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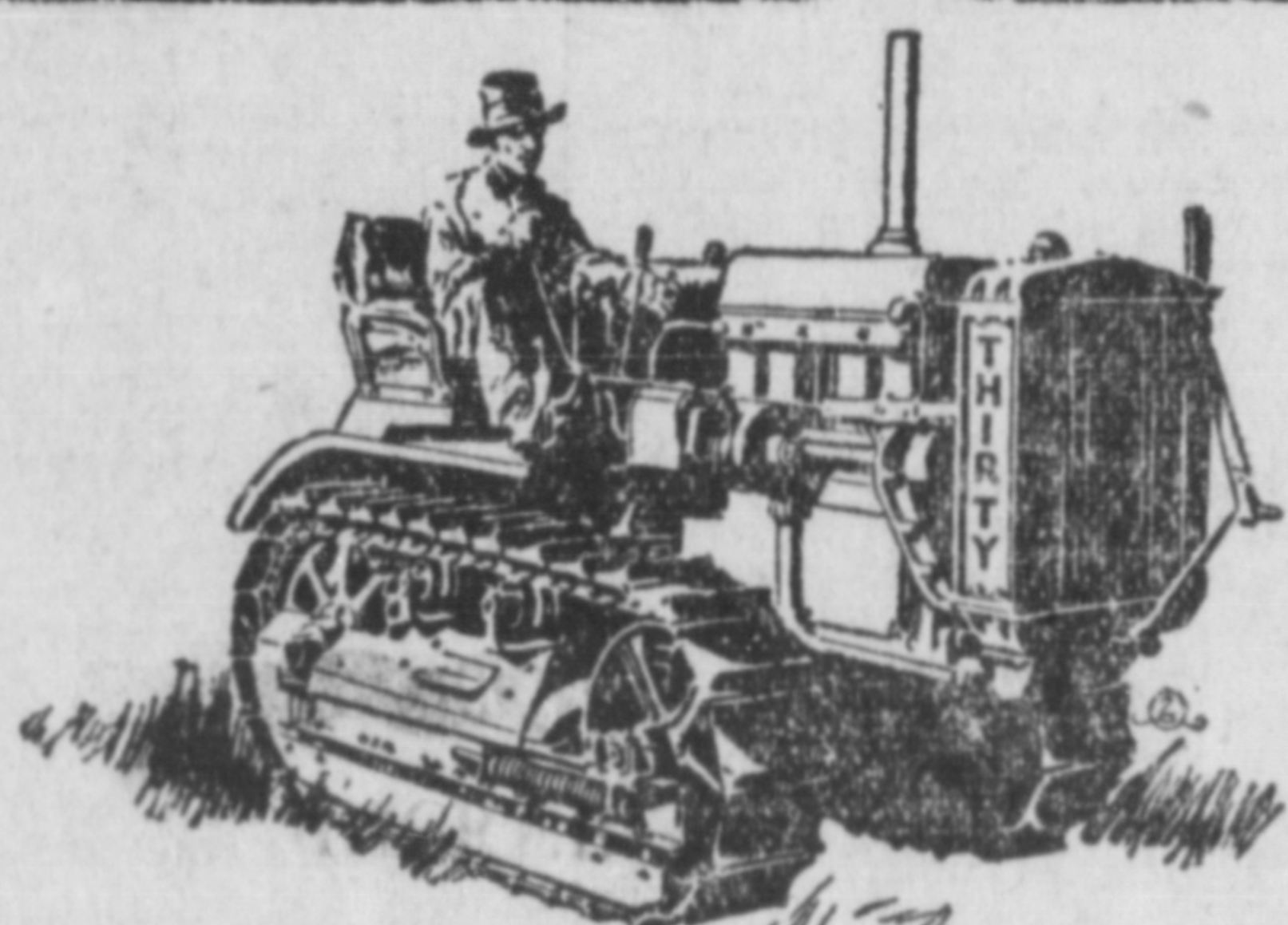
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Waterfront Whiffs

Salmon Fishing Season Nears Conclusion; Halibut Landings Holding Up Well; Other Waterfront Doings

With the closing yesterday at 6 p. m. for a week of fishing with 5 3-4-inch mesh nets, many of the salmon canneries on the Skeena River discontinued operations for the season and the fleet of active fishermen will now be reduced from 1100 to some 300 or 400 boats. For a week fishing with nets of less than 6 1-2-inch mesh will be prohibited, with the smaller mesh again permissible after that time, although there is expected to be no resumption to any extent of fishing for fall varieties after the intermission. The season is now ended except for chums and cohoes and packing operations will be centralized in perhaps four or five canneries on the Skeena River while the rest close down.

