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Waterfront Whiffs

Prince Rupert Halibut Fleet Had Better Year — Final Totals of American Landings Here — Chinese Junk Ends Career on Coast Near Hear

Preliminary estimates indicate that the Prince Rupert halibut fleet fared somewhat better from a financial standpoint during the 1939 season. The grand total of Canadian fish this season was 7,137,400 pounds as compared with 6,209,650 pounds last year. Number of Canadian boats operating in the halibut fisheries out of Prince

Rupert this year totalled 119 in comparison with 102 last year, continuing the annual increase which has been shown steadily during the past few years. A somewhat higher average price per pound this year, together with the considerably increased production, counteracted the increased number of units so as to make for better earnings in 1939 per boat and man. There were few, if any, "hole" trips this year. Weather conditions for fishing were none too favorable this year but casualties to the fleet and the personnel were at a minimum.

The grand total of halibut landings at Prince Rupert for the 1939 season was 16,023,700 pounds in comparison with 13,481,500 pounds in 1938, 13,286,850 pounds in 1937, 11,768,100 pounds in 1936 and 11,916,150 pounds in 1935. American landings this year totalled 8,886,300 pounds as against 7,271,900 pounds in 1938, 6,220,650 pounds in 1937, 6,655,000 pounds in 1936 and 6,687,300 pounds in 1935.

The heaviest lander of halibut at Prince Rupert for the American fleet this year was the Atlas which brought in 263,500 pounds in eight trips. The Arrow was second with 243,000 pounds in seven trips and the Rainier third with 208,000 pounds in six trips. Not including the Martindale which only landed one catch of 40,500 pounds, the heaviest average lander for the American fleet was the Foremost which averaged 40,000 pounds on four trips and the Wizard which had a similar average of 40,000 pounds on two trips. Greatest number of trips—twelve—were landed by the Visitor for a total of 81,000 pounds. The Zarembo landed nine trips for a total of 138,000 pounds and the following boats made eight trips: Atlas, 263,500 pounds; Eureka, 84,000 pounds; Hazel H., 153,000 pounds; Middleton, 188,000 pounds; Pierce, 103,500 pounds. Individual landing records of the American fleet at Prince Rupert for the 1939 season were as follows:

Boat	No. of Trips	Total Pndg.	Average per Trip
Alki	4	35,000	8,750
Arcade	6	90,000	15,000
Atlas	8	263,500	32,938
Augusta	6	104,000	17,333
Arrow	7	243,000	34,714
Arctic	4	110,000	27,500
Andrea	1	20,000	20,000
Arden	1	15,500	15,500
Algir	2	29,000	14,500
Arthur H.	1	40,000	40,000
Arpe	1	16,000	16,000
Atlantic	1	25,000	25,000
Aleutian	1	39,000	39,000
Angelus	1	21,000	21,000
Avona	1	12,000	12,000
Attu	1	24,000	24,000
Baltic	3	50,000	16,667
Betty	6	100,500	16,750
Bravo	2	23,000	11,500
Brisk	1	35,000	35,000
Bianco	2	31,000	15,500
Bonanza	2	51,000	25,500
Condor	3	33,500	11,167
Cascade	1	9,000	9,000
Chum	2	10,900	5,450
California	4	70,000	17,500
Cooldidge	3	84,000	28,000
Chelan	5	81,500	16,300
Ceylon	1	8,500	8,500
Cora	4	35,000	8,750
Cascade	1	10,500	10,500
Curlew	1	2,200	2,200
Celtic	1	40,000	40,000
Don Q.	2	28,000	14,000
Dean	1	8,000	8,000
Diana	1	9,000	9,000
Doric	1	40,000	40,000
Eureka	8	84,000	10,500
Emma	2	26,000	13,000
Excel	6	114,500	19,083
Explorer	5	143,500	28,700
Edgumbe	5	63,500	12,700
Eleanor	4	52,500	13,125
Esther	3	31,500	10,500
Eastern	1	11,000	11,000
Electra	1	17,000	17,000
Eclipse	1	40,000	40,000
Erebus	1	40,000	40,000
Excelsior	2	32,000	16,000
Frisco	7	75,000	10,714
Foremost	4	160,000	40,000
Fern II	2	37,000	18,500

Junk Is Total Loss

According to word received in Prince Rupert from Ocean Falls, it appears likely that the Chinese junk Taiping in which Capt. John Anderson, his wife and crew of five made a hectic trip across the Pacific Ocean from the Orient will end its career a total wreck on the

west coast of Princess Royal Island where it went on the rocks recently after being blown from Quatsino on the West Coast of Vancouver Island when essaying a trip to Seattle after the Pacific crossing. Capt. and Mrs. Anderson have returned to Ocean Falls from the scene of the wreck after stripping the derelict of such belongings as could be removed before it was completely destroyed by the sea. Capt. Anderson considers chances of the salvage of the Taiping very remote. Capt. and Mrs. Anderson made the trip to the wreck from Ocean Falls aboard the Charles Todd with the owner, Murray Balmer. Previously the crew of the junk had been picked up on the west coast of Princess Royal Island by a fishing boat and taken to Ocean Falls. One of the members of the crew broke his leg when the Taiping hit the rocks and is still in Ocean Falls hospital.

Union steamer Cardena, Capt. John Boden, arrived in port at 8 o'clock last night and sailed at 10:30 p.m. on her return to Vancouver and waypoints.

Capt. Peter Hann has left Queen Charlotte City with his sloop Beatrice H. for Vancouver Island where he and his crew will engage in salmon sealing. The Mary Louise, Capt. Clarence McPhail, left Queen Charlotte some time ago for the same waters.

Charles Graham, inspector of mines, sailed last night on the Prince John for a trip to Queen Charlotte City on official duties.

Miss Edna Dobbie R.N. of the Prince Rupert General Hospital nursing staff left on last evening's train for a week-end visit to her home at Copper City.

Douglas Edenshaw, who has been receiving treatment here for a broken arm, sailed last night by the Prince John for his home at Massett.

Rev. A. Abraham, Anglican Church missionary at Massett, sailed last night by the Prince John on his return to the Queen Charlotte Islands after a brief visit to the city.

Mrs. Edward Pongs, who has been spending the past couple of weeks in the city, sailed last night by the Prince John on her return to the Queen Charlotte Islands.

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