Waterfront Whiffs

Seattle Fleet Still In Disagreement—Salmon Prices Being Discussed—Local Boats Heading For Area 3

Shore workers from Oregon to Alaska will refuse to service fourteen Seattle halibut boats which cleared that port Friday, bound for Area Three. The fourteen vessels are manned by owners and skippers of other vessels who are making a last-ditch bid to fish the Area Three grounds despite the dispute with the fishermen which has held the 200-boat fleet in port since the halibut season opened on May 1.

The dispute between the vessel owners and the fishermen has continued for almost two months despite negotiations over the revision of the share basis requested by the fishermen. Rumors that the Seattle owners and skippers would band together to take some of the vessels out themselves have been current for some time.

When the 14 vessels left port, the Seattle Deep Sea Fishermen's Union requested all A.F.L. and C.I.O. unions on the American west coast and in Alaska to refuse to service the vessels with ice or bait, or to land fish from them. The local United Fishermen and Allied Workers' Union indicated that it would act in accordance with the following telegram from George Miller, U.F.A.W.U. president, William Rigby, secretary and Alex Gordon, business agent at Vancouver.

"All A.F.L. and C.I.O. unions in Alaska and United States are supporting Seattle fishermen. Canadian halibut men not affected by this dispute but, if these boats are serviced in Canada, there is danger that our fleet may become involved by being refused service in Alaska or by a general tie-up of halibut fishermen. Are instructing all U.F.A.W.U. members at Butedale, Klemtu, Namu, Kildonan, Prince Rupert and Vancouver to refuse to perform work of supplying ice or bait, or accepting any fish if any of the named vessels call at your port. All American boats except those named are under union agreement and should be serviced."

The boats named in the telegram were Commando, Masonic, Nordby, McKinley, Borris, Berven, Freya, Regina, Seafarer, Alrita, Ilene, Sanak, Lloyd and Sandra L.

Skeena River gillnet fishermen, both native and white, will meet here tonight in the Metropole Hall to discuss settlement of prices for pink and chum salmon as part of the overall price agreement they are seeking with the Salmon Canners Operating Committee. The union has taken the stand that, unless an agreement is completed covering all types of gillnet-caught salmon, fishermen on the Fraser, Skeena and Naas or other coastal waters will not start fishing sockeye when the season opens on June 29.

Accord already has been reached on the price of sockeye, according to union officials here. This year's sockeye price will be 15 cents a pound in all areas as compared with 14 cents for most areas last year.

The remaining differences to be settled are: For cohoe, the fishermen want 11 cents a pound, round. The operators offer 10 cents.

For pinks and chums, which will be discussed tonight, the fishermen want an increase of ¾ cents a pound for all areas. The operators have offered ¼ cents a pound over