



Waterfront Whiffs

Busy On New Experimental Station Site; Melville High Boat of Local Fleet; Scrub and Edward Lipsett Change Hands

A force of a dozen men is now engaged in stripping the earth from the site for the new annex to the Prince Rupert Fisheries Experimental Station at the foot of McBride Street. The work started at the first of the week and is expected to take at least a fortnight. Then there will be considerable blasting of rock to do before pouring of concrete commences on the foundation. The new structure will be two storeys in height above a full concrete basement and will measure 36 by 80 feet or actually larger than the present station on the government wharf. Mitchell & Currie have the contract and, providing unfavorable weather does not hamper the execution of the work, it is expected to have construction completed by next March.

That a determined effort is being made by a number of organizations in the Eastern States to have the duty lowered or eliminated on Canadian fish entering the United States is indicated by exchange trade journals. In such agitation Prince Rupert is very interested since complaint has long been voiced by Canadian halibut fishermen against the tariff. Any move to have it taken off, however, might be expected to have the hearty opposition of such Pacific ports as Seattle and Ketchikan.

Under the foremanship of Jack Laursen, repairs to the foundations of the government wharf shed are under way. The work may be quite extensive since it is being found that the old timber is pretty badly disintegrated. One of the chimneys in the shed has also been partially rebuilt.

Capt. John Skarpness of Seattle has christened a newly built hal-

but boat of his "Maddock" in honor of W. J. "Bill" Maddock, manager of the Seattle Halibut Exchange. The vessel was launched recently in Tacoma and will commence fishing next season. The craft is a 40-foot four-man boat.

Tragedy has again marred the close of another halibut fishing season in the affairs of the American vessels Sea Bird and Kanatak, both of which boats and their crews were well known at Prince Rupert. The Sea Bird tragedy was not as bad as it might have been since four of the crew of six were safely rescued. Nevertheless, there is general regret at the loss of two other members of the crew, Louis and Elias Dyb. There is still hope for the safety of the Kanatak's crew, but that hope is gradually diminishing as time elapses and no definite word is heard as to what may have befallen them.

Prospecting Fisheries

The British Journal of Commerce comments upon the possibilities of prospecting the fisheries off Canadian coasts with large steamers fitted with fishing equipment and acting as mother ships to smaller fishing vessels. It is said that fishing in fleets with properly fitted depot ships would greatly increase both catches and their value.

Capt. J. R. Elfert, harbor master, is again conducting a school of navigation in Prince Rupert this winter, classes having opened last week with fair attendance. On the close of the school next spring, the usual examinations will be held with a view to issuing navigation tickets to the successful candidates.

During seven months of the past season in which it operated, the New England Fish Co.'s halibut steamer New England, Capt. M. B. Scott, landed about 950,000 pounds of halibut and a good deal of cod, the total catch being much larger than last year when the vessel fished all season. The fishermen, working on company pay, shared about \$1500 each. Most of the fish were taken on Portlock Banks and in the Cook Inlet district in ten trips. The New England is the only steamer still engaged in halibut fishing on the Pacific coast. She carries 11 dories, fishing with dories exclusively.

Skipper Rev. W. B. Jennings has placed the Anglican Mission boat Northern Cross in winter quarters at Osland. During the next few months Mr. Jennings will do his circuit riding by steamer or such other modes of transportation as may offer. He is now completing his second year in this valuable form of missionary work to outlying points in the district.

The government is not going to allow reduction plants on this coast to reduce herring for fertilizer this year, it is officially announced. This ruling has been made because of the belief that is held by many that depletion of the herring would follow the reduction process. On the other hand, however, is cited the case of Norway, where herring has survived the activities of the reduction plants for a great many years. There is said to be no greater menace to fish by the reduction business than by their wholesale export to China, Japan and India, while some wealth would be distributed in this country in the manufacturing and sale processes.

Waterfront Changes

On completion next spring of the new fishermen's floats just east of the drydock, it is said there may be considerable change in the general complexion of the local waterfront as far as the mosquito fleet is concerned. According to report, it is the intention of the provincial government to turn over the site now occupied by the Prince Rupert Rowing & Yacht Club to the Alvazoff interests, who contemplate the establishment of a new cold storage plant at this port, the Yacht Club, in turn, to be moved across Cow Bay to the point where the present fishermen's floats are situated. That there may be opposition to any such move is quite likely. A belief seems to be quite generally held that the new fishermen's floats, commodious as they may be, will not be able to accommodate the entire local fishing fleet, besides being less favorably situated as regards the business section of the city. There are those who believe the old floats should be maintained as well as the new, but it is very possible that the authorities may not desire to continue this accommodation. In any case, it looks as if the matter is due for considerable discussion soon.

Although there was a substantial into-freezer movement during the last few weeks of the season, it is understood that stocks of frozen halibut in cold storage on this continent are considerably less this year than last. There are prob-

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ably a million pounds less this year than in 1928. Much of this will be consumed during the close season and the situation augurs well for good demand and prices again in 1930. This is heartening for the fishermen.

Shot a Buck

P. W. Anderson and John Veireck made a brief hunting trip last Sunday to the north end of Digby Island on the Zenobia. The former was successful in bagging a fine two-year-old buck.

The Star Welding machine shop continues busy these days. Last week the halibut boats Oslo and Rose Spit, owned by Capt. Axel Olsen, received engine overhaul, while the motor of Capt. Andrew Hanson's Aisen is now receiving attention. Welding jobs are also being carried out on the engines of the Impeuse and Ingrid H., and next week the Minnie V. will have engine overhaul.

With earnings per man aggregating about \$3000 for the season, the Melville, Capt. John Ivarson, was high boat of the Prince Rupert halibut fleet for the year 1929. The Covenant, Capt. Hans Underahl, was second with \$2900, while the Prosperity A. and Relief, Capt. Merrill Sollows, were in third place with earnings of about \$2700. As previously reported, earnings for this season generally were well ahead of last year.

Two well known Prince Rupert halibut boats, the Scrub and Edward Lipsett, have just changed hands.

The Scrub has been sold by Capt. A. Prince to William Miller, Porcher Island mail carrier. This vessel is 50 feet in length and equipped with a 20-25 N. and S. gasoline engine. She was built originally in Seattle and brought north in 1919 by Capt. Prince, from Bellsham, having been operated continuously since then in the Prince Rupert halibut fishery. Capt. Prince contemplates either the building or purchasing of a new boat, probably of considerably larger size than the Scrub.

The Edward Lipsett, a 45-foot vessel which was built in Prince Rupert seven years ago by N. M. McLean has been sold by Martin Johnson to Olof Skog, who was on the Toodle and Ingrid H. during the past season. This vessel is equipped with a 30 h.p. Frisco-Standard gas engine and, being a comparatively new boat, should have many years of good service in her yet.

Bagged Six Deer

Capt. Chris Olsen returned to port yesterday afternoon with his halibut boat Selma after a six-day hunting trip to the North Arm of Porcher Island. Other members of the party were Carl Johnson and Jack Preece. Although weather was of an extremely unfavorable nature, the party succeeded in bagging six deer.

The seineboat Bertha G. is due back this week-end from a ten day hunting trip to Hartley Bay and Giltees Inlet. Those on board are R. Gammon, Tom Watts, C. H. Orme and Joe Scott.

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