

WATERFRONT WHIFFS

Alaska Trollers Had Bad Year—Big Fleet Gathers at Dry Dock—Conference Next Week

This has been a tough year for trollers, according to E. H. Frederickson of Ketchikan, vice-president of the Alaska Trollers' Association, of the power boat Ketchum II, who has quit fishing for the season. "Many of the trollers," he said, "are up against it for the winter. It is a serious question with some of them how they will get through and support their families. Some of them did not make enough to buy gasoline for their boats to return to Ketchikan. When you hear about big money made by trollers at any time just put it down as a 'pipe dream.' During favorable years when the price is good possibly a few boats do make good money but you can count them on the ends of your fingers. The majority have a hard time to make both ends meet for the season's work." Mr. Frederickson will leave Ketchikan soon in his boat for Seattle to pay a visit to his

aged parents near Bellingham. At an election held in September the Alaska Trollers Association elected officers who will assume their new duties. M. J. Nordstrom of Ketchikan was re-elected president; Peter Jensen of Ketchikan was re-elected secretary and S. A. Walker of Craig was elected vice-president.

Experimental Shipment

The first regular shipment fol-

lowing the experimental shipment of quick frozen fish across Canada was made from Prince Rupert shortly before the close of the 1931 fishing season. The fish was dispatched for consumption in the United States and Canada and it is understood to have reached the East in good shape.

Quite a fleet is assembling at the local dry dock for winter storage, the coastal steamer Prince George, which moved in Sunday afternoon, being the latest addition to the vessels that have been tied up there for the next few months. Already there were the ocean freighters Canadian Seigneur and Canadian Spinner and the coastal ships Prince Charles and Prince William. Welcome repair work will be carried out on the coast boats before they go out next spring. The ss. Prince Rupert before spring will come in to the yard for overhaul, the Prince George going out to take her place. Before the winter is over the Prince John will also come into the dock with the Prince Charles going out to take her place. There have been numerous rumors that the Canadian Seigneur had

been sold by the Canadian National to Japanese interests and would soon be leaving the yard. No move has, however, been made as yet by the vessel and no official information on the matter is available here.

Long Hunting Trips

Hunting trips of a week or so duration in larger boats to more remote points in the district have been the order of the day lately. Hunting parties have been meeting with pretty consistent success, particularly in the matter of deer hunting. While the deer seem to be possibly more plentiful than ever, the bird hunters have not been having as good luck as usual so far. Bags of geese and ducks have been considerably below average.

Those doughty huntsmen, Bill Watts, Tom Beattie and Alex Finlay returned home at the middle of this week following a ten-day hunting trip to Porcher Island. They had a bag with which they were, apparently satisfied although it is reported that the hunting average was not so hot with at least some of the trio. In any case, they had a fine outing under weather conditions which were ideal the most of the time and all feel benefited as a result of the trip and change of scene.

Wednesday evening at 6 o'clock saw the return of the fish packer Redway. Capt. Johnny Hartlin from a five-day trip to Stewart. Anyox and Alice Arm with Olo Hanson, M.P. Ald. J. H. Pillsbury, Ald. H. F. Pullen, John Dybband and M. P. McCaffery on board. The travellers reported that weather in the north was distinctly on the cool side. It being around zero at some of the points visited. Seas were rather rough on the trip north but, apart from that, the hunt proved an enjoyable one for each of the quintet.

Preparing Case

Considerable interest attaches itself to the conference which will be held here next week in regard to various phases of the fisheries. W. A. Found, deputy-minister of fisheries for Canada, and by the International Fisheries Commission Mr. Found, at a public session on Wednesday, will hear matters particularly pertaining to the salmon fishery. On Thursday the International Fisheries Commission will sit to deal more specifically with the question of future halibut conservation measures. At the conference with Mr. Found the Northern British Columbia Fishermen's Association is planning to take a leading part while the Canadian Halibut Vessel Owners' Association will have in hand the case for the halibut men at the session of the International Fisheries Commission.

