

Waterfront Whiffs

Halibut Lead Being Maintained; Stripping Log-Carrying Barge Pezuta; Jack Lindsay Changing Engines

Halibut landings at the port of Prince Rupert for the 1929 season, totalling 7,200,750 pounds up to yesterday, are maintaining the lead over 1928, in which the total at a similar date was 6,926,100 pounds. The total of Canadian landings stands at 1,824,500, or nearly as high as last year's 1,871,100 pounds, while American landings totalling 5,376,200 pounds are well ahead of 5,055,000 pounds in 1928. Landings during the week of April 27-May 3 were again quite heavy, aggregating 790,200 pounds, of which 258,200 pounds was from Canadian vessels and 530,000 from American.

Prices throughout the week were steady, despite two or three days of heavy landings. The high price of the week for Canadian halibut was 12.1c and 6c, which the Ringleader received for 2500 pounds, while the low bid was 10.3c and 5c paid the Sea Maid for 15,000 pounds. American prices ranged from a high of 13.8c and 7c paid the Eastern Point for 5000 pounds down to 11.8c received by the Omaney for 45,000 pounds.

Through the Star Welding, Jack Lindsay has sold the 25 h. p. medium duty Eastern Standard engine with which his cruiser Irene L. was equipped to Johnny Clausen, who will install the motor in the trolling boat Aina, which he bought two years ago from Ole Larson and which he will now fit out as a salmon packer in conjunction with the Elmer C. A new 90 h. p. Sterling engine is to be installed in the Irene L.

Nels Robinson's trolling boat Torberg is undergoing an engine overhaul at the hands of the Star Welding, as is also the motor of Billy Larkin's Roy W.

Returning Home

Capt. Aksel Olsen, owner of the local halibut boats Rose Spit and Oslo, is due back via Vancouver from Norway, where he has been spending the winter. His baggage has been home for several days.

It is expected that repairs at the drydock to the fish packer Klemtu Cannery, which struck a rock this week in Grenville Channel and sank, being speedily raised by the Pacific Salvage Co., will occupy about a week's time. The forefoot and stempost of the vessel were badly shattered and the pilot house was also shaken. The boat was taken on the pontoons Thursday morning and repairs are now under way.

Jack Mair, C.N.R. baggage master, left at the first of the week on a holiday trip to the prairies. He is being relieved during his absence by Norman Dalglish of the dock freight department.

Pacific Salvage Co.'s salvage tug Salvage Princess, Capt. Frank Tyler, is leaving this week-end with the derrick scow Lion for the mouth of Tlell River on Graham Island, where she will engage on the high tides next week in stripping heavy machinery and equipment from the log carrying barge Pezuta which was wrecked there last fall. The work will take about a week's time, it is expected.

The log-carrying barge Black Wolf, which went ashore about a month ago near Queen Charlotte City, is also being abandoned and the tug Cape Scott is at present engaged in stripping her.

The Wills Navigation Co.'s motor freighter Dorothea was in port Tuesday loading at Big Bay Lumber Co.'s sawmill a cargo of clear airplane spruce which will be shipped to United Kingdom via Seattle. It is understood that a larger boat than the Dorothea will be placed this summer on this work.

Pete Black Jr. is the first of the summer staff to join the Prince Rupert fisheries experimental station. He arrived at the end of last week from Vancouver, where he is studying in the University of British Columbia, and will be here until September gaining experience in a practical way in the subjects of chemistry and biology in which he is specializing.

Left For South

Bradbury & Yelf's seineboats B. and Y. and Faith of Sechart, after having been engaged for some time in herring fishing in contiguous waters, both left Wednesday night for the west coast of Vancouver Island, where they will resume pilchard seining. Capt. Don Yelf was in command of the B. and Y. while Capt. Al Woie was in charge of the Faith of Sechart. Jack Bradbury is at present here in connection with the construction of the two new seineboats at the local drydock for the company.

Captain Kohrt is away to the Queen Charlotte Island trolling grounds, where he will, as usual, spend the summer. He cleared on Tuesday morning for Hippo via North Island.

Coming out early this week from Jap Inlet, where she had taken on a load of bait from Ole Skog's pound, the local halibut boat Rose Spit, Capt. Ole Stegavig, went aground and it was necessary to lighten the vessel by throwing the bait overboard in order that the boat might be refloated. This was duly done and the vessel came on into port again for inspection by which it was found that no damage had been done. She made another start for the fishing grounds on Thursday afternoon.

Capt. Richard Giske expects to get away with the halibut boat Cape Spencer to the fishing grounds this week-end. The vessel has been three weeks in drydock, having a new crankshaft installed following the breaking of the old one.

Herman Capstick joined the staff of waterfront workers this week when he took up the duties of accountant in the F. E. Hunt, Ltd., ship chandlery concern. Mil Nickerson intends to devote all his time in future to the administrative end of the business.

