

WATERFRONT WHIFFS

Experimental Refrigerator Car Commands Interest—Sockeye Run Looks Like Failure—Halibutters Doing Fairly Well

Considerable interest is being manifested in the miniature express refrigerator car with which tests are proceeding satisfactorily, it is reported by D. B. Finn, director of the Prince Rupert Fisheries Experimental Station. This car, which was completed some time ago under the direction of Otto C. Young, mechanical engineer attached to the staff of the station, embodies a number of notable improvements both in the way of refrigeration itself as well as in lightness and efficiency of construction. Officials of railway companies who have visited the station to inspect the experimental car have expressed themselves as being favorably impressed. Numerous inquiries in regard to the details of same have also been received.

Experiments with the car will soon have reached a point where the co-operation of the railway companies may be sought in embodying some of the improvements by the alteration of an existing car. The ultimate object is, of course, to have a complete new standard express refrigerator car built along the lines of the miniature experimental car. That the new car will prove a great improvement in all respects over the present "freezers" in the confident expectation.

The new car is primarily designed for the handling of fish but, if it proves as successful as is expected, it could, of course, be used in the transportation of fruits, meats and such commodities.

At the request of the industry, Mr. Finn reports, a new departure has been undertaken at the station in the way of carrying out vitamin assays on foodstuffs for commercial companies. The direct requests for such assays have come from companies producing medicinal oils. A fee is being charged for this service which is the first for which fees have been imposed by the station. To carry on the assays, it has been necessary to increase the albino rat colony at the station. The assays are being conducted on the basis of vitamin standards of the National Medicinal Research Council of Great Britain which has been carrying on international vitamin standardization work at

the request of the League of Nations. Mr. Finn also reports that good progress is being made with paint research work in connection with the use of pilchard oil and in August it is expected to publish some significant results of this research. The work in connection with the disinfection of holds of fishing vessels to insure perfect preservation of fish between the time of its being caught and landed is also proceeding satisfactorily and numerous inquiries in regard to this also are being received.

Smallness to date of the sockeye run on the Skeena River on account of virtually continuous unfavorable weather has been proving a great disappointment to all connected with the industry and even waterfront businesses in Prince Rupert are beginning to feel the pinch as the cannery companies have started retrenchment policies in the way of service work owing to the situation. Whereas it had been expected by all concerned at the opening of the sockeye fishing season over a month ago that there would be at least an average run this year, it is becoming increasingly evident that this hope is due for disappointment. A large volume of the fish, it was now believed, has already moved up the river to the spawning grounds, travelling too deep, on account of the dark and cloudy weather, to be taken in the nets. While an immediate clearing up of the weather might still mean a run of some magnitude, it is conceded that it must necessarily be short. With the scarcity of sockeyes on the Skeena and Naas Rivers, the cannery and buyers of this variety have had necessarily to travel far afield for their supplies and to pay well over the originally fixed price of 40c per fish. Although it was announced a few

days ago that the price had been raised to 50c per fish, it is understood that some buyers have been recently paying as high as 65c per fish. It is believed that the smallness of the sockeye run may stiffen the demand for fall fish and possibly result in the canneries operating longer than had originally been planned. The run of pinks to date is reported light in all areas. A few cohoes and chums are now beginning to appear in streams of the district.

United States Fleet

Fishing vessels and other local craft which happened to be in the vicinity at the time reported the interesting sight of five large United States Navy destroyers engaged in some sort of manoeuvres between Lucy and Dundas Islands outside of Prince Rupert Harbor on Wednesday afternoon. The war vessels were running around in various directions for some time thereabouts. It is believed to be the same squadron which put into Ketchikan that night for a visit of a day or so to that port during an Alaskan cruise. It is part of the United States Navy Pacific fleet from San Diego and San Pedro stations which has been visiting Seattle during the past week. It is not known whether the squadron will visit Prince Rupert during the northern cruise.

The well known power cruiser, Surveyor, at one time owned by John Dybhavn of this city, later used as a service boat by the Prince Rupert Fisheries Experimental Station and now the property of Norman Langford of Premier, revisited port this week. It came in on Thursday from the north, having been commissioned to bring down to the local hospital Jimmy Robinson, who was injured on Wednesday afternoon in a blast at the Premier mine, and sailed the next morning on its return south. The trip down took 18 hours, the Surveyor leaving Stewart at 8 o'clock on Wednesday night and arriving here at 2 o'clock Thursday afternoon after running all right.

The Inverness cannery tender Klemtu Cannery, skippered by Capt. Norman Brodhurst and with George Dibb of this city as first mate, was in port all day Thursday for repairs after having burned out a bearing on Wednesday afternoon off Digby Island. Repairs completed, the vessel was off again

In Jail



Her mother is worth millions, her father was once secretary at United States' legation in Rome, she was educated abroad—now she's a prisoner at Los Angeles jail, charged with house-breaking. That's the story of Georgiana Moore

Thursday evening to resume her fish packing duties.

Bill Bacon of the Bacon Fisheries was in port Thursday with the small fish packer Kingfisher which he is using in buying and packing sockeye salmon from Finlayson Island, Warke Canal and Skeena River waters for fresh shipments from here to Vancouver. Like the rest of the buyers, Bill reports the fish scarce in northern waters, the demand keen and the price stiff.

Halibutters Doing Quite Well
With prices continuing at a fair and steady level, weather conditions at least reasonable for fishing operations and the demand for the product better than many had anticipated earlier in the year, midsummer finds the Prince Rupert halibut fleet carrying on with the balances per unit definitely on the right side of the ledger and the outlook a good deal more encouraging than it was a year ago at this time. While there has been nothing spectacular in the way of returns, to be sure, practically all

the boats are operating with at least a fair margin of profit these days with the result that past obligations in many cases are being gradually cleaned up while, in other instances, it is being found possible to lay a little aside for a rainy day.

Due to the earlier start that was made this year, the production of halibut at the port of Prince Rupert continues to maintain a lead over last year. Up to and including yesterday a total of 8,065,500 pounds had been landed at the port as compared with 7,786,650 pounds at a corresponding date last year. Canadian vessels had contributed to this grand total 3,687,500 pounds as against 2,573,250 pounds in 1932 while American boats had landed 4,388,000 pounds in comparison with 5,213,400 pounds in 1932.

During the week ending yesterday landings totalled 430,000 pounds of which 210,200 pounds was from Canadian boats and 219,800 pounds from American. Stiffer prices for second class fish marked the week's business. For Canadian halibut the top bid of the week was 5.5c and 3.3c which the R. W. was paid for 12,000 pounds while the low price was 5c and 3c received by the Cape Beale for 34,000 pounds. The high price of the week for American fish was 7.7c and 4c paid the Viola for 10,000 pounds and the low 6.7c and 4c received by the Superior for 26,000 pounds.

The Anglo-British Columbia Packing Co.'s service boat Fir Leaf, on its way back to Vancouver after a cruise north as far as Ketchikan with officials of the company and guests on board, called here last evening, arriving at 8 o'clock from the north.

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