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(Estab. 1908)

THIRD AVENUE

Plans Closing Of Local Stores

Annette Just Opened Establishment at Salmo and Will Live There

Evidently Annette is planning to close her two local stores. The following is an extract from a recent number of the South Kootenay News:

"Plans for Salmo's new department store are about complete and construction of the building is expected to start in the next few days on the lot adjoining Salmo Community Hall.

"The new retail establishment which will be owned by and under the management of Annette Woods, will be modern in every detail. The ground floor of the two-storey building will contain a grocery store and meat market while ladies and men's wear, dry goods and shoes will be displayed on the second floor.

"In coming here Mrs. Woods is enlarging her chain of stores, already having two businesses in Prince Rupert, one in Lethbridge, Alta., and another in Vancouver. It is her intention to dispose of the Prince Rupert businesses and make her headquarters in Salmo, in which town she will take up residence."

Mrs. R. Jenette left on last evening's train for a trip to Chicago.

LOCAL NEWS

Harry Melville of the engineering staff of the Premier mine was a passenger aboard the Prince Rupert yesterday returning north after a two weeks' trip to Vancouver.

Mr. and Mrs. J. M. McCawley, formerly of this city and now residing in Prince George, are paying a brief visit to town. They arrived from Prince George on Tuesday night's train and will be returning there Friday evening.

The marriage of Miss Marjorie Blance and Lee Gordon, popular local couple, will take place this evening at St. Andrew's Cathedral. Following a reception at the home of the bride's mother, Mrs. Robert Blance, Leeds Apartments, the couple will sail on the Prince Rupert for a honeymoon trip to Vancouver and elsewhere in the south.

Col. J. W. Nicholls, general manager of the Canadian Fish & Cold Storage Co., was the speaker at the regular weekly luncheon of the Prince Rupert Rotary Club at the Commodore Cafe today. He described some incidents and impressions of a recent business trip to Eastern Canada and the United States. President C. V. Eviitt was in the chair.

We sell circulation. We have it.

British Columbia Halibut Banks Improved; Fishermen Doing Better, 'Tis Claimed

(Continued from Page 1)

and from Area 3. It has increased its share of the catch in the local Area 2 from 30% in the two years 1931 and 1932 at the beginning of regulation to 40% in the last three years 1934, 1935 and 1936. Its share is greater than in 1929, when a full nine months season was necessary, and a million and a half greater than in 1931 just before regulation began. It is two and a half million greater than in 1932, at the depth of the economic depression. The following table shows this:

Year	Pounds	%
1929	8,386,000	34
1930	7,009,000	33
1931	7,018,000	32
1932	5,960,000	27
1933	7,649,000	34
1934	8,967,000	40
1935	8,954,000	41
1936	8,585,000	39

If, as some fishermen are prone to say, the large Area 3 boats have been using an undue amount of Area 2 fish, it has certainly not been at the expense of the Canadian fleet.

The share of the Canadian fleet in the catch from Area 3, or the western area, has doubled. Where before regulation it took 600,000 to 700,000 pounds, in the last two years it has taken an average of 1,500,000, making its total from the coast very much larger. These figures are most significant when it is remembered that to rebuild the banks has required the total international catch from Areas 2 and 3 to be temporarily limited to a fixed amount since 1931.

Canadian catch in Area 3 and total for the coast (1936 estimated):

Year	Area 3	Ar. 2 & 3
1929	656,000	9,042,000
1930	617,000	7,626,000
1931	765,000	7,783,000
1932	452,000	6,412,000
1933	637,000	8,286,000
1934	751,000	9,718,000
1935	1,251,000	10,205,000
1936	1,725,000	10,310,000

The Important Point

The fact of these increased landings is the important point, but it is interesting to see where some of this increase has come from. At one time dory fishing by large vessels was extensive in Area 2, totalling 1,799,000 pounds in 1932. At that time the commission took action to reduce this fishing and in 1935 completely prohibited it. The vessels which carried on this fishery then left Area 2, catching but 246,000 pounds by "long-line" fishing there in 1936, a saving of over 1,500,000 pounds for the other vessels in that area. The catch of other large vessels usually fishing in Area 3, shows a reduction in the amount credited to Area 2 in the accounts of the commission from 735,000 pounds in 1932 to 353,000 pounds in 1936, thus adding another 400,000 pounds to that available for the smaller vessels in that area.

Catches of large vessels in Area 2:

Year	Former Dory Vessels	Other Large Vessels	Total
1932	1,799,000	735,000	2,534,000
1933	877,000	660,000	1,537,000
1934	296,000	436,000	732,000
1935	559,000	575,000	1,134,000
1936	246,000	353,000	599,000

*By long-line fishing which is legal in Area 2.

The Area 2 fleets, including of course the Canadian vessels, have profited in another way. There has been a steady increase in the number of trips made to Area 3 by boats which belong to Area 2. This, it is important to note, is a net gain for the Area 2 fleets, because it was not made from the quota given Area 2.