Built at Vancouver

Construction has been completed at the Bidwell Boat Works in Vancouver of a new 36-foot combination troller and halibut boat for A. B. Anderson of Prince Rupert. The vessel has been christened Aleva and is equipped with a 14 h. p. Western Enterprise gasoline engine.

The halibut boat Alice B., owned by Capt. I. Gelseth, which took the first fare of the 1929 season into Seattle, was wrecked recently at Neah Bay, being broken up in the surf and becoming a total loss. She was anchored in the harbor when her ground tackle parted during the night, the crew awakening when it was too late to save the craft. She was driven into the surf and her men had difficulty in making shore, the craft going to pieces shortly. She carried partial insurance.

RANK INCOMPETENCE CHARGED AGAINST TOLMIE GOVERNMENT BY MEMBER FOR PRINCE RUPERT

(continued from page one)

compact with a select syndicate of dealers in connection with private sales of bonds, the appointment of the minister of finance's former employee as comptroller general, the impossibility of the Stewart-Fort Graham railway project for which a charter had been given to political henchmen, and the amendment of the Constitution Act so as to eliminate ministerial by-elections.

The leader of the opposition also devoted considerable attention to what he termed the unfriendly attitude of the government toward Prince Rupert both in connection

written decisions of the Government upon public questions, and as they were the property of the people and not of the Government, but were only in the custody of the Government, it seemed to him that any citizen interested should have access to these Orders-in-Council for the purpose of perusing the same and learning their contents.

When the matter was under debate in the House, it was suggested by the Government that publication of these orders might, in some instances, jeopardize the integrity of the state, and it was suggested that no alien or foreigner should be permitted to see these Orders-in-Council. He did not know of a single Order-in-Council passed by the Liberals in twelve years that for any reason should have been withheld from the public, not even the Order-in-Council placing the entire aeroplane spruce of the province at the disposal of the Imperial Munitions Board. It stood out very clearly however, that full understanding by the public of the contents of Orders-in-Council passed by the present administration would very much imperil the political life of the government. If they wanted to hide private sale of bonds until the deed was done, one could understand their decision to avoid publication of their Orders-in-Council.

So far, approximately one-third of the Orders-in-Council passed had to do with dismissals or appointments of one kind or another and, in this connection, Mr. Pattullo mentioned a case in his own riding on the Queen Charlotte Islands where a pioneer citizen had been replaced as mining recorder by a virtual newcomer.

T. D. PATTULLO



Leader of opposition addressed his constituents last night.

with highway construction and railway policy. He closed by paying a tribute to the work of his colleagues on the Liberal opposition, particularly the members for Omineca, Skeena and Atlin.

Glassey Presiding

The meeting was presided over by H. F. Glassey, president of the Prince Rupert Liberal Association who, in brief opening remarks, acknowledged the good administrator that Mr. Pattullo had proven himself and predicted that he would be unanimously elected leader of the Liberals and soon would become the premier of the province.

At the close of the meeting, three hearty cheers were given Mr. Pattullo.

In opening his address, Mr. Pattullo expressed his deep and heartfelt appreciation of the confidence that for so many years had been imposed in him by the electors of Prince Rupert by means of which it had been possible for him to be a cabinet minister for twelve years and the only survivor of the original Brewster administration of 1916. While not desiring to appear egotistical, it was a matter of pride to himself that he had been the minister of a single department for a longer period than any other in the history of the province. He hoped that he would never bring discredit upon himself or his constituents. This meeting was being held because he felt that it was his duty to give an account of the work at the last session to his constituents.

Father Time was the potentate who dethroned the Liberal administration last July, Mr. Pattullo said, and personally the change had been somewhat of a relief to himself.

"We are so constituted that it is not difficult for us to readily believe we are being abused and deprived of our just desires; hence, when we were told that we were over-taxed, over-burdened and deprived of the opportunities which exist south of the line, we agreed, and a good government received its conge."

Orders-in-Council

A very protracted debate arose in the House over the question of the publicity of Orders-in-Council. As a member of the Legislature, desirous of seeing that business the Government was putting through, Mr. Pattullo applied to see the Orders-in-Council that had been passed, but was advised that only the Leader of the Opposition could see these orders. As these Orders-in-Council were nothing more nor less than

water powers adjacent to the present large centres were taken up by private interests.

There were a number of very large powers in the province not alienated, notably one of approximately one million horse-power. The Liberals placed a reserve thereon for the benefit of the crown.

In order to be assured that this power would not be handed over to some party henchman, the opposition introduced an amendment that no power greater than forty thousand horsepower should be alienated without the sanction of the Legislature by resolution.

Forty thousand horse-power was a considerable amount of power—twice as much as used by the City of Victoria, so that in allowing the administration to alienate power up to forty thousand horse-power, no ordinary industrial enterprise would be prevented with proceeding by having to wait for the sanction of the Legislature. The intention was to prevent alienation of immense water powers without the consent of the Legislature.

