pounds. This year's total landings to date are down about 600,000 pounds from the record year of 1926.

During the week of September 1-7 inclusive a total of 665,000 pounds of halibut was landed here consisting of 493,000 pounds American and 172,000 pounds Canadian. Prices remained at a fairly good level, the high bid of the week for American fish being 14.8c and 8c which the Lenore received for 15,000 pounds while the high Canadian price was 12.9c and 7c received by the M. M. Christopher for 11,000 pounds. The low price of the week for American fish was 11.2c and 5c and for Canadian, 11.3c and 7c.

### PRINCE RUPERT TIDES

| | | |
|---|---|---|
| **SATURDAY, SEPT. 8** | | |
| High | 8.49 a.m. | 15.8 ft. |
| | 20.40 p.m. | 18.7 " |
| Low | 2.08 a.m. | 5.8 " |
| | 14.15 p.m. | 10.0 " |
| **MONDAY, SEPT 10** | | |
| High | 11.16 a.m. | 17.7 ft. |
| | 23.04 p.m. | 20.0 " |
| Low | 4.44 a.m. | 4.5 " |
| | 17.05 | 8.7 " |
| **TUESDAY, SEPT. 11** | | |
| High | 12.03 p.m. | 16.9 ft. |
| | 23.57 p.m. | 20.7 " |
| Low | 5.42 a.m. | 3.7 " |
| | 18.03 p.m. | 7.3 " |
| **WEDNESDAY, SEPT. 12** | | |
| High | 12.42 p.m. | 19.8 ft. |
| Low | 6.29 a.m. | 3.1 " |
| | 18.50 p.m. | 5.9 " |
| **THURSDAY, SEPT. 13** | | |
| High | 0.40 a.m. | 21.2 ft. |
| | 13.17 p.m. | 20.6 " |
| Low | 7.09 a.m. | 2.7 " |
| | 19.31 p.m. | 4.8 " |
| **FRIDAY, SEPT. 14** | | |
| High | 1.23 a.m. | 21.4 ft. |
| | 13.50 p.m. | 21.1 ft |
| Low | 7.44 a.m. | 2.7 " |
| | 20.08 p.m. | 4.0 " |
| **SATURDAY, SEPT. 15** | | |
| High | 2.03 a.m. | 21.3 ft. |
| | 14.22 p.m. | 21.3 " |
| Low | 8.17 a.m. | 3.1 " |
| | 20.44 p.m. | 3.6 " |

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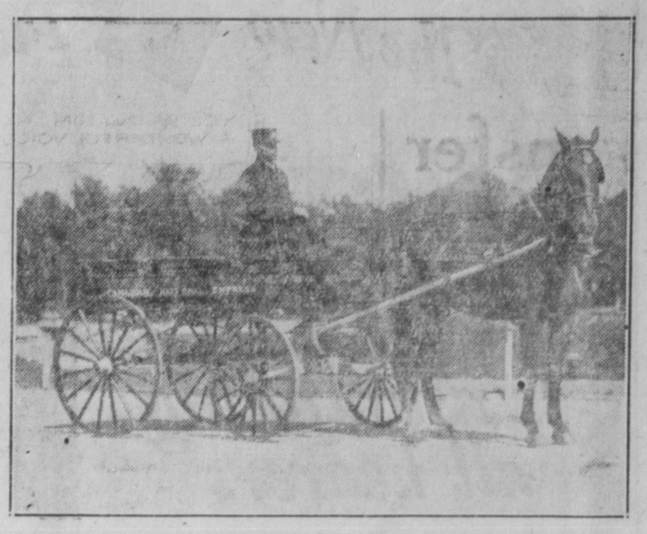

If there is anything in a name "Victor," the prize horse of the Canadian National Express, at Winnipeg, has proved it. Entered at a number of horse shows and fairs in Western Canada, "Victor" has scored an impressive list of triumphs in competition with the best horses of his type in the west. His record is as follows:

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Portage Industrial Exhibition, July 9-11: 1st in roadster class; 1st in single delivery class; 2nd in heavy harness class; 2nd in best harness horse class. In these events he beat a horse which cost over $2,000.

Saskatoon: 1st, best equipped road horse; 2nd, light delivery; 2nd, heavy delivery; 3rd, best road horse; 4th, heavy harness horse.

# Candidates Attention

On next Friday, September 14, the Prince Rupert Daily News' automobile and subscription campaign will come to a final end.

As announced at the beginning (in No. 19 of the rules and regulations) the last period will be under a sealed ballot box. This system insures absolute fairness to all concerned as no one, not even the Campaign Manager or the Publishers, will know what the individual candidates are doing this last period.

Full details and instructions governing the last week will be printed in next Monday's News. It is the duty of each candidate to study these instructions carefully. If any feature is not perfectly clear to you, you should confer with the Campaign Manager.

Next Tuesday and Wednesday have been set aside as days in which candidates are to come to this office and check and verify their vote, cash and point totals with those of the Campaign Manager. Get your totals ready now, and come in either Tuesday or Wednesday to check with the records this office has for you.

Please be very careful in filling out the subscription stubs, always write or print the name, address and amount plainly so there can be no mistake in crediting the subscription. Be sure your name is signed to each stub or coupon you turn in.

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