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for Fair Week

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WATERFRONT WHIFFS

American Trolling Boat Cases Coming Up In Victoria—Attention Focussed on Fair—Many Native Boats In Port

The fate of the United States trolling boats May, Queen City, Tillie M. and Sunrise, which were seized by the fisheries protection cruiser Rividis off the coast of the Queen Charlotte Islands in June, having been detained here since that time, will be decided at a hearing in Admiralty Court which will open before Mr. Justice Archer Martin in Victoria next Tuesday. The four power boats were placed under seizure on a charge of being illegally anchored in British Columbia or Canadian waters although there is no suggestion in the charges that the vessels were engaged in fishing in Canadian waters. The May was seized off Rose Spit on June 4 by the Rividis which also seized the Queen City, Tillie M. and Sunrise off the same point two weeks to the day later. The legal firm of O'Halleran and Harvey of Victoria will appear for the prosecution, having taken over the case from E. F. Jones of this city. Winter S. Martin of Victoria will act as counsel for the American owners of the seized boats. Press despatches to the Daily News will, doubtless, announce the outcome of the cases in which many local people are taking an interest.

On the waterfront, as elsewhere in the city, attention will be focussed next week on the Prince Rupert Exhibition. While the waterfront and its attendant industries may not receive the full share in the fun, as far as the Fair is concerned, that their importance might justify through the part they play in the business and prosperity of the port and district, nevertheless a keen interest is taken in the Exhibition by the fishery folk and marine businesses. They are fully cognizant of the desirability, if not necessity, of holding this annual gala as an exposition and advertisement of the accomplishments and possibilities of city and district. Incidentally, and of importance too, the most of folk get a real merry time out of the Fair and waterfront dwellers, like others, will ascend the mountain back of town to participate in the jollifications and festivities.

The Imperial Oil Co. has just completed extensive additions to the sheds as well as making other improvements around the big local oil station. Every year this company may be depended upon to do something in the way of keeping its plant fully modern and adequate to handle the needs of the ever increasing general business of the port. This year is no exception and the big marine fuel station is and looks the better for new work that has been put in upon it.

Largely on account of native boats calling here since the close of the salmon canning season so that our aborigine friends might have the chance to see a little life and, while so doing, drop a little coin in our midst, the Cow Bay floats have presented a great jam of craft during the past week or ten days. In some cases, boats are moored eight and ten abreast well into the fairway and low tides of the past week presented some difficulties when some of the boats, lying closer in, came near having trouble through going aground. Fortunately there has been no serious trouble. Many of the natives bringing their boats in, sleep upon them during their stay while others stay at hotels or rooming houses all of which are reported to have been crowded this week. Owing to the success of the salmon fishing season, the natives have been very well heeled financially this fall and this condition of affairs has had its beneficial efefct on business generally for the native is nothing at all if not a free spender. There is, indeed, more or less unanimous agreement that native business this fall is proving better than for many years past.

But getting back to the subject of float congestion, however, it is to be noted that the commodious new fishermen's floats just east of the dry dock, capable of taking care of many times more craft than Cow Bay, are not being very well patronized—doubtless for the unfortunate reason that no road has yet been provided to connect them with the city. But no one can blame the government any more for now the floats are there, and a good job at that, although they can't be used because the city, unavoidably or otherwise, has not yet got the road built. Perhaps, some of the city fathers do not fully realize that the building of that road is one of the most important outstanding matters just now in business importance to the city. Advantage will, no doubt, be taken of the shelter that offers at the new floats for the tying up of halibut boats in protection against the stormy tempests of the winter but, otherwise, they will never be of any real permanent use until they are connected by a good road with the city. It is to be hoped that there will be no more delay in the matter of providing this road than is absolutely necessary.

It is fortunate that the natives should be in at a time while the trolling boats are almost all out at work. Otherwise, there would have been some real congestion at Cow Bay floats. At that, quite a number of trollers may be expected in within the next few days to attend the Fair although, of course, there may not be many if fishing is exceptionally good.

Angling and Politics

For some reason or other, there has not been the interest taken this year in angling that usually attends this outdoor diversion. Maybe it is, and there may be more truth than poetry in this, that most of the boys who are interested in angling are also interested in politics—both of which need a lot of spare time if they are to be properly and fully enjoyed—and that the trout season was seriously interfered with by the general election that came up in the middle of it. Of course, the election won the attention since they only come every five years—and it might be better for a lot of us if they came only every five hundred — while there's angling every year and it doesn't take long for a year to roll around, at that. Anyway, there are lots of trout still swimming around in the lakes and creeks that wouldn't have been there if the politicians hadn't been so busily engaged otherwise. That reminds us that it might be a very statesmanlike thing, if ever it becomes necessary to conserve the trout, to have more elections to detract the attention of the anglers whom, because we have said it, have been proven also to be confirmed politicians. Maybe we will run on that patform ourselves at the next election. Labor Day ensuing now is the last call for anglers and no doubt some will go out if the political aftermath does not still deter or unless they won't go after reading this in order to show that they are not really politicians.