The Government, in order to hold its supporters and not have them bolt, as some of them did on the Telephone Bill, treated the amendment as a want of confidence motion and voted it down.

Comptroller-General

The office of Comptroller-General was one of the most important offices in provincial affairs. While the Comptroller-General was appointed by the Government, he could only be removed from office on address from the Legislative Assembly. Given capability, the first requisite in the Comptroller-General was that he shall be impartial, and it was his special duty to see to it that no moneys were expended other than what were voted by the Legislature, and in accordance with the statutes in that behalf.

When the Liberals appointed a Comptroller-General they selected a capable man who had no affiliations of any kind with any member of the government, that he might stand in an entirely unprejudiced and impartial position in the administration of his office. Under the present administration, a Comptroller-General had been appointed who was associated with the Minister of Finance in the Minister's private enterprise, and, as Comptroller-General would be most intimately associated with the Finance Department, and would require to visit every day of the year, transactions passing through the Department of Finance.

"Without reference whatever to the qualifications of the present Comptroller-General, and I am saying nothing disparaging of him, the fact of the matter is that the situation is not one to inspire confidence, is in bad taste, and extremely ill-advised," declared Mr. Pattullo.

Railway Policy

The merger of the Grand Trunk Pacific and the Canadian Northern lines into the Canadian National, created a new alignment in the railway situation in Canada. There were now the two major systems—the Canadian National and the Canadian Pacific. These two systems, and the Dominion Government recognized it, owed a responsibility to the people of Canada in respect of railway transportation. They recognized, too, the different and difficult position of the provincial railroads by reason of the present alignment of the two National systems, and there was no doubt that in due time all major provincial lines would be taken over by one or other of the two great systems.

"I believe it to be sound provincial policy that no charter for a major provincial railroad shall be given without first holding consultation with the two railroad systems and the Dominion government. The two great systems, in my opinion, owe a duty to Canada to provide transportation facilities, not only in settled districts, but in respect of pioneering in the opening up of new territory.

"I very much sympathize with the people of Stewart in their aspirations to become a railway terminal, and I feel sure that no citizen of Prince Rupert would deny the people of Stewart railway facilities upon a sound economic basis. I am of the opinion, however, that the Government

FIRST PHOTOS OF BYRD EXPEDITION



Left to right are Commande Richard E. Byrd, his manager, Brophy, and "Cyclone" Heines, aeronautical expert of the expedition. They are now wintering on the Antarctic awaiting a favorable opportunity to attempt a flight over South Pole.

made a grievous blunder in granting a charter to run from Stewart to Fort Graham to the Canadian North Eastern Railway, which is sponsored, not by railway men, but by party henchmen. This road cannot possibly be made to pay on a basis standing by itself. We have been trying to dispose of the Pacific Great Eastern Railway, so far unsuccessfully, yet in the face of this situation, the government puts through this charter. How can we expect one of the two great systems to take the Pacific Great Eastern off our hands when we give a charter to a railway that may in a short time find itself in a worse position than the P.G.E.?

"This railway charter in the north is sponsored by party supporters who are not railroad men at all. It was stated that the Premier and a Vancouver member were satisfied as to the standing of the men associated in the enterprise, but the House was given no further information, and, in fact, further information was refused. There were no guarantees forthcoming. Party henchmen asked for this charter—that was enough.

"Inebriated with the power of authority, the Government is running amuck. Get in while the getting is good. Four years go by pretty quickly, and it may then be too late.

"This is going to be an expensive administration for the people of British Columbia."

Tribute to Colleagues

"Before I close, I must pay tribute to the work of my colleagues in the opposition—the new members as well as the old. We were a compact opposition. We worked as a unit. No man was for us on behalf of the Liberal party. We were espousing the cause of the people of British Columbia, shall always deeply value our associates of last session. "What the opposition tried to accomplish during the past session was based entirely upon matters of principle and sound public policy. All of the demands which we demanded in the past were based upon high public policy, and we at no time hesitated to declare where the position stood upon important questions. "In contradistinction to the Government were unable to make declaration viva voce on any issue, but upon the voting counted, had silently and effectively declared themselves mouthpiece of special privilege. "The past session was the most remarkable that has ever occurred in this or any province. "Few governments have ever heralded with greater authority than the present administration and none has been more disappointing to its friends. "Notwithstanding that some of us in opposition expected we would not be less than we expected. "The Government had a program to implement its platform to the people, and was ill-prepared and ill-informed upon such a program as it did present for the ordinary conduct of the business of the province. Everybody knows that the tinsel is tinsel. "Our duty is clear. We will continue to espouse the cause of the people in plain, orderly fashion, for back of it all lies the principle of the Golden Rule, therein the welfare of all the people of British Columbia."

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