

WATERFRONT WHIFFS

Closure of Prince Rupert Given Serious Consideration in Canada—Seattle Has Heavy Landings—Buying Halibut Livers Here

For several months Canadian halibut fishermen have been carrying on a strong agitation for withdrawal of the special privileges granted American halibut vessels in British Columbia ports, or for other action having similar effect, the evident purpose of which would be to exert pressure on the United States for the reduction or removal of the duty of 2c per pound on foreign halibut, says the Pacific Fisherman. The agitation, which is not a new thing, has apparently made more headway than on any previous occasion, having gained the support of some elements in the British Columbia salmon fishery, who hope to gain a similar reduction in the duty on salmon. There is evidence that the matter is being taken seriously by the Canadian government, with a definite possibility that action may result.

Concurrent with this agitation, the United States membership of the International Deep Sea Fishermen's Union some time ago got up a petition asking that the President exercise his power to reduce the duty on fresh halibut to 1c per lb. The vessel owners in this country, who have always opposed any reduction in the duty, have so far taken no action on the question. The duty could be removed only by act of Congress, which in any event could not take action before next winter.

Discussion in Parliament

The attitude taken in Canadian official quarters is indicated by a discussion in the House of Commons on July 28, when the matter was brought up by Mr. Hanson of the Skeena district, and further discussed by Mr. Neill of Alberni, with responses from Hon. E. N. Rhodes, minister of fisheries. Evidence was presented to show the necessity to the American fleet of the privilege of shipping in bond from Prince Rupert; and it was stated that the petition asking that the privilege be withdrawn had been signed by 1,500 people. Mr. Neill urged that steps be taken to "balance the situation" as between United States

and Canadian vessels; suggesting that, while the minister cannot impose a duty, he could charge port dues on all foreign fish coming into Prince Rupert, or could for a time withdraw the privilege granted American halibut vessels. He said: "I do not suggest that he should do that; he need not close the port, but he could place our men on the same basis as the American fishermen by imposing port dues of 2c per lb. on foreign fish. . . . The American fishermen could not endure that." He added that the American fishermen are asking their congressmen to take action for the removal of the United States duty, "and this only on a vague hint that the policy I have suggested might be adopted. I am thoroughly satisfied that if the minister took that step, we would find that the authorities through pressure at Washington would arrange the matter by striking out the obnoxious 2c duty. The duty would either have to be taken off or they would lose the trade."

The Minister's Attitude
In his response, Mr. Rhodes reviewed the halibut situation at Prince Rupert as follows: "The market this year was limited to such an extent that . . . the fishermen could not sell their fish and for a time had to tie up their vessels with heavy loss. . . . I can quite understand the feeling of bitter dissatisfaction of those engaged in the industry at the unfairness of the situation which exists there by reason of the difference in prices. Because here we find American vessels and Canadian vessels fishing side by side in the same waters, for the

same fish, with the same gear, and coming to the same port, and each having the same privileges there, and yet the American fisherman can ship his fish through Canada into the United States and land it there duty free, while the Canadian fisherman is handicapped to the extent of the duty.

"I have given very serious thought to the question whether it would not be wise for us to prohibit the port privileges to the American halibut fishing fleet so long as this unfair condition continues. That I did not take action was because the petitions (from the American fishermen, for reduction of the duty) came to hand within the last ten days. . . . It would be a very unfair thing, I think, to take such drastic action in the midst of a fishing season after a large fleet of vessels had left their posts, outfitted and undertaken their season's operation. . . . But . . . the department is giving very serious consideration to the question of whether we would not be wise to close the port of Prince Rupert to the American fleet under these conditions. . . . I would regret to have to take that step. . . . I would rather approach those questions around a common table in the hope of being able to reach a solution which would be reasonably satisfactory."

