

Waterfront Whiffs

Speculating on Forthcoming Salmon Season—More Canneries to Operate—Price Not Set—Halibut Landings Still High

With salmon canning scheduled to start on June 26, there is speculation in Prince Rupert district now as to what kind of a season this will be. There should be a reasonably good run of sockeye but it is understood the demand for this variety will not be anything out of the ordinary. However, this may be compensated for to some extent by an improved demand for pinks and chums. Generally speaking, there appears to be some uncertainty in the canning industry this year. On the Skeena River this year there will be one less cannery operating. Haysport being closed down by the Canadian Fishing Co. On the other hand, there will be more canning activity on the Queen Charlotte Islands with the B.C. Packers operating the Pacofi plant on Moresby Island for the first time and also Shannon Bay in Massett Inlet which has not run for years. Nelson Bros. at Old Massett and Langara Fishing & Packing Co. at New Massett will also be operating. Sockeye prices for the season have not been announced as yet.

The past week was again heavy for halibut landings at the port of Prince Rupert with an aggregate of 710,200 pounds of which 326,200 pounds was from Canadian vessels and 384,000 pounds from American. Owing to the heavy volume of fish, prices continued at a low level. For Canadian fish the high price of the week was 6.3c and 4c which the Alken, Balsac, D.S.T., Dovre B. and Dorreen N. received for catches of 12,500, 17,000, 8,000, 21,000 and 5,000 pounds respectively while the low was 5c and 4c which quite a number of boats had to accept. For American fish the high price of the week was 7c and 5c which Reliance I. and Sherman received for 15,000 and 17,500 pounds respectively. The low American price was 6.5c and 5c which the majority of the boats landing during the week were paid. Halibut landings at Prince Rupert for the 1938 season up to and including yesterday had reached a total of 3,859,850 pounds in comparison with 4,435,860 pounds at a corresponding date last year when the season commenced two weeks earlier. The Canadian total to date is 1,955,950 pounds in comparison with 2,453,660 pounds a year ago while the 1938 American total is 1,903,900 pounds as against 1,982,200 pounds last year. Early June it is expected will see a number of small Canadian boats which have been engaged in halibut fishing turning to the salmon fishery.

A pair of woollen socks. When Sadler opened the 15-pound cod he found in the stomach the socks neatly folded. The socks were almost new. This story is a good match for one that was heard this week of a Seattle halibut boat which lost a pike pole by being carried off by a large halibut which slipped away as it was being hauled aboard.

C.P.R. Steamer Princess Louise, Capt. S. K. Gray, arrived in port at 11:15 this morning from Vancouver and sailed at noon in continuation of her regular voyage to Skagway and other Alaska points whence she is scheduled to call here southbound next Wednesday afternoon. The vessel took 14 passengers north from here. She brought in 140 passengers of whom four disembarked here.

Four halibut boats sold catches totalling 62,000 pounds at Seattle yesterday as follows: Federal, 20,000, Sebastian, 7½c and 6c; Mariner, 15,000, Whiz, 6½c and 6c; All-tak, 13,000, Ripley, 7c and 6c; West-fjord, 14,000, New England, 6½c and 6c.

Capt. John Muir, well known as a navigator of the north coast in the service of the Union Steamship Co. for many years, has been appointed marine superintendent for the company, it is announced. Capt. Muir, who has many friends in Prince Rupert, succeeds Capt. Walker who has retired after thirty-one years of service.

SOUTH!
to
VANCOUVER
Calling at
Ocean Falls and Powell River
Steamer leaves Prince Rupert
Every
THURSDAY, 11:15 P.M.
CANADIAN NATIONAL STEAMSHIPS

Sickly looking codfish, pulled from the depths of the Atlantic, yielded George Sadler, merchant,

SINGAPORE BASE PROVES ITS STRENGTH



In a test of the naval, air and military defences of Singapore, Britain's great Far East base in which a force from a mythical Blueland attacked the Redland defenders, the Singapore forces were considered to have proved their ability to repulse attacks from any enemy after the first assault. Other manoeuvres were planned to explore the situation further. The large map shows the layout of Singapore's fortifications. The naval base facing the Strait of Johore is strongly protected by anti-aircraft equipment. Changi, at the eastern end of the island, and Blakang Mati and Brani Islands, at the opposite end, are equipped with huge guns commanding the approaches to the fortress. The smaller map depicts Singapore in its geographical relation to British Hong Kong, Japanese Formosa, the Dutch East Indies and Australia.

SESSION OF BOY SCOUTS

Colors Presented and Other Ceremonies at Gathering Last Night

A milestone was reached last night in the annals of First Prince Rupert Boy Scout Troop when, before a large audience of parents and friends and the newly formed Second Prince Rupert Troop from Seal Cove, the Union Jack and Troop Colors were formally presented to the Scouts. The ceremonies opened with the raising of the flag with the Scouts in horseshoe formation followed by the singing of "O Canada." The Scoutmaster, Robert Yerburgh, then formally welcomed the visitors and spoke briefly of Scouting itself. After tracing the history of the movement, he described a Scout as first a pioneer and backwoodsman, secondly a modern knight errant and, thirdly, always true to his motto "Be Prepared." Next on the program a signalling competition was held between the

two troops with two boys on each team. Messages were swiftly sent with flags from one end of the hall to the other. An original play, composed by the boys themselves, was then presented by the Fox Patrol dealing with the practical aspect of Scouting. A knotting competition called for considerable ingenuity and skill. As a Scout is trained in the use of his senses, several sense-training competitions were held in smell, sight and taste. This brought the gathering to its more formal aspect.

