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Very Special for Week-End

Ladies' Brown Rubbers— to clear	59c	Boys' Blue Lumber Jacks— priced at	\$2.25
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100 Pair Pumps and Ties— to clear	\$1.95	Men's All Wool Dress Sox—Assorted patterns, to clear	39c
Ladies' Kid Oxfords— Reg. \$4.95; now	\$2.95	All Wool Heavy Sox— per pair	20c
Black Fine Suede Pumps— Spike heels, per pair	\$3.50	Stanfield's Combinations from	\$2.25 to \$2.75
Brown Suede Pumps and Oxfords— Cuban and spike heels, per pair	\$3.75	Fleece Lined Underwear— per garment	75c
For the High School Girl in Black and Brown, solid leather, per pair	\$3.95	14 Men's Gabardines to clear from	\$7.50 to \$12.50
Children's Shoes— per pair	\$1.35	Men's Blue Melton Overcoats— Latest styles, all sizes	\$15.00
Misses' Patent Straps— Sizes 11 to 2, per pair	\$1.75	10 Only Men's Overcoats, fine patterns, at very low prices	
Misses' High Boots—Sisman's make Reg. \$3.25; now	\$1.95	Children's Knee Gum Boots— Dominion make	\$1.85
Children's and Misses' Classic Shoes—Hamok Wells, all solid leather	\$2.25 to \$2.95	Misses' Knee Rubbers— per pair	\$2.15
Boys' Heavy Shoes—Hydro and Greb makes; all sizes	\$2.50 to \$2.95	Ladies' Knee Rubbers— per pair	\$2.65
Boys' All Wool Tweed Trousers— per pair	\$1.95	Hundreds of pairs of Men's Rubber Boots to pick from	

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WATERFRONT WHIFFS

Embla Closed 1934 Season With Hectic Trip—New Engine Installations Being Made—Individual Records of American Fleet

The closing days of the 1934 fishing season brought another hectic episode for the already checked career of the Prince Rupert halibut boat Embla and it was only through good fortune that the vessel and Capt. Alfred Anderson and her crew escaped most serious consequences in a series of incidents which followed the vessel losing her

rudder on her final trip of the season. It was on October 11 that the Embla, while hauling gear in a half westerly gale off Cape Omaney, Alaska, lost steering way after having dropped her rudder. As the wind freshened, a jury rudder was devised, the wind having increased to a heavy westerly gale by the time the job was finished. Difficulty was experienced in steering with the jury rudder which finally was broken in the heavy seas. Another was rigged up and, after four in all had worked feverishly day and night, Port Alexander was at last reached on October 12 in the evening. It being found impossible to get temporary repairs made at Port Alexander, arrangements were made to have the American halibutter Rap III tow the Embla to Petersburg and departure was made from Port Alexander early on the morning of October 13. Outside a heavy southeaster was found to be blowing and, about half way between Port Alexander and Port Conclusion, the towline became entangled in the propeller of the Rap III and had to be cut. The Embla started to drift before the wind toward the breakers, the Rap III being unable to come to her assistance because she could not clear her own propeller. The Embla dropped her anchor but this would not hold and still she continued to drift into the breakers. Fortunately enough, the Alaskan salmon packer Magnolia hove into sight about this time and came to the assistance. As the Magnolia was trying to get hold of the Embla's towline, she was caught by a heavy sea which swung her stern against the Embla's bow, breaking the stem of the latter vessel and loosening planks in the forepeak. Finally, a line was got aboard and the Magnolia towed the Embla to Petersburg, reaching there October 14. Temporary repairs being effected at Petersburg the Embla proceeded back to the Cape Omaney grounds with a view to getting a load of black cod. She remained there until October 24 when she began to leak so badly from the damage sustained when the Magnolia had crashed into her that it was decided to run for port. Prince Rupert was reached October 27, the crew having had to pump almost continuously during the three days she was running in. On arrival at Prince Rupert, the Embla went into dry dock for repairs which are now being completed. There was insurance coverage for the damage.

Following the close of the 1934 fishing season, the Prince Rupert halibut boats Balsac, Capt. John Orvik, Alken, Capt. Andrew Hanson, and Southend, Capt. Jentof Ellertson, are all at present in Vancouver. Each vessel is to have a new engine installed.

