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WATERFRONT WHIFFS

Salmon Run Improved—Alaska Strike Continues—
Halibut Landings Light

Further improvement was reported in spring salmon trolling in waters contiguous to Prince Rupert during the last week in May, weather having been fine and favorable to fishing. Gill netting for springs was also better on both the Skeena and Naas Rivers. It will be the middle of June, however, before the spring salmon run will get fully under way.

The entire fishing industry of Alaska has now become seriously affected as a result of the continued longshoremen's strike which has tied up northward shipping from Puget Sound ports. At Ketchikan trolling boats have been unable to sell their catches since the fish cannot be shipped south fresh and there are no trollers for use in mild curing. Preparations for the salmon canning season, which normally starts shortly after the opening of June, are paralyzed owing to the American steamers failing to come north with crews and supplies. The shipment of halibut from Ketchikan and other points to Seattle is impossible, some rotten fish, indeed, having had to be dumped overboard at Seattle during the past week following arrival there because longshoremen would not unload it. What halibut that is being landed now at Ketchikan is either going into cold storage or being transhipped to Prince Rupert for forwarding east by rail. On Thursday some 30,000 pounds of halibut was landed at Ketchikan at prices of 6 3/4c and 4 1/2c.

Masset Cannery tender Jedway, Capt. Johnny Hartlin, has now been assigned to duty for the season in connection with the company's cannery at Old Massett which is now being put in shape for operation this year. The Jedway arrived in port on Thursday night from Massett, bringing over J. J. Petrich, president of the Nootka Packing Co., who has been paying a visit of inspection to the company's cannery at New Massett and who sailed this morning by the Princess Adelaide on his return to Vancouver, and James Gillett, Indian Agent for the Queen Charlotte Islands, who returned to Massett with the Jedway when she left at midnight last night.

W. E. Walker, manager of the A. B. C. Packing Co.'s salmon cannery at Arrandale, was a brief visitor to town the latter part of this week on cannery business, arriving from the Naas River Thursday afternoon and returning north yesterday.

The Lutheran Church mission boat Beatrice will leave here tonight for Bellingham, having on board Rev. P. M. Fosse, who has been pastor of St. Paul's Lutheran Church here for the past two years and who

is to take up his future station at Bellingham out of where he will continue the marine mission work of the church with which he was identified before coming here. The Beatrice will stop over at Bella Bella, Vancouver and other coast points on the way south.

Union steamer Cardena, Capt. Ernest Georgeson, arrived in port at 10 o'clock last night from the south and sailed this morning at 1:30 on her return to Vancouver and waypoints.

William (Bill) Rogers arrived in Prince Rupert this week from Vancouver to take a position with the new cold storage plant of the Northern Fishermen's Co-operative Association. The plant is expected to open for business towards the end of this month. Mr. Rogers has been for several years with the Canadian Fishing Co. and New England Fish Co. in Vancouver and also in Alaska. He is a former Prince Rupert boy, having attended school here, and is being welcomed back by many friends.

Capt. Thomas Drake, who claims to be a direct descendant of Sir Francis Drake, the famous British Admiral, arrived this week in Vancouver from Hawaii in a thirty-seven foot schooner.

Back From McGill

Orville F. Denstedt, well known member of the scientific staff of the Prince Rupert Fisheries Experimental Station, returned to the city yesterday on the Princess Adelaide after having spent the past year at Montreal continuing his studies at McGill University. He will be again on duty at the Prince Rupert station until early fall when it is his intention to return to McGill.

Halibut landings at the port of Prince Rupert during the week ending yesterday were on the light side totalling only 275,000 pounds of which 152,000 pounds was from Canadian vessels and 123,000 pounds from American. The week's landings brought the total for the season up to 5,839,565 pounds including 2,841,565 pounds from Canadian vessels and 2,998,000 pounds from American. Landings for this year are maintaining the lead over 1933, the total at the corresponding date then having been 5,331,800

pounds of which 2,324,300 pounds was Canadian fish and 3,007,500 pounds American. Prices for the past week remained fairly steady. The top bid of the week for Canadian fish was 6.2c and 5c which the Morris H. received for 12,000 pounds and the low 5c and 4.5c which a number of boats received. For American fish the high price of the week was 8.4c and 5c which the Visitor and Baitie were paid for catches of 7,000 and 17,000 pounds respectively while the low was 7c and 5c which a number of boats received. Yesterday a total of 96,500 pounds was landed of which 18,000 pounds was from American boats and 78,500 pounds from Canadian. The American price was 7c and 5c and the Canadian from 5c and 4.5c to 5.4c and 4.6c.

Crowded with passengers for Alaska, many of whom would ordinarily have come north on American vessels which, however, are tied up by the Pacific Coast longshoremen's strike, C. P. R. steamer Princess Norah, Capt. William Palmer, arrived in port at 10 o'clock this morning from Vancouver and sailed a couple of hours later for Skagway and other northern points. The vessel is due back here southbound next Wednesday afternoon. She is also reported to have all passenger capacity booked up for the southbound voyage out of Skagway.

Having on board no less than 268 passengers for Ketchikan including 234 Filipino cannery workers, C. P. R. steamer Princess Adelaide, Capt. S. K. Gray, arrived in port at 4:45 yesterday afternoon from the south and sailed at 6:15 p.m. on the special trip to the Alaska port whence she returned here at 10 o'clock this morning on her way back to Vancouver and waypoints. Southbound, the Adelaide brought a party of some forty school teachers from the Ketchikan district bound through to Seattle among 142 Alaska passengers who had been prevented from getting south by American boats owing to the longshoremen's strike.

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Stale News