Mr. Hanson said he understood negotiations were under way on the subject between the United States and Canadian governments. In reply, Mr. Rhodes said: "I can assure my honorable friend that the department has not lost a single moment in taking every step and using every reasonable effort in an endeavor to lead the way to a solution. The department will continue to keep this matter in mind; it will not be lost sight of, and no effort will be spared to see if we cannot reach a solution which will be reasonably satisfactory all around."

The Fishermen's Views

The position of the Canadian halibut fishermen is expressed by an official of the Canadian Halibut Fishing Vessel Owners Association of Prince Rupert, in a communication to this journal, as follows: "Our men do not want to close the Americans from this port, but they realize as well as do the American fishermen that the value of this port to them is of far greater advantage than is the maintenance of a duty

against our fish going into your country. Based on records obtained as to export and import of halibut from Canada to the United States, we find that the average difference is about 2,000,000 lbs. after allowing for what we reimport. This is so small a quantity that it cannot possibly have any effect on the price received by American fishermen. In any event our surplus catch must go to the United States, so any depressive results are brought about in any event.

"We have not asked for the duty to be taken off of frozen fish on account of the Japanese situation, but we do believe that we have a just claim in connection with our request for the removal of this duty on fresh halibut, or at least for its reduction to 1c per lb. Unless the American fishermen join in this, Mr. Rhodes is going to take some action.

"We are convinced that the welfare of the American fishermen can best be served by their continuing to use this port; and we are further convinced that the only way they can continue to use it is by having the duty removed from our fresh halibut entering the United States."

Good Quality Pack

Returning to Vancouver recently after a tour of inspection of canneries in Northern British Columbia, C. C. Thomas, managing director of the B. C. Packers, Ltd., stated that the season had been an uneventful one with fish of very good quality making a uniform pack.

Dr. Will F. Thompson, director of investigations for the International Fisheries Commission, is on a visit just now to northern halibut centres — Ketchikan, Prince Rupert, Petersburg and Juneau. Norman L. Freeman, local representative of the International Fisheries Commission, who went south a few weeks ago, is still in Seattle.

A new record of halibut landings was set at Seattle in August of this year when a total of 2,712,300 pounds was landed there. This was the largest quantity delivered to Seattle in any single month since 1915 when the Canadian National Railway was completed into Prince Rupert, resulting in the diversion of a large part of the American catch to this port and giving it the ascendancy over Seattle as the world's leading halibut market. The reason that so much halibut went to Seattle in August is believed to be that practically all the fish landed on the coast that month went into cold storage, Prince Rupert's advantage as being the most strategic point between the fishing grounds and the fresh fish market being not so much required as usual.

The American halibut schooners Marmot and Democrat, well known visitors at this port in past years, will be seen here no more. The Marmot was burned to the water's edge off Kodiak Island last month. The Democrat sank in ninety fathoms of water after striking a reef in Cook Inlet.

Captain Peter Wold, well known here as former owner and skipper of the halibut schooner Attu, has deserted the halibut fishing game to assume command of the Alaskan yacht Polar Bear. The Polar Bear, formerly well known as the passenger and freight vessel Margnita, was purchased during the past summer by the Kodiak Guides' Association and will be used in carrying parties of sportsmen on Alaskan expeditions.

The Booth Fisheries Co. is now purchasing fresh halibut livers at Seattle, Prince Rupert and Ketchikan at 12c per pound. The livers are being processed for the use of the Abbott pharmaceutical laboratories of Chicago which prepare from them an oil of vitamin potency. C. P. Lanwermyer, chemist for the Abbott Laboratories, spent some time here during the past summer conducting experiments with halibut livers. The Booth Fisheries desire livers not more than eight days old and furnishes cans in which they may be placed.

Purchase Motorship

The Nootka Packing Co., operating at Nootka Sound on the West Coast of Vancouver Island, is reported to have purchased the British motorship Hurry On for use in transporting fish products and supplies between Nootka and Mainland points. The Hurry On is well known in Prince Rupert, having been under charter one year to the Canadian National Steamships for coast freighting work.