Dr. Carter Speaks
Dr. Neal Carter, president of the troop committee, then spoke a few words, outlining the proposed local association. During the course of his remarks he presented tenderfoot badges to Scouts King, Rorvik and McKeown and to Scouts Simonsen and Lindquist (in absentia). He then introduced Lieut. G. H. Greenwood, commanding officer of the Sea Cadets who gave an inspiring address on the significance of the Union Jack and exhorted all present to ever live up to what it represented. The climax of the evening then came when J. S. Wilson, representing the Canadian Legion, was called on to present the Union Jack. After an eloquent summary of the meaning of the act about to be performed, he presented the flag to the color party consisting of Scouts Jones and Eby under Patrol Leader Nordan, who solemnly turned about to face the assembly for the singing of the National Anthem.

Then Mrs. A. T. Parkin, Regent of Queen Mary Chapter, Imperial Order, Daughters of the Empire, assisted by Mrs. William Brass, handed over the Troop Flag to the color party which solemnly bore the two flags to their resting place.

A surprise item on the program came when Dr. Carter presented a handsome shield to the Eagle Patrol as a reward for excellence in Scouting in the past few months. This is to be competed for by the different patrols in bi-monthly competition. He also invited all present to attend the dedication of the flags on Sunday morning in St. Andrew's Cathedral when the Scouts and Girl Guides will parade to church.

The gathering was brought to a close by the lowering of the flag in darkness with only a spotlight reflected on the colors and the singing of Auld Lang Syne.

Refreshments were served by the Mother's Auxiliary with the patrol leaders and seconds acting as servers.

C. N. R. Trains

For the East—
Mondays, Wednesdays and Fridays 6 p.m.
From the East—
Tuesdays, Thursdays and Saturdays 11 p.m.

MINING IN FAR NORTH

Preparing For Banner Season In Northwest Territories

Much Freight

Gasoline and Oil Cashed; New Strikes Expected

(By Sam G. Ross)

EDMONTON, May 28: (CP) — The great northland is swinging into action for its 1938 summer season.

At least 35,000 tons of freight must be moved over water routes from Waterways, Alberta, to the mining projects dotting the Northwest Territories.

The task of caching nearly 200,000 gallons of gasoline and 10,000 gallons of lubricating oil for airplanes in winter flying is under way.

And nearly 100 men have already left Edmonton, gateway to the northern riches, to man the northern commercial fleets operating on the Athabaska, Mackenzie and other rivers and Athabaska, Great Slave, Great Bear and other lakes.

Most of the freight is mining equipment for the scores of ventures in the Northwest Territories. Never dull even in winter, the north's summer activities are increasing annually because of the intense mining activity and the need of shipping large supplies of water during the summer season.

By the end of May, the boat movement of freight will be in full swing from Waterways, 225 miles north of Edmonton on the Athabaska River, to Goldfields, Saskatchewan, 450 miles northeast of Edmonton; Yellowknife, 725 miles north of Edmonton, and to a score of other points between the Alberta capital and Aklavik, 1250 miles northward on the Arctic shores.

To Exceed All Records
Col. J. K. Cornwall, famed "Peace River Jim" of the northern waterways, believes the summer freight business will exceed all records.

At least 35,000 tons of freight must be moved over the waterways to meet requirements, he said.

Boat construction and repair work is being rushed ahead at Waterways by the Hudson's Bay Company, Consolidated Mining and Smelting Company and the McInnis interests, said Col. Cornwall, after returning from the north. Approximately \$250,000 is being spent on new boats and scows.

"The northern country is getting opened up as never before and there will be a lot of new strikes recorded during the summer," Col. Cornwall predicted. But he coupled it with a warning—many men who have gone north looking for employment have found no work, he said.

The same warning was repeated through Royal Canadian Mounted Police. Men for the northern jobs are being sent in by the companies, employing them and hitting the northern trail in search of work has not always been successful. Living expenses are high, running around \$120 a month in the Yellowknife area.

One of the biggest jobs of the summer months is caching gasoline and lubricating oil supplies for aviation companies operating throughout the winter months. Gasoline purchases in Edmonton are shipped over the Northern Alberta railways to Waterways and then by boat to the storage points on the rivers and lakes as far north as the Arctic shores.

The gasoline is shipped in red steel drums and about 4,500 of them will be spotted at various points, including Takla Landing, 200 miles north of Vanderhoof in the British Columbia interior; Fort St. John, 375 miles northwest of Edmonton, and at a score of points in the Northwest Territories where mining projects are under way.

In planning caches, operators must estimate flying activity in each area during the next year. This is done by consultation of 1937-38 figures and consideration of shifting centres of activity in the north. Caches at Goldfields, Sask., and Yellowknife, N. W. T., are expected to show the largest increases in the coming year.

Chief of Police John Syme of Oak Bay, Victoria, and Mrs. Syme were here aboard the Princess Norways, believing the summer freight business will exceed all records today going north on the round trip to Alaska.

CAPTOL

LAST TIMES TONIGHT
Anita Louise, George Brant in "The Go-Getter" (7:33 and 9:38) Last Show at 9:05

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