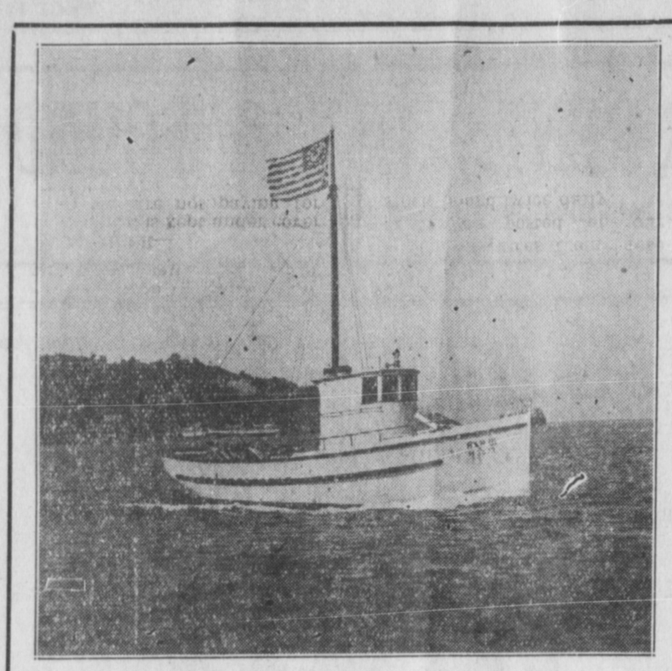

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Waterfront Whiffs

Big Race for Next Year Attracts Considerable Interest; Halibut Season Nearly Over; Two Well Known Local Vessels Change Hands

It was with considerable interest here that the announcement was received this week of the definite decision of the Seattle Yacht Club to stage the 1930 long distance race for power cruisers from Seattle to Prince Rupert instead of from Olympia to Juneau as has been done during the last two years. If nothing else, the holding of such a race would tend to imprint the port of Prince Rupert more distinctly on the marine map and that is to be appreciated. Officials of the Prince Rupert Yacht & Rowing Club are getting busy on the matter and have determined that nothing shall be lacking toward making the race at this important end a great success. When the time for the event, now expected to be held in June, draws nearer more tangible arrangements will be announced.

The principal reason, it is explained, for changing the race next year from Olympia-Juneau to Seattle-Prince Rupert was because the Alaska race and return took more time than a good many of the contestants could afford to spend so the shorter race was decided upon with the understanding that the Alaska race would be renewed in 1931, the short and long races to be held in alternate years thereafter. It is the hope of those who are staging the 1930 race that motorboats from Canadian yacht clubs, as well as those from the American side, will participate in the event, Prince Rupert being particularly expected to have at least one entry since it is the terminal point. Several vessels from California are also expected to compete.

Dr. E. A. Rich of Seattle, who made the first Alaska race in 1923 with his big cruiser Argosy, has been re-elected president of the Alaska cruising organization. Other organization preparatory to the race to Prince Rupert has also been completed. Ten boats are already enrolled in membership in the International Cruising Club, most of them being from Seattle.

Up to the end of last week, it was figured that fully half of the fleet of Prince Rupert halibut boats was still out on the banks. With the fishing season closing on Friday of next week, all these boats are expected to be in within the next two weeks as well as many American vessels with their final catches of the season. Rough weather and the fact that a number of the smaller boats have been tied up has accounted to a large extent for the lightness of landings during the past two or three weeks. Many and heavier fares, however, are looked for during the next two weeks and there is no reason to believe why the satisfactory prices, which have prevailed for several weeks now, should not continue. By November 22, a week from next Friday, the last fares of the season should be landed and all boats accounted for.

Engine Overhaul

Capt. Leon Sandver is having the engine of his halibut boat P. Dorreen gone over by the Star Welding. The vessel is now tied up for the winter but the gadgits would be made shipshape before it is put away until next spring.

Hunting is the order of the day just now and there is sure much cannonading even though the wild creatures may not be diminishing very rapidly thereby.

About the only successful party last week-end were the redoubtable Lindsay gang who visited Pearl Harbor aboard the Irene L. and brought back a few ducks but not nearly as many as they shot at.

George Bryant, Bill Williscroft and company left on Monday morning for a trip on the Harla in the Ogden Channel vicinity. They were expecting to be away a week or more.

Early Thursday morning, M. M. Stephens and Oscar Olsen left on the Vera S. Frye for parts unknown.

Parties leaving this week-end, taking advantage of the forthcoming holiday, included those with Skipper P. W. Anderson on the Zenobia, D. C. Stuart on the Tseekwa and Jack Lindsay on the Irene L. Yesterday, a group headed by Jim Bacon left for the Naas River on the F. H. Phippen.

A. Solheim is opening up a new machine shop in the old Rupert Marine Ironworks plant on the Pacific Salvage Co.'s dock. Considerable equipment is being put in for a start and later will be added to. The Salvage Machine Works is expected to be the name of the new establishment which will soon be open for business.

At the end of the week a collision occurred at the floats of the Pacific Sallvage Co. when the Billmor, while making a landing, crashed into the stern of the Pachena. The Billmor sustained little if any damage while rather extensive injury was done to the Pachena's stern. Repairs are now proceeding and the vessel will not be long out of commission.

Dogfish Camp Closed

Because so few boats having been fishing, the Rupert Marine Products Ltd. has closed down the dogfishing camp near Kitkatla, south of Prince Rupert, which it was hoped might have been operated all winter. Two boats are still engaged in shark fishing for the reduction plant which is now obtaining most of its material by means of halibut offal.