Halibut sales during the past week totalled 393,000 pounds, of which 339,000 pounds was from American boats and 54,000 pounds from Canadian. For the season to

date landings have totalled 9,379,440 pounds consisting of 8,212,940 lbs. American and 5,166,500 lbs. Canadian fish.

Prices showed some improvement during the week with the high bid for the Canadian fish 9.3c and 4.8c paid the Toodie for 11,500 pounds and the low 5.5c and 2c which the Cape Race received for 5,000 pounds. The high price of the week for American fish was 9.5c and 4c which the Rainier and Arcade received for catches of 4,000 and 7,500 pounds respectively, while the low was 4.5c and 3c which the Leviathan took for 36,000 pounds.

H. N. Brocklesby acting director of the Prince Rupert Fisheries Experimental station, returned last week-end from the south. He was away a month, attending a conference in Nanaimo of Pacific Coast workers of the Biological Board of Canada, followed by a trip to the pilchard reduction plants on the California coast.

The Seattle charter yacht Caroline, Captain Durham, arrived in port Thursday morning from Alaska having on board a party consisting of Mr. and Mrs. W. A. Hance and Mr. and Mrs. W. B. Hance of Freeport, Illinois, who have been on a hunting cruise to Alaska waters as far north as Cape Spencer. The party, which brought in a number of bear and deer hides, proceeded east by train today. The Caroline cleared this morning for Seattle, her home port.

The Vancouver charter yacht Rio Bonita, Captain Frank Tyler, which has been leisurely cruising for several months in Northern British Columbia and Alaska waters with F. de Ganahl of New York and party on board, left on Sunday for a week's hunting trip to Gardner Canal. Captain W. P. Armour, local manager of the Pacific Salvage Co., is making the trip as the guest of Mr. de Ganahl.

A deer hunting party consisting of Dr. L. W. Kergin, G. H. Munro, Scotty Reid, W. O. Fulton and John McRae is leaving this afternoon on

Dr. Kergin's cruiser Aledor for Campania Island down the coast. The party is due back next Tuesday.

With a bag of several geese and ducks, a hunting party consisting of Capt. James Morrison, B. J. Bacon, L. J. Blain, Alex. McRae, William McCallum and Cecil and Roy Morrison returned early Monday morning from Khutzmateen Inlet in the northern district. The trip was made on the Rupert Marine Products power tug F. H. Phippen.

G. A. Bryant and party left last night on the Harla for a deer hunting trip to the North Arm of Porcher Island.

Salmon Eggs Are Being Taken to Massett Inlet

PORT CLEMENTS, Sept. 26.—A quantity of salmon eggs have been taken from creeks on the east coast of Graham Island this season and planted in Massett Inlet rivers for the purpose of stabilizing the dog fish industry here. The eggs have been taken under direction of the fisheries department.

At present chums, the commercial name for dogfish, run only every second year in Massett Inlet and this is the off season.



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In view of the depression and to make it as easy as possible for people to pay, the Daily News is to be sold on a weekly basis, payable in advance.

The delivery boy will collect each Friday evening for the week following. He buys the papers and sells them to the customers, so there will be no credit given. The boy cannot afford it. Please do not ask him to return for the weekly payment. Have it ready for him.

Customers now in arrears will pay the amount owing at the office, but this will have nothing to do with the regular collections made by the boy. He will be doing business on his own, and if he does not make his own collections will not deliver the paper.

Those paid in advance will continue to receive the paper until the subscription expires. Any wishing to continue the yearly payments may do so, and we pay the boy.

The price of the paper will be 10c a week, payable strictly in advance. That means six papers for ten cents.

It will take a few weeks to get the new system running smoothly, and in the meantime we ask for the co-operation of the readers of the paper. The routes not going on the new system this week will do so just as soon as the lists are made up and the boys properly instructed. Help the boys to set up in business for themselves!

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*B.T.U. means British Thermal Unit or the amount of heat required to raise 1 lb. of water 1 degree Fahrenheit.

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