Commercial fishing in Babine, Chapman and Pulton Lakes near Telkwa has been opposed by the Smithers District Chamber of Commerce. It is reported that a Francois Lake the supply of food for the resident population has been seriously depleted through the activities of commercial fishing firms. It was decided to have a petition drawn up and signed opposing the carrying on of commercial fishing operations in these central interior lakes.

A fishy old fisher named Fischer fished from the edge of a fissure; A fish with a grin Pulled the fisherman in, Now they are fishing the fissure for Fischer.

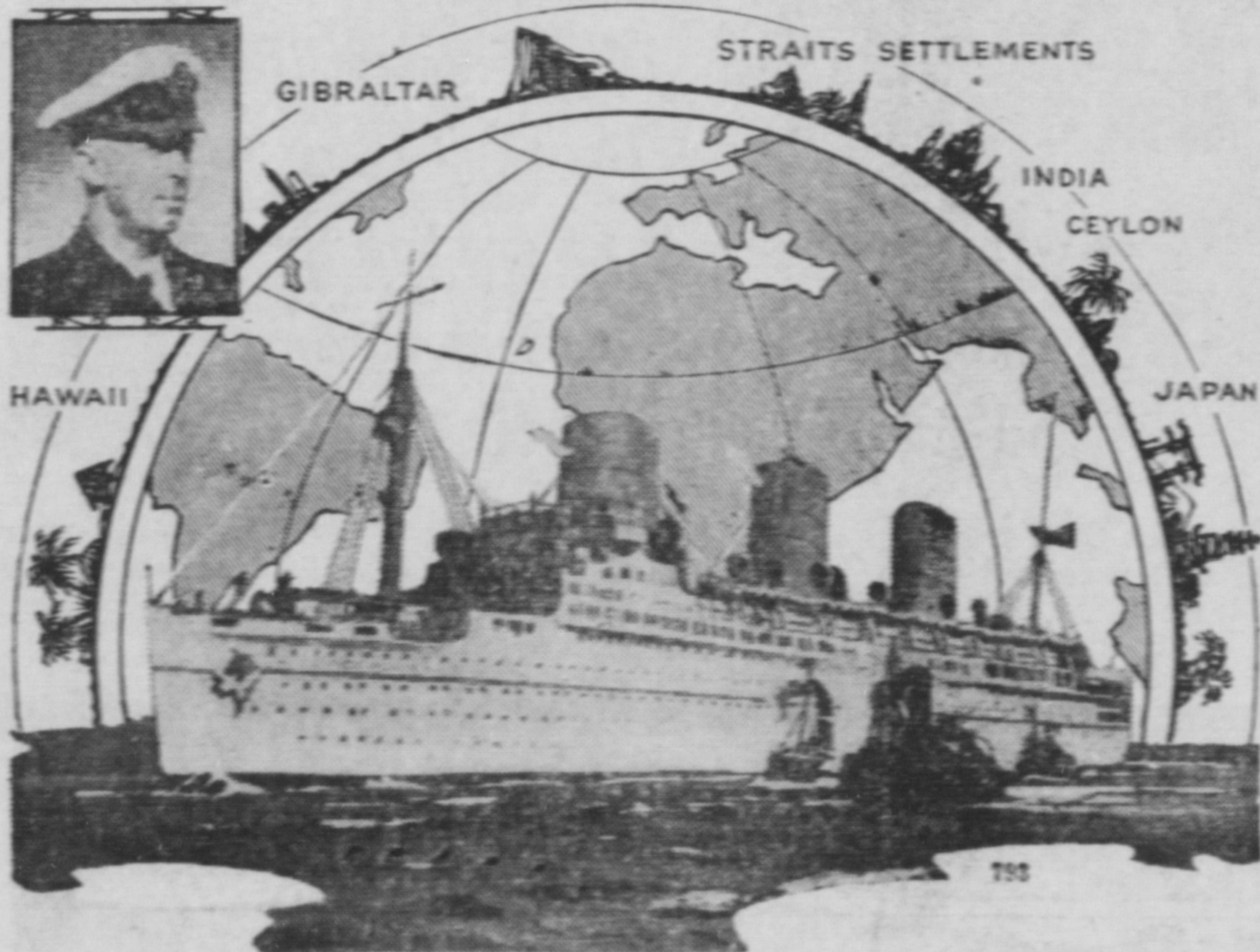
Fishermen's Views

The quota system, of attaching Japanese licences to canneries in District No. 2 came in for considerable criticism at a conference a few days ago in Vancouver between south coast fishermen and W. A. Found, deputy minister of fisheries in Canada. It was asserted that although 16 Skeena River canneries are allotted Japanese licences, only seven operated last season and these quotas still remained a valuable asset to the owning company which "under protection of present laws can traffic with impunity in this modern slavery. One of the

eight companies which operated on the Skeena River this year had no allotment but it is alleged that Japanese licences were sold or bartered to them in exchange for other privileges. Pursue-seine and gill-net fishermen clashed on some of the suggested amendments which would permit seiners to operate in areas now exclusively used by gill-netters. The latter were anxious that no change be made while the seiners claimed that some of the best fish were escaping the nets and they should be permitted to fish for them. William Sykes, Bella Coola gillnetter, alleged that already "pursue seine boats were lining up at the mouths of the rivers like battleships. No fish are spared at all. Almost every law in the catalogue is being evaded." A recommendation that pursue seineing be permitted in Ogden Channel will be further discussed at the meeting to be held next week in Prince Rupert.

Mysterious disappearance of salmon fishermen's nets on the Naas River which for years has baffled all explanation has at last been solved as a result of investigations made by Dr. E. H. Martin of the University of Toronto at the instance of the Biological Board of Canada. The innocent jellyfish are blamed by Dr. Martin for the phenomenon. Mud on the nets was found by Dr. Martin attached to