The plant, after the close of the halibut season, will be shut down until spring.

Two well known local power vessels have just been purchased by the Pacific Salvage Co. to be added to that concern's local fleet. They are the power tug Billmor and the power cruiser Sunbeam II.

The Billmor, purchased from the Billmor Spruce Mills Ltd., is practically a new boat, having been built in Vancouver a little over a year ago. She is a sturdy craft of 45 feet length and 10 foot beam and is equipped with a 55 h.p. Union full diesel engine. The vessel will probably be used for freighting to the Skeena River.

The Sunbeam II., purchased from Douglas Stork, is a very well known local power cruiser. Originally built some years ago for Dr. W. T Kergin, the Sunbeam II. is 37 feet long. She has a new 16 h.p. Frisbie gasoline engine, which was installed only last year. The vessel, which has been moved from the Yacht Club to the Pacific Salvage floats, will be available for hunting parties and other such work.

Tyee On Banks Again

The Ketchikan fishing schooner Tyee, which was found on September 24 off Puffin Bay, Baranoff Island, badly holed and sunk beneath the surface, only her masts showing and her crew disappeared, left Ketchikan at the end of last week for the fishing grounds with a new crew, the secret of the tragedy which is believed to have wiped out her previous skipper and crew of four being still unrevealed. The Tyee, after being raised, was reconditioned and refitted at Ketchikan and is now on her final trip of the season to the fishing banks. It is possible she may be here next week with her catch. The vessel has already landed six catches here this season.

Owing to rough weather on the banks and the fact that a number of boats have no doubt been spinning out their voyages to have larger fares for their final trips of the season, halibut landings at Prince Rupert during the past week were very light, totalling only 356,700 pounds, of which 326,900 pounds was from American vessels and 29,900 pounds from Canadian. Taking this week into account, the total landings for the season up to yesterday at 26,560,950 pounds—made up of 19,317,800 pounds American fish and 7,189,150 pounds Canadian—as compared with a total of 25,756,600 pounds at a similar date last year, consisting of 18,521,800 pounds American fish and 7,234,800 pounds Canadian.

Prices during the week maintained a satisfactory and steady level. The top bid of the week for American fish was 19c and 9c which the McKinley received for 25,000 pounds while the highest Canadian price was 19c and 10c paid the Eric Roy for 3000 pounds. Low prices of the week were 13.2c and 9c for American halibut and 16c and 9c for Canadian. On two days during the week no catches were offered and on other days the offerings were exceptionally light.

Off Hunting

Skipper P. W. Anderson pulled out this morning with his power cruiser Zenobia for a ten day hunting trip to Kumeleon, Baker Inlet, Kitkatla Inlet and possibly other points down the coast. The party, which expects to return to town by a week from Monday consists, besides Mr. Anderson of two city fathers—Ald. Alex. Prudhommc and Ald. Frank Dibb—as well as Harry Stiles, George Rodger and Fred Pyle. At Baker Inlet, they intend to scale the peaks to try out a day's goat hunting.

Canadian Fish & Cold Storage Co.'s new fish packer Chief Seegay, Capt. Fred Walters, returned to port this morning from Alert Bay with a load of 7500 chum salmon. The vessel was away three weeks, having landed one load of fish at Vancouver.

The Greir Starrett, Capt. Vic King, is due in port tomorrow from Alert Bay with a load of 5000 chums.

The W. R. Lord is down the coast for another load.

The Chief Zibassa, which ran ashore a few weeks ago on Digby Island, being considerably damaged, will not be ready in time for further service this season.

C. N. R. steamer Prince George, Capt. Neil McLean, arrived in port on time at 10:30 this morning from Vancouver, Powell River and Ocean Falls and will sail at 4 o'clock this afternoon for Stewart and Ketchikan, whence she will be back here tomorrow night southbound.

TERRACE TO FORM PEACE OUTLET ASN.

Other Matters Discussed By Board of Trade of Interior Town

TERRACE, Nov. 9:—The monthly meeting of Terrace Board of Trade was held on Tuesday, O. T. Sundal presiding in the absence of the president, E. T. Kenney, through sickness.

A letter from W. H. Tobey indicated that the question of again providing a passenger car on freight trains when the winter schedule comes into force is being considered by the railway authorities.

A letter from the Superintendent of Lands suggested that the proposal to have a 66-foot right-of-way constructed on the front at Lakelse should be referred to the public works department, and this the meeting decided on doing.

The movement to inaugurate a Prince Rupert-Peace River Outlet Association was warmly approved and the secretary asked to send assurances of co-operation to the promoters.

It was agreed to ask for the construction of a tractor trail on Chindemash Creek and pack horse trails on Copper River to Summit Lake and on the north side of the Skeena between Terrace and Usk.

A proposal to ask the Minister of Lands to have the Indian reserve south of the Skeena turned into a public park was approved and it was decided to hold a special meeting to consider recommendations for public works.

Children's Fancy Dress Party at Port Clements

PORT CLEMENTS, Nov. 9:—The annual Children's Fancy Dress Party was held last Friday evening in Pearce's Hall. It was attended by all the children in the community, the evening being spent in games under the leadership of Mrs. D. L. Jones.

The surprise of the evening was the fish pond, each child receiving a suitable Hallowe'en gift. Dainty refreshments were served at the close of the party.

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