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### WATERFRONT WHIFFS

United Pacific Fisheries Gets Under Way—Seals are On Move North Again—Week's Halibut Landings

Another important development in the fishery affairs of the port during the past week was the getting down to actual operations of the United Pacific Fisheries with which company the boat owners and fishermen arranged at the end of last week to market their fish co-operatively with down payments of 10c. and 7c. for both Canadian and American fish, the balance of proceeds, if any, to be split up after the marketing of the fish. Since it started taking fish on Monday of this week, the new company has been handling and shipping the fish through the plant of the Royal Fish Co. pending getting its own plant in the old Shruball Fisheries premises in readiness. Work on the latter quarters is being rushed and it is expected within the near future to be able to move in. Then the United Pacific Fisheries will be actually and permanently in business here.

Developments in connection with the new arrangement continue to be watched with the keenest of interest not only by those directly concerned with fisheries affairs but by the public at large. There has been a lot of discussion one way and the other and, naturally, a healthy crop of rumors has sprouted up. These have had to do with the matter from various standpoints. Most of the reports are, however, without foundation and pending official announcements, might well be left unheeded.

The new company here, as might be expected, is encountering vicissitudes such as always go with the fish business, but is meeting them, apparently, in a capable manner. That the concern will eventually pull through is the confident view of all concerned with the new move. There have been reports that the concern was to launch at once into the handling of various kinds of fish here on a large scale. Asked as to this, officials of the company pointed out that it was their intention to do nothing else for some time at least than to go ahead slowly and cautiously.

Local fish buyers, who at first had little if anything to say about the new undertaking, are now beginning to take a warm interest in it. One of the buyers this week denied a suggestion made in this paper that the buyers were looking in the movement with scornful glance. Their attitude is far from that, at least this one buyer suggested.

With practically all the Prince Rupert fleet having left for the banks around the end of last week following the reaching of the agreement with the United Pacific Fisheries, it is expected that quite a number of the boats may be back within the next few days with their catches.

The United Pacific Fisheries Co. is, so far, active only here and at Seattle although the visit of the manager, Frank J. Kwapił, to Ketchikan had to do with the

Columbia waters this summer by the Dominion Department of Fisheries so that continued efficiency of patrol on all parts of the coast may be ensured. Each of the boats will be fifty-two feet long and equipped with Gardiner diesel engines, 72 h.p., will have a speed of ten knots. They will also each be equipped with an oil auxiliary engine. The contract for building the boats has been placed with the Walkem Shipyards, Vancouver, and delivery is to be made during the spring. One of the boats will go on duty in the Queen Charlotte area replacing the Onerka, which was burned some months ago, and another will take the place of the Merrysea, which was sunk in November through a collision with a commercial steamer. The other will replace boats which have been in the service for some time and are no longer wholly satisfactory for work of the kind.

Mariners are advised that the following aids to navigation have been established: a white occulting light and daymark on Gull Rocks near Eye Passage also a black and a red spar buoy marking the westerly edge of the shoal off the fishermen's floats, Prince Rupert harbor.

The fishing boat A. J., formerly the White Lily, Captain Johnson, hit a rock in the fog off Klewngut last week end. Everything was lost, including 3500 halibut. The crew escaped safely and rowed to Port Essington.

During the past week 12,000 lbs. of Canadian halibut and 114,950 lbs of American halibut was landed here, all being sold to the new United Pacific Fisheries.

**Seals on Way North**

The seals are on their way to the north Pacific again on their annual migration from the south, and the herd is being given its usual escort of protection cruisers, representing the Canadian and the United States governments.

Two million seals are estimated to be in the herd this year. The vanguard of the herd was recently sighted off the coast of California. In several weeks they will be in Alaskan waters, visiting the rookeries of the Pribilof where they will breed this spring.

Indians are setting out in their canoes from west coast villages to hunt the seals as they move northward. The Indians are denied the use of firearms and must resort to the primitive spear. They are forbidden the use of motorboats too, nevertheless the Indians usually make a large catch. Last year between 300 and 400 seals were slaughtered by them.

Whites are debarred altogether from the hunt, although a specified number of males are slaughtered on the Pribilof Islands every year under supervision of the Pelagic Sealing Treaty passed in 1911.

The seals come within ten or twenty-five miles of the coast at the mouth of the Columbia River and then head north for Unimak Pass. The herds are usually many miles out in open water when they are attacked by the native hunters.