Landings from Area 3 by vessels usually fishing Area 2:

Year	Canadian	U.S.
1932	0	224,000
1933	130,000	1,232,000
1934	252,000	1,277,000
1935	670,000	1,607,000
1936	917,000	2,715,000

It is clear that there is a decided shift toward Area 3. In 1932 the large vessels were taking 2,534,000 pounds from Area 2, in 1936, 599,000. In 1932 the smaller vessels were taking 224,000 pounds from Area 3, in 1936 this increased to 3,632,000 pounds.

This shift is to the advantage of the Area 2 fleet in two ways, be-

cause it leaves a greater poundage in Area 2 for this fleet and because it tends to reduce the number of vessels sharing. On the other hand, new Canadian vessels have joined the halibut fleet, and it is of interest to see whether these additions have been great enough to affect the earnings of the individual vessel. For the three years before regulation, 1929-1931, the average number of men engaging in the fishery was 488; in 1932-1933, the first two years of regulation, the number was 342, and in 1934-1936 it had risen to 511, with 585 the last year. From the standpoint of national interest it may be desirable to spread employment in that way. If some complaint should arise as a result, it is not a matter in which the halibut commission could or should intervene.

Spread of Employment

But this tendency toward spread of employment has not been sufficient to decrease the landings per vessel of the regular halibut fleet. These landings are now as great as in 1927 and 1928. Before regulation the pounds caught annually by each of the vessels in this fleet had fallen regularly from year to year as a result of overfishing. This had caused a decline in abundance which the commission has shown to have been from a yield of 300 pounds per set of a skate of gear in 1906 to 35 pounds per set in 1930. The decline of catch per vessel is very close to that of abundance. For example, in 1927 and 1928 the average season's landings of vessels fishing the whole season was 144,600 pounds, and the catch per skate was 47.4 pounds. In 1930 the same vessels took 112,700 pounds each, and the catch per skate was 35.4 pounds, in both cases of fall to 75% of the amounts in 1927 and 1928. The years 1929, 1930 and 1931 were nearly on a par averaging 117,100 pounds per season per boat.

As soon as regulation became effective, in 1932, the abundance and the catch per set of a skate of gear rose. The result was a much higher total catch for the season of these Canadian vessels, averaging 161,300 pounds in 1932 and 1933, but drop-

ping to 143,700 in the last three years 1934 to 1936. This drop was due to the adoption of curtailment in order that a better price might be obtained. The season's catch in the last three years was therefore very nearly the same as in 1927 and 1928, and much better than during the year 1930 in which the banks were in the poorest condition. This depletion and low yield was the result of the most intensive fishery the banks had ever known, reaching a climax in 1929, and was not due to bad economic conditions. The recovery in abundance and in greater catch per vessel has been due to the rebuilding of the banks by regulation.

Regulation, giving halibut a longer life and the chance to spawn, has benefited the fleet in another way which should not be overlooked. The greater amount of growth has produced larger fish and a higher percentage of number one fish. In fact "chickens" have become fewer and are wanted so that the price paid for them is approaching that paid for mediums.

Supplementary Activities

There are good prospects for activities supplementing the earnings during the halibut season. In 1936, of 131 Canadian vessels, but five tied up at the end of the halibut season in Area 2, and 68 had left considerably before the end, engaging in salmon, pilchard and other fisheries. When Area 2 closed the remaining vessels engaged in salmon and black cod fishing, and 19 went to Area 3 for halibut. The black cod market is increasing steadily. This is tending to divert vessels from the halibut fishery, and should be encouraged as leaving more halibut for the remainder of the fleet. Fisheries of this sort after the end of the season are additional to the income

from halibut, which is not reduced. The larger vessels (schooners) in Area 3, have not had an increase in the average season's catch per boat corresponding to that of the Area 2 fleet. They have, however, sold their catch at higher prices because they have prolonged their season by their own efforts. If this opportunity to sell at higher prices after the closure of Area 2 were lost to them, an inspection of their records shows that they would need an increase in poundage from Area 3 of more than 35% to bring their catch to equal that of 1927 and 1928, as Area 2 vessels have done. This is not a matter of opinion but of facts easily obtained from records of landings in the markets.

In this brief summary it has been made clear that the Canadian fleet is in a favorable condition as a result of the present regulations.

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TIMBER SALE X20842

Saled tenders will be received by the District Forester not later than noon on the 13th day of November 1936, for the purchase of License X20842 near Kaskawish River to cut 1240 M board feet of Cottonwood and 400 M board feet of Spruce.

One (1) year will be allowed for the removal of timber.
Further particulars of the Chief Forester, Victoria, B. C., the District Forester, Prince Rupert, B. C.

LAND ACT

Notice of Intention to Apply to Lease Land

In the Prince Rupert Land Recording District of Range 4, Coast Land District, and situated approximately one mile in a southerly direction along the coast line of Princess Royal Island from Red Fern Point, said Red Fern Point being approximately four miles in a westerly direction from Bernard Cove.

Take Notice that Hans Hansen of Prince Rupert, B.C., occupation Plan Packer intends to apply for a lease of the following described lands—Commencing at a post planted at high water mark on the shore-line in the middle of a bay being approximately one mile South of Red Fern Point, thence three chains North-East, thence fifteen chains East thence five chains South, thence fifteen chains West, thence North to the nearest point at low water, thence following low water to a point opposite the initial post and containing five acres, more or less.

HANS HANSEN
Dated 13th day of October, 1936

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