On the whole, the 1929 canning season in District No. 2, of which Prince Rupert is the centre, can be described as having been little better than fair, although it shows a substantial improvement over 1928. The run of the choice sockeye has been up to expectations and quite satisfactory, while the pink run, as anticipated, was light. Throughout the season trollers have been quite successful in taking cohoes and are still continuing operations, while seining and gill netting is now to a large extent shut down. The pink run is pretty well over. It has been practically a failure on the Naas River, while it was fair on the Skeena. The central division has been doing well on pinks.

A gratifying fact during the 1929 season is that large quantities of all species of salmon are getting up the rivers and creeks in the district to spawn. High water has considerably aided the movement of the fish.

The chum run will commence on the Queen Charlotte Islands toward the end of August with two canneries operating in Massett Inlet—the Langara Fishing & Packing Co. at New Massett and the Massett Cannery at Old Massett. These will be the only operating canneries in Massett Inlet this season. The Langara cannery commenced packing cohoes from the trollers this week.

New Patrol Boat

Delivery was recently made by the Hoffer Beeching shipyard in Vancouver of a 45-foot power cruiser for fishery patrol service in this district. The vessel has a beam of eleven feet and a speed of ten and a half knots with a very large cruising range. She is named Cloyah II.

Captain Joe Enos, fish skipper of Provincetown, Mass., is exhibiting a blood-stained eight-inch wooden fork which he says came from the stomach of a large cod-fish caught off Highland Light. The fork has been added to Captain Enos' collection of odd finds, which now includes the skeleton head of a cow, which was found inside a shark, and a half-pint bottle found in the stomach of a horse mackerel.

Motorship Zapora is due in port this week-end from Alaska to load at the Big Bay Lumber Co.'s sawmill a cargo of airplane spruce, which will be trans-

shipped from Seattle to the United Kingdom.

With the practical closing down this week-end of salmon fishing and canning operations, there has been a large movement of fishing boats to port in the course of the week and, during the past few days, there has been quite a congestion at the Cow Bay floats. Many native boats have been coming in and quite a number will remain in port until after the fair, when they will proceed to their various homes to commence the winter's hibernation. Several seineboats have also come in as well as a considerable number of trollers.

Under the supervision of "Buck" Lodge, who was recently appointed foreman for the company, the Pacific Salvage Co. is redecking the west end of its dock to the rear of the premises formerly occupied by the Rupert Marine Works. The shed which was formerly formed a portion of the buildings of the Prince Rupert boat house will be moved down from the government wharf and placed on the Pacific Salvage dock.

Margallic Fishing Again

The well known local halibut boat Margallic, which sank about a month ago on the west coast of the Queen Charlotte Islands, being successfully raised by the Pacific Salvage Co. and repaired at the local drydock, left for the fishing grounds last week-end under command of Capt. Andrew Garden is now due back in port again. Capt. Jack Christiansen, owner and skipper of the Margallic, who sustained painful burns on both arms from an explosion on board the vessel while she was being repaired, is now nearly recovered from the effects and expects to resume command on the next trip.

George Eckerman, who has been identified with the Nelson Trading Co. on the local waterfront for the past couple of years, left on Tuesday evening aboard the schooner Dorothy for Seattle. It is uncertain whether or not Mr. Eckerman will return to Prince Rupert. He was very popular with many friends along the front and his presence will be missed.

Shel Darton, accountant for the Canadian Fish & Cold Storage Co. and Mrs. Darton had a narrow escape from what might have been serious injury last Tuesday evening when his car, in an attempt to avert a collision with a big transfer truck, went off the street and turned over on its side in a gully on Sixth Avenue East. Fortunately, Mr. and Mrs. Darton were unhurt, although the car sustained considerable damage in its contact with the stumps.