Stowing fresh fish at sea in crushed ice, such as is done with the halibut landed at Prince Rupert, has revealed so many drawbacks in keeping the fish in quality condition that serious consideration is now being given to new methods of fish preservation aboard vessels. The installation of properly insulated holds and refrigeration equipment is calling for more attention and experiments are being conducted in many places along these lines. In Great Britain the demand for quality in the catches of fishing vessels which are making long voyages to distant fishing grounds is particularly bringing the question of refrigeration on board to the fore. The day is looked forward to when every fishing vessel there will be equipped with a mechanical refrigeration plant for the many of the risks of present day fishing will be removed and the quality of supplies assured.

#### Masset Pack

According to reports from Northern Graham Island and Massett, the year 1930 has gone down as the banner year for salmon cannery and production in that area. Four canneries in the Massett district packed a total of 200,000 cases of pink salmon which is the largest pack in the history of Massett Inlet. The fishermen each cleared from \$800 to \$1500 in the four weeks' season. Four million fish were taken from one river and yet fishery authorities estimate that not one third of the available fish were caught. This was a most encouraging situation after two lean years and tends to an optimistic view of the future for the fisheries there.

The pack of razor clams at Massett totalled 13,000 cases and no falling off in supply was in sight a short time ago. A growing demand is being experienced for clams throughout all parts of Canada and as a result, prices have been maintained and the entire pack sold. The clam beds around Massett are stated to be the only source for the razor variety of ocean delicacy in the British Empire.

Four new boats will be added to the fisheries patrol fleet in British Columbia waters this summer by the Dominion Department of Fisheries so that continued efficiency of patrol on all parts of the coast may be ensured.

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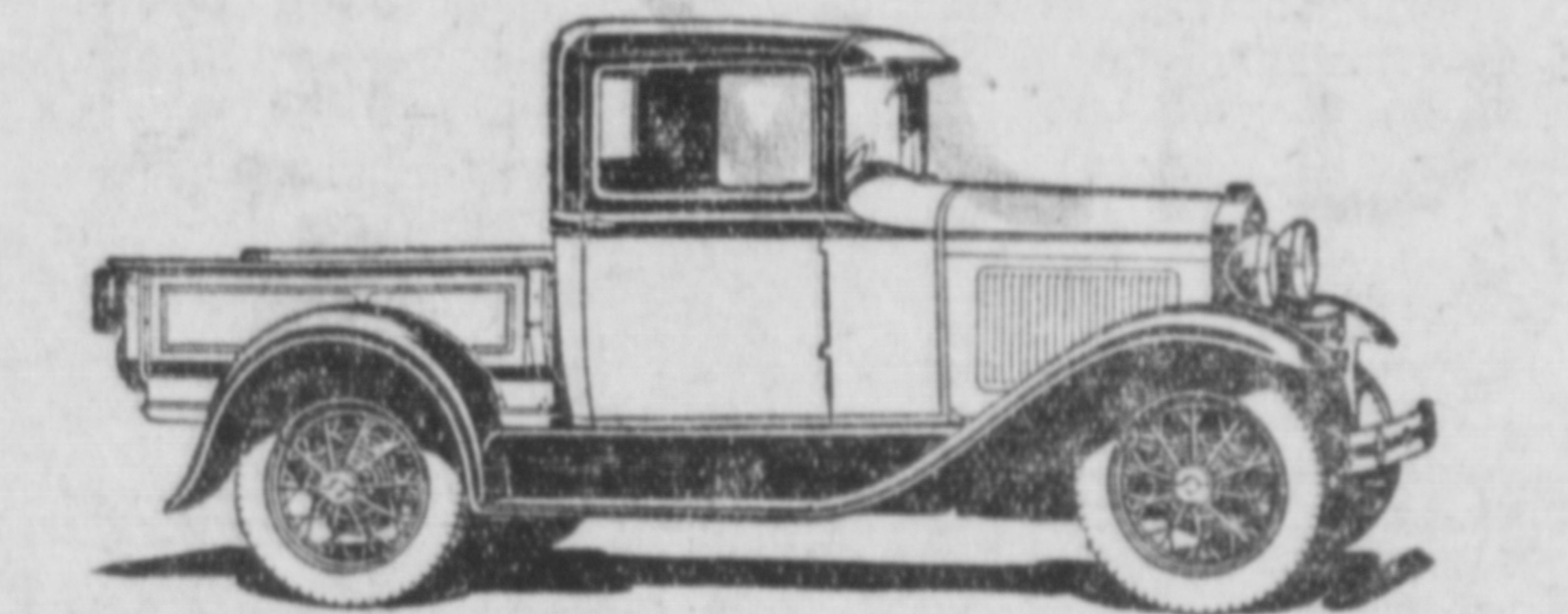
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