After having spent a month at Vancouver undergoing overhaul, the big halibut boat Melville, Capt. John Ivarson, returned to Prince Rupert on Tuesday morning and has tied up at the dry dock for the winter. Capt. Ivarson landed his final trip of the 1934 season at Vancouver. On his return to Prince Rupert, he was accompanied by his wife who had been, for several weeks at Edmonton receiving medical treatment and whose health is now much improved. The run north from Vancouver was made in the snappy time of fifty-four hours.

The Northern Fishermen's Cold Storage Ltd. has only half a million pounds of fish left in its plant at Prince Rupert now. Shipments are being made steadily out of the plant which has a capacity of 2,500,000 pounds.

The halibut boat Pair of Jacks, Capt. Axel Pedersen, which has been fishing black cod this fall for the Canadian Fish & Cold Storage Co., landed a catch of 8,000 pounds at Prince Rupert on Wednesday of this week and has now tied up for the winter.

The Prince Rupert halibut boat Sea Maid, Capt. Henry Doiron, after having been on a salmon packing charter in Vancouver Island waters this fall, returned to Prince Rupert on Thursday afternoon and has tied up at the dry dock for the winter.

After having loaded concentrates from the Surf Point mine at Porcher Island, Frank Waterhouse freighter Northholm, Capt. Henry Porritt, arrived in port at 6:30 last evening and proceeded to the Tucks Inlet reduction plant to load fish oil. The vessel sailed at 2:30 this morning for Vancouver.

Union steamer Cardena, Capt. Ernest Georgeson, arrived in port at 2:30 this morning from the south, sailing an hour later on her return to Vancouver and waypoints.

The halibut boat Helen II, Capt. Peter Byrne, is now engaged in flat-fishing out of Prince Rupert for the fresh fish market.

The Massett Cannery fish packer Delphinium, which was extensively damaged early in October when she stranded on the Dundas Islands while running in from Massett to Prince Rupert, is now being almost completely rebuilt at the McLean Ways at Seal Cove, Prince Rupert. By the middle of December it is expected the job will be completed. The 50 h.p. Frisco-Standard gas engine with which the vessel was equipped before the wreck is being replaced with a 60 h.p. Bolinder diesel.

A large hunting party consisting of C. V. Evitt, Hubert Ward, Dr. W. T. Kergin, C. W. Dawson, J. A. Hinton, Dr. J. H. Carson, R. G. Vanderstuy and Alex McRae left early last evening with Capt. W. P. Armour aboard the Salvage Princess for a trip to Hartley Bay and Kildala Arm. Return to port is expected to be made either Monday night or Tuesday morning.

William Leask of Metlakatla returned this week with his seiner after having spent the past month fishing in Vancouver Island waters.

Capt. Edgar Annot and party of friends left on the halibutter Cape Beale last Saturday for a hunting trip down the coast. They expect to return to port early next week.

A slight revision has been made since last week in the figures for the halibut boat Tahoma, Capt. Ben Petterson, which was the heaviest lander of fish at Prince Rupert for

The halibut boat Pair of Jacks,

the American fleet this season. The Tahoma landed eleven trips here for a total of 205,000 pounds. Number of trips, aggregate catch and trip average for the vessels of the American fleet at Prince Rupert this season were as follows, the figures being based on hauling weights rather than weighed-out catches:

	Trips	Agg.	Ave.
Atlas	5	160,000	32,000
Anna J.	3	55,000	18,333
Arrow	5	145,000	29,000
Addington	2	34,000	17,000
Alki	7	74,000	10,571
Augusta	4	72,000	18,000
Avona	1	14,000	14,000
Arcade	3	39,500	13,167
Arne	1	18,000	18,000
Arctic	2	46,000	23,000
Argo	1	15,000	15,000
Aleutian	3	85,000	28,333
Akutan	1	38,000	38,000
Baltic	3	45,000	15,000
Betty	6	85,000	13,167
Brothers	7	111,000	15,857
Bolinda	3	50,000	16,667

(The list will be continued next week.)

Tonight's train, due from the East at 10:15, was reported this morning to be thirty minutes late.



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