

## Waterfront Whiffs

**Big Fish Packer Red Boy Purchased by Pacific Salvage; Treasure Boat Khtada Changes Hands; Season's First Halibut Landings**

The well-known big fish packer and cannery tender Red Boy has been sold by the Skeena River Packing Co., operating Port Edward cannery, to the Pacific Salvage Co., which will add the vessel to its fleet of towboats and charter vessels at Prince Rupert. The Red Boy was built in 1911 at Bellingham and was practically rebuilt in 1921. She is 84 ft. 5 in. in length with beam of 16 ft. 5 in. and depth 3 ft. 2 in. The vessel is equipped with a 60 h.p. Frisco-Standard gas engine, which will probably be replaced with a diesel machine by the new owners. She will be moved down in a few days to the company floats from a cradle near the dry dock, where she has spent the winter.

Charles E. Starr, manager of the Pacific Fisheries at Prince Rupert, returned on Wednesday after spending the winter in the south. With Mrs. Starr he spent most of the vacation during the halibut close season motoring in southern California.

The Covenant, Capt. Hans Underdahl, and Melville, Capt. John Pearson, whose halibut was bid upon at the season's first session of the fish exchange on Wednesday, made good on their initial bids for 1929 to the fishing grounds. They were both out five days. Having 12,000 pounds, for which 17.4c and 18.5c was paid, the Covenant's proceeds totalled

about \$2000 and the share for each of the six men was \$154. The Melville hauled 11,000 pounds, received a bid of 17.1c and 9c, had total proceeds of about \$1500 and the share per man was \$104.

Capt. David Ritchie, well known Prince Rupert halibut boat skipper, is expected to return the end of February after having spent the winter in Scotland. His boat, the Onome, will undergo engine overhaul, including the putting in of main bearings, at the Star Welding, before proceeding on its initial trip of the season to the fishing grounds.

Proficient Carpenter Everywhere you go and everything you do you are always picking up experience, Reg Webber has found. There is nothing like married life to make a good carpenter out of a man and Reg, though wedded only two or three weeks, is becoming very proficient along that line. Eighth

Avenue West has been resounding of late with his hammer as he makes cupboards, repairs, and a general handyman of himself. But it's worth the effort, Reg says, even though it does keep a man home nights.

Capt. Clarence Campbell of the Joe Baker sustained a rather badly cut right thumb on Monday while engaged in tuning up the gadgets preparatory to leaving on the initial trip of the season to the fishing grounds. Clarence is lucky, however, in having a real trained nurse for his wife and, under her efficient care, the wound, though painful, has been doing nicely.

Bert Hanson and Charlie Wallace have moved their shellfish establishment scow from the site on the waterfront which is about to be occupied by the Home Oil Distributors fuel station to a new mooring adjacent to the Imperial Oil Co. wharves

Though able to leave the hospital last Saturday after almost a week's sojourn in the institution, Doc Clapperton is not yet quite up to the mark although he resumed his duties at the Government Wharf yesterday. He has been suffering from troublesome throat ulcers. Next time, if there should unfortunately be any next time, Doc had better stay in the hospital until the Whiff man gets a chance to call or, at least, until he gets better. We are glad to see him about again.

Expressions of regret were heard this week at the sudden passing on Wednesday morning of A. H. Love who was well known and esteemed along the front in his capacity as bookkeeper at his son Harry's Imperial Machine Works. Harry and Ray Love, both well known waterfront business men, as well as the other sons, Bruce and Ernest, have the sincere sympathy of many friends in the passing of their father.

**Float Redecked** Redecking of the federal government's float on the waterfront for the mooring of the Digby Island ferry boat Rhona has been carried out during the week. New railings have also been installed and general improvements made.

Helge Essen, who has been in charge of the city delivery service for the Electric Bakery for some time, is about to join the local halibut fishing fleet for the summer.

George Rodger, one of the mechanical wizards of the Star Welding shop, returned to town on Tuesday after spending a week at Stewart where he made repairs to one of the freezers in the P. Burns butcher shop. His wife went along with him to see that he didn't do anything he shouldn't do in that wild town.

Pacific Salvage Co.'s big power tug Salvage Princess, in command of Capt. Frank Tyler and with Capt. Paul Armour, local manager for the company on board, sailed Thursday evening for Vancouver where she will pick up the first of three new scows which are to be added to the local towing fleet this season. The Princess is due back about next Thursday and will bring north on the scow another load of machinery for the new National Airplane Co. sawmill at Porpoise Harbor

Capt. Jud Thurber's old halibut boat Muirneag was moved down this week to the floats of the Pacific Salvage Co. The 20 h.p. Atlas engine, which was traded into the salvage company, is being left in the Muirneag in the hope of selling the vessel as she stands, or rather floats.

