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Local Halibut Operators Surprised at Early Closing Of Area No. 2—New Beacon Being Built At Massett Inlet—Halibut Landings

Prince Rupert halibut boat owners and fishermen received news this week of the order of the International Fisheries Commission closing the fishing season in Area No. 2, where most of the Canadian fleet operates, hardly with feelings of complete satisfaction. Indeed much to the contrary may the case be said to have been. It had been the expectation generally that the quota limit for this area would not have been reached before September 15 at the earliest and fishing plans had been made on that basis. The earlier closing will, therefore, interfere to some extent with arrangements. The feeling of the fleet is that, at least, longer notice might have been given. All of which brings up the whole policy of conservation measures and quotas. The Commission had intimated more or less officially that, on the numbers of fish showing a tendency to increase, a corresponding increase in the quota limit might be expected. It is felt by many that the numbers of fish on the grounds are now substantially increased. There is also a feeling at Prince Rupert that it might be fair to allow the Canadian fleet half of the quota for Area No. 2, permitting the American fleet the whole quota for the more remote No. 3 area in addition to the half of No. 1. The larger American boats have the advantage over the Canadian in that, when the No. 2 quota becomes depleted, they can readily move out to No. 3 area in which very few of the Canadian boats can operate. This means that the Americans can fish out No. 2 area and then have No. 3 almost exclusively to themselves. The Canadian fleet, for this reason, feels it would be but fair to grant it half of the No. 2 area quota. Actually the fishing season this year, lasting little more than four months, will have been a full month shorter than last. It was April 4 before fishing started this year.

The Prince Rupert halibut boat Embla, Capt. Alf Anderson, left last week for Namu cannery, down the coast from Prince Rupert, to take up a charter to pack pink salmon from the Queen Charlotte Islands to the cannery. The Gibson, Capt. Chris Henriksen, left some time ago on a similar charter.

Harry Scott, the Grenville Channel handlogger, who is reported to have been having good business of late in angling down the coast with safty pins instead of hooks, although we do not know why Harry should have to go to Wallace's and Fraser & Payne's to buy safty pins when Bob Gordon and Jim Thompson still have perfectly good nails in stock, is a visitor in town. Feeling that, if he does not lay off for a while there will be an over-production of timber, even if the pulp mill should come to Prince

Rupert, Harry breezed in this week and is thinking about spending a couple of months under the beneficent rays of the bright lights. He may even cross over to the Islands for a visit. We do not know whether or not there is any attraction over there but we do know the fair damsels of the Queen Charlottes will all be delighted when they see Harry. Incidentally, we have no less an authority than Harry for the report that the King of Abyssinia has had his emissaries hereabouts lately buying up all the arms and ammunition available locally and that, among other things, they have their eyes on the ancient pieces of musketry that adorn the front of the Central Hotel and the old Court House square. Muzzle loaders or breach loaders, Harry says, it does not make much difference to the Abyssinian Army, just as long as they are guns. Harry is thinking of joining up himself as it would be a good chance to get a free trip if he can fall logs, stalk mowich and catch trout with safty pins in Grenville Channel. Harry thinks he should be quite able to help Emperor Haile Selassie round up Italians in the mountains of Abyssinia. And, if Mussolini hears that Harry is coming, he will probably call the war off anyway.

John Currie & Son are now proceeding with the work of renewing dolphins at the Cow Bay fishermen's floats where general repairs are being made by the provincial department of public works.

Building New Beacon

The Marine apartment now has under construction a fourteen-foot concrete beacon at Seven Point Inlet near the entrance of Massett Inlet. The new light will be a much appreciated aid to navigation, particularly as far as fishing vessels are concerned.

Halibut landings at the port of Prince Rupert for the 1935 season up to and including yesterday totalled 3,034,956 pounds, of which 3,783,150 pounds was from Canadian boats and 4,251,800 pounds from American, as compared with 11,407,865 pounds made up of 5,917,500 pounds American and 5,490,265 pounds Canadian fish, at a corresponding date last year. Landings for the week ending yesterday totalled 356,000 pounds of which 148,500 pounds was from Canadian boats and 207,500 pounds from Am-

erican. The price situation was little, if any changed, during the week, the high bid for Canadian fish being 6.5c. and 5c. which the Relief, Teeny Milly, Wave and Annabelle received for catches of 15,000, 13,000, 9,500 and 9,000 pounds respectively and the low 5c. which the Unome was paid for 9,500 pounds. For American fish the high price was 6.2c. and 5.5c. which the Rap III, received for 9,000 pounds and the low 6c. and 5.5c. paid the Frisco, Explorer and Bonanza for 11,000, 32,000 and 24,000 pounds respectively.

After having spent the past couple of months at the Prince Rupert Fisheries Experimental Station of the scientific staff of which he is a member, Orville F. Denstedt will leave next Wednesday afternoon on his return to Montreal where he will resume his studies at McGill University leading to the Ph. D. degree. The work, he expects, will be completed next spring when he will be returning to Prince Rupert to remain permanently again.

With W. E. Boeing's twin-motored flying boat, which is accompanying the yacht Taconite on a coastal cruise, Pilot Clayton L. Scott left yesterday afternoon for the south after having been held here since the first of the week owing to weather conditions. The Taconite left

for the south on Tuesday evening but it will not be long before the flying machine catches up to her. Canadian Can Co's cruiser Cancolin, Capt. William Thomas, in the course of a business trip along the coast, arrived in port yesterday afternoon from Vancouver and will sail tomorrow morning for Namu whence she will cross to Lagoon Bay, Queen Charlotte Islands, returning to Vancouver via the West Coast of Vancouver Island.

Union steamer Cardena, Capt. Ernest Georgeson, arrived in port at 3 o'clock this morning from the south and sailed a couple of hours later on her return to Vancouver and waypoints. The vessel, which had thirty-seven round trippers on board, is taking south this voyage the crews of Haysport, North Pacific and Sunnyside canneries which have closed for the season.

Southbound on her final voyage of the season on the Alaska tourist route, C.P.R. steamer Princess Alice, Capt. Clifford Fenton, is due in port at 3:45 this afternoon from Skagway and other northern points and will sail an hour or so later for Vancouver. The vessel will stop first at the Imperial Oil Co.'s dock to take on fuel before taking her regular berth at the government wharf.

CARNIVAL IS ENDED

(Continued from page one)

balloons and serpentine and the proceedings were very jolly. During the evening, announcement was made of the winners in the "Pageant of Nations" competition which had been held Thursday night. The first and second prizes of \$50 and \$25 were combined and split evenly between Kincolth War Dance Team and the Prince Rupert Japanese Association. The four members of the war dance team appeared in person to receive the prize from Sam Joy who was announcer for the evening.

One of the novelties of the evening was an exhibition of French fells fencing between James Bryant and Doug Christison with Chief Petty officer Instructor Robert Ross of the Royal Canadian Naval Volunteer Reserve as referee.



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