gelatinous fibres of jellyfish and other marine organisms which, though killed in fresh water, retained the dirt, filled the webs of the gillnets and had overcome the buoyancy of the floats sufficiently to sink the valuable nets. It was ascertained that the phenomenon occurred when marine life was most abundant, especially in July and August, and preceded exceptionally high tides which rapidly mixed river water with sea water containing the abundant marine life.

Cruises Around World After First Season



Tired, like any debutante after the hectic gaieties of her first season, the young lady who, immediately after her presentation at the Court of King Neptune last May, became a leader of society, leaves shortly for a leisurely cruise around the world.

The young lady in question, the 42,500-ton Canadian Pacific liner "Empress of Britain" has just concluded her first Atlantic season during which her parties, amongst the most brilliant ever held on the Western Ocean, have been attended by more representatives of rank and fashion than Ward McAllister dreamed of.

Princes, Ambassadors, Earls, Viscounts, Baronets, Knights of many of the highest orders of chivalry and their ladies have vied for her favour; and the highest aristocracy of North America, the noble Iroquois Indians, paid their homage when they conferred Chieftainship upon Captain R. G. Latta (inset) commander of the Empress of Britain, and Commodore of the Canadian Pacific fleet.

Regaining the Blue Ribband of the Atlantic for the British Empire on her second voyage by making

the crossing to Father Point, Quebec, in four days 12 hours, 30 minutes, thus breaking the previous record by four hours and 36 minutes, the Empress of Britain did not rest on her laurels, and since that date has broken her own record on five other occasions. On her final voyage of the season she crossed in seven hours and 49 minutes less than the best record between Cherbourg and New York.

Starting December 3rd, from New York, the Empress will visit 30 ports before, after a complete circle of the world, she returns to the Atlantic. Her guests will bring back with them when they reach New York again, April 8th, 1937, fragrant memories of Madeira, Gibraltar, Algeria, Monaco, France, Italy, Greece, Palestine, Egypt, India, Ceylon, Sumatra, Java, Straits Settlements, Federated Malay States, Siam, the Philippines, China, Japan, Hawaii, Panama and Cuba.

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