Capt. Thurber's new fifty-foot halibut boat will be moved down from the Suehiro boatbuilding plant on Monday to the salvage floats where the 30 h.p. Frisco-Standard engine, formerly in the Caygeon, will be installed. It will possibly be a month yet before the new ship is ready for sea. She is to be named Vera Beatrice.

Milward Nickerson, general manager of the F. S. Hunt Ltd., has been suffering toward the end of this week with an attack of bronchitis which has caused

him to remain home part of the time.

### Khtada Sold

The well known local pleasure boat Khtada has been sold by Charlie Balagno to M. Prsin, one of the shift bosses for the Granby Co. at Anyox, and will be leaving the Yatch Club floats within the next few days for her new home on the smelter town waterfront. Twenty-six feet long and equipped with a 10-12 Frisbie engine, the Khtada was built here about six years ago for Ben Self. Later the vessel became the property of Jim Hickey, well known prospector, who in turn sold her to Billy Balagno. Charlie Balagno came into possession of the Khtada when Billy moved to Victoria

Dr. R. G. Large of Port Simpson arrived in town Thursday afternoon aboard his power cruiser Sunbeam 11 and returned home today.

On Thursday afternoon, Pacific Salvage Co.'s power tug Pachena took the first scowload of machinery out to the site of the National Airplane Lumber Co.'s new sawmill at Porpoise Harbor. The material had arrived earlier in the day from Seattle aboard m.s. Dorothea

The Bacon Fisheries got its first black cod of the season on Wednesday from the American halibut boat Onah and filled its two smoke houses here. B. J. Bacon, manager of the Bacon Fisheries, reports that there is a large demand for smoked fish this year and he expects his production to be larger than in any season of the past.

After undergoing an extensive engine overhaul at the Star Welding works, the Prince Rupert halibut boat Pair of Jacks, Capt. Pete Leland, is about to get back on the fishing grounds again and the skipper hopes that he will have a better year in 1929 than he had in 1928 when he was consistently unlucky in hitting the markets when there was a glut of fish and the prices were low. The 25 h.p. Corliss engine on the Pair of Jacks has been practically rebuilt from the base up and is functioning excellently again. Just before leaving for the banks, the Pair of Jacks was taken up on the Ward Ways this week for minor hull work.

### Boat Nearly Ready

Capt. Merrill Sellows, formerly owner of the Ringleader, should be able to leave by March 14 or soon thereafter for the fishing grounds with his new 50-foot halibut boat construction of which is being rapidly brought to a finish by the McLean Yard at Prince Rupert. The 30 h.p. Atlas-Imperial engine, formerly in the Tern, has just been installed. A number of fittings, including gurdy, have yet to be made. Capt. Sellows has selected the name Relief for his new boat.

Genefay satisfactions has been expressed along the Prince Rupert waterfront at success being obtained in having the sum of \$16,000 placed in the federal estimates this year for the construction of new fishermen's floats, a long felt need at the port. It is now hoped that the work may be proceeded without further interruption so the new facilities may be ready for use by next winter when they will be needed. These floats have long been denied Prince Rupert and the prospect of them now being at last installed is, therefore, doubly gratifying.

The halibut season opened well at Prince Rupert this season. The first sale on the Exchange this year was on February 20 where-as it was February 21 last year. The volume of fish landed for the first few days of this season was in excess of 1928 and the prices were much better. Bids on the opening day of the season this year were 19c and 8c for American fish and 16.1c and 8.5c to 17.4c and 9c for Canadian. Last year opening season bids were respectively 15c and 8c and 13.8c and 8c. Prices have also been better sustained this year, second day bids having been 17c and 8c for American fish and 14.5 and 6c for Canadian whereas second day prices last year dropped to 10c and 6c for both American and Canadian fish. Halibut landed the first two or three days of the season was from

the close in banks. Before the end of the month, catches are expected to start arriving from Kodiak, Portlock and the further out banks.

Landings at Prince Rupert for the first few days of the season up to and including yesterday totalled 104,600 pounds of which 38,600 pounds was from Canadian boats and 66,000 pounds from American.

First boats of the season to land halibut catches here were: Canadian—Covenant, 12,000 pounds; Helen 11, 2,000; Hazel L., 100; Morris H., 6,500; Melville, 11,000; Signal, 7,000. American—Cedric, 3,000; Grayling, 12,000; Ionic, 8,000; Middleton, 17,000; Onah, 6,000; Wizard, 20,000.



FIRST CAVEMAN: "I see you have a new stenographer. What happened to the other one?"  
SECOND CAVEMAN: "Oh, she was always hitting her fingers, so I fired her."  
—The Humorist, London.

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