Lighthouse tender Newington, Capt. Harry Ormiston, left yesterday for a two weeks voyage down the coast to service the various lights in its territory between here and Egg Island in Queen Charlotte Sound.

The halibut is the largest of the edible flat fish, one of the most important of food fishes. It is indigenous to both the North Atlantic and North Pacific. It is seldom found south of the fortieth parallel. It is not found south of the equator. It exists in the greatest abundance off the British Columbia coast. Early explorers to the northwest coast of the Pacific noted its abundance. Captain Cook recorded in June, 1778: "Our people caught 300 halibut this morning." He was at that time in the vicinity of Kodiak Island, Gulf of Alaska.

The halibut spends its entire life in salt water. They spawn in deep water fifty to 250 fathoms in depth, in the fall and winter. Their eggs are fertilized after

they have been expressed by the females. They float at varying depths, usually below eighty-five fathoms. Those collected by the commission's staff were taken eighty-five to 750 fathoms in depth. The eggs when ripe are translucent, free of visible globules or floating particles. The outside capsule is marked with delicate short intersecting lines. They are round and 4.86 millimeters in size. The time taken in incubation is unknown. The only larvae stages collected by the commission were taken in the Gulf of Alaska at depths from 250 to 850 fathoms. They were in the yolk sac stage, all under 2.4 millimeters in length. They have long snake-like laterally compressed bodies. The eyes, proportionately spaced on opposite sides of the head, are large and the snout pugged. The pectoral fins are small and larvaal, the dorsal and pectoral fins not yet shown. In the Gulf of Alaska the eggs and larvae drift to the westward. The commission has collected a large number of the very early larvae stages that are much smaller than those previously collected anywhere. But so far the older stages of the very young, fully formed fish have been taken only in Europe.

After the yolk sac is absorbed they swim upright like most fish. Both sides of the head and body are alike. How long they swim upright; and when and what changes occur before they acquire the habit of lying on one side, with the head twisted sidewise, both eyes on the upper side, is unknown. It is one of the most fascinating problems on which the commission is engaged. It is one of the most engaging problems in marine biology.

In recent years there has been no branch of fishery science as rich in results as that of the study of age and rate of growth. Not only does it show the rate of growth at which species develop and the time taken in the immature stages, but it throws light upon their movements—thus in the salmon, the length of time spent in the sea, and the river in which it is hatched. The same method has been used in herring, a classic instance being the discovery that in a certain locality on the Norwegian coast the growth in a particular year was very small. The herring originating there were marked by this small growth—so that their migrations were followed year after year.

The halibut has an inner ear but no external ear. In the ear a stone is developed, which grows in size from year to year by deposits from the outside. The winter growth is more transparent than the summer growth, making a stone which is marked like the rings of a tree. The bones are called otoliths, or ear-bones. They are used to determine age. The scales of the halibut also show growth rings, but they are so constructed as to make it more tedious to determine, than the study of ear-bones.

Halibut Landings

The 1929 season is still maintaining its healthy lead over 1928 in the matter of volume of halibut landings at the port of Prince Rupert, the total up to and including yesterday having been 17,771, 550 pounds, as compared with 17,125,700 pounds at a similar date last year. Canadian landings now aggregate 5,439,850 pounds, as against last year's 5,513,800 pounds at a similar date, while total American fares are up to 12,331,700 pounds, as compared with 11,611,900 pounds.

During the week from Saturday to yesterday inclusive landings amounted to 686,900 pounds, of which 258,900 pounds was Canadian fish and 428,000 pounds American. Prices during the week were around an average level. The highest bid for American fish was 15.7c and 8c, which the Frisco was paid for 9000 pounds, while the top bid for Canadian fish was 16c and 9c, received by the Cape Spear for 10,500 pounds. Low bids of the week were 13.2c and 8c for Canadian fish and 12.3c and 8c for American.

The date for the closing of tenders for the construction of the new fishermen's floats here has been extended to September 11. Soon after that time, it is expected, the contract for construction will be awarded by the federal department of public works.

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Aug. 31, Sep. 23 Montreal

*Sept. 13 Metagama
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Aug. 31 Duchess of Richmond

To Antwerp
Sept. 13 Montrose

To Liverpool
Aug. 28, Sep. 18 Duchess of Bedford

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Sept. 14 Melita

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