Would Sell Cruiser

The power cruiser Billiken, brought here about a month ago from Lowe Inlet, is still moored at the floats of the Pacific Salvage Co. The vessel is in the hands of William Goldbloom who has advertised that he would sell her if a price satisfactory at once to the vendor and more particularly to himself, could be settled upon. The Billiken is a neat and capable enough looking craft and should soon find somebody who likes her enough to dicker with Bill.

Capt. W. P. Armour, manager of the Pacific Salvage Co., and B. E. Morgan, manager of the Billmor Spruce Mills Ltd., have been angling bent this week up the Ecstall River and, before we go any further, we would like to explain, in view of statements made a little ways back, that Armour and Morgan are unique anglers for they are not politicians. Indeed, they are so innocent of wrongdoing that we are inclined to believe they really don't think there could be anything so hideous. Anyhow, they aren't so dull in some other ways for, to share the mosquito misery and rub on the citronella where they haven't been able to reach for a few years, they took their wives along with them. By the time said wives had spent a few days among Ecstall River mosquitos, which it is said are unrivalled by any in desire and ferocity for blood, we reckon they won't be so gentle members of the feminine sex as might have been otherwise supposed. Anyway, we know that, if Paul and Bert don't get the fish, the mosquitos will have made a valiant ffort to get them and everything they took along including wives and daughters. They were expected home Thursday night or Friday morning but, as we knew they would still be scratching too much even to think of how many fish they did or didn't get, we did not bother interviewing them. The story may be continued in an early issue.

Pacific Salvage Co.'s power tugs Pachena and Red Boy returned to the home floats this week after brief fish packing charters following completion of the Skeena River power transmission line crossing job at the first of the month. The Pachena has been on the job to look after local work while the Red Boy has this week been given an engine overhaul which was completed Thursday night and is now ready for anything that may offer.

Delphinium to Massett

After having been under charter to the Pacific Salvage Co. for three or four months, the service boat Delphinium returned some time ago to Old Massett where she is now engaged in fish packing for her owners, the Massett Canners, whose salmon canning activity is now on in full swing.

The past week or ten days has seen many fish packers and seineboats from Vancouver, New Westminster, etc. making brief calls here on their way south after having spent since June working out of canneries on the northern mainland. Each boat usually spends a day or so allowing those on board to visit the town, drop a little cash and then outfit for the 500-mile drive down the coast.

The Prince Rupert Transfer Co. has been engaged ever since a week ago Friday hauling with truck and trailer from the government wharf 72 tons of creosoted lumber and piling which arrived from Vancouver for use in the building of the highway bridge across Galloway Rapids. A large pile driver to be used in the work was also hauled out.

Sid Web, founder and former editor of these random and notorious columns, is now engaged in bowling over the tourists in good old London town. They may not have lots of things over there but Sid informs us that they have plenty of the wherewithal to put into trips. We have not heard whether they put Sid outside to herd the would-be travellers in off the streets but we do know that, once he gets hold of them, the persuasive guiles of our old friend will allow them to escape with nothing less than a trip around the world and back again.

Sid also says that he has his heart set, whenever the opportunity may present itself, of returning to Prince Rupert for at least a visit with his many old friends here including the numerous warm acquaintances he formed on the waterfront here through his pleasant association with it. He may be assured of a hearty welcome whenever he sees fit to come back and we join with many others in hoping that it may be at a date not too far removed from the present time.

Outboard motor dealers report rather considerable sales to natives from various points in the district who have been visiting in the city during the past few days. The Indians have now caught the craze for this modern and snappy medium of propulsion and, now that they have the wherewithal, some of them have been purchasing so they may have more intimate association with the thrills that come of outboard motorboating. Once he has the engine, it is a poor Indian who cannot soon run up a boat in which to play with it.

On Ward Ways

The seineboat Canadian Girl, owned by Capt. John Lewis of Kitkatla, has been on the Ward Ways the latter part of this week for hull painting and overhaul before proceeding, after a visit in town, to the home port for winter quarters.

Skipper Rev. W. B. Jennings left on Thursday in the mission boat Northern Cross for Alice Arm where he will conduct monthly services in the Anglican Church tomorrow. He will return via Port Simpson, visiting other intermediate points as well in the course of his ecclesiastical duties by sea, and expects to return to headquarters at the Prince Rupert Rowing & Yacht Club floats a week from either Sunday or Monday.

One of the final American yachts to visit here for this season was the Chalice of San Diego which called on her way home at the floats of the Prince Rupert Rowing & Yacht Club last Sunday after a fishing cruise to Alaska waters. Fifty-five feet long and diesel powered, the Chalice is a staunch and handsome looking vessel. Aboard were the owner, Charles D. Boy, his wife and party. They reported having had a delightful cruise all around.

George Minns is planning a Labor Day angling expedition to Muddy Creek up the Ecstall River where the flies as well as the trout are known to bite. He was figuring on getting away today in the Vixen on whose engine considerable overhaul work has just been completed.

Alex Rix has his power cruiser Donnie R. on the Suga Ways for general repairs. Alex had an active and pleasant yachting season this summer as many of his friends know, having partaken of his hospitality.

The heavy run of pink salmon has been continuing this week in Massett Inlet on the Queen Charlotte Islands, all seineboats having been limited to 11,000 per boat. Island people are commending the B. C. Packers and the Langara Fishing & Packing Co. for the splendid way in which they have employed local labor whenever possible in their operations. These are the kind of companies the Islands need, it is declared.

On G. E. Foster

Capt. Dave Ritchie, owner of the Prince Rupert halibut boat Unome, up to the end of this week, had completed seven or eight trips as skipper of the Canadian Fish & Cold Storage Co.'s steam trawler G. E. Foster which has been engaged in flat fishing for the company. Three and four day trips have been made by the G. E. Foster into Hecate Straits.

Capt. Charlie Lowe, who lost his halibut boat Bingo off the west coast of Banks Island early in the season, is now sailing as a fisherman with Capt. Ed. Lawler on the American halibutter Anna J.

A number of the larger Canadian halibut boats are making stays of a week or more in Prince Rupert to undergo mid-season cleaning and painting. Among those taking such treatment have been the Capella, Capt. Dan Larsen; Covenant, Capt. Hans Underdahl; Takla, Capt. Chris Parkvold, and Melville, Capt. Hans Underdahl.

During the last month a low price situation has developed on the Pacific Coast halibut market the like of which has not been equalled for at least ten or twelve years. Around the end of July the prices, taking Prince Rupert for an example, dropped to the low level of around 8c and 4c and during the month following have failed to rally appreciably, falling to even lower levels on some occasions. With cold storage stocks reported to be large the prospect for any material improvement in the situation seems to be more or less uncertain. It has certainly not been very satisfactory from the standpoint of he fishermen who, at these prices, have little chance of showing profits and are lucky enough to break even.

Prince Rupert has not been alone in the low price situation. Only a day or so ago, Seattle, where the bids are usually higher, was reported to be paying 8½c and 4c for large quantities of western fish which were coming in. Alaska ports are paying correspondingly low prices.

Following this year's successful fishing season, Prince Rupert boat repair plants and machine shops are expecting to have a busy fall and winter on salmon vessels. Salmon operators are in good shape financially with the exception possibly of the trollers who did better than usual this year not so markedly. The same happy results have not followed halibut fishing operations of the year and there will have to be an immediate and great improvement if the owners and fishermen are to end up nearly as well as they did in 1929.

A. D. Baillie, for six years engineer in the reduction plant of the Rupert Marine Products reduction plant at Prince Rupert, resigned last week and left for Vancouver. His successor is R. Ramsay formerly of the steamer Prince Rupert engineer staff.

Halibut Landings

Halibut landings at the port of Prince Rupert for the 1930 season up to and including yesterday totalled 17,267,000 pounds including 5,152,100 pounds Canadian fish and 12,114,900 pounds American. For the week of Saturday to Friday inclusive landings amounted to 632,500 pounds—made up of 260,500 pounds Canadian and 372,000 pounds American. Prices during the week continued at a low ebb. The top bid of the week for Canadian fish was 10.2c and 6c paid the I G 7 H for 4,500 pounds while the high bid for American fish was 11.2c and 5c which the Happy and Hi Gill were paid for catches of 11,000 and 7,500 pounds respectively. The minimum prices of the week were 7.1c and 3c for Canadian fish paid the Takla for 32,000 pounds and for American 7c and 4c received by the Constitution and Coolidge for fares of 28,000 and 19,500 pounds respectively.

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Bread, arriving fresh Friday and Saturday, 3 for 25c

Heinz Pork & Beans—Individual, 6 tins 45c

Heinz Pork & Beans—Small 6 tins 65c

Heinz Pork & Beans—Medium, 3 tins 50c

Heinz Spaghetti—Small 6 tins 65c

Heinz Spaghetti— Medium, 6 tins $1.00

Heinz Salad Cream, Mayonnaise and Sandwich Relish— per bottle 25c

Snow Cap Crab Meat— per tin 30c

Imported Fish Balls— per tin 30c

Hot House Tomatoes— 5-lb. basket 65c

Field Tomatoes— per basket 45c

Golden Bantam Corn— per dozen 40c

Cucumbers— 3 for 25c

Bananas— 3 lbs. 40c

Oranges— 3 doz. $1.00

Plums & Greengages— per basket 60c

Peaches and Pears— per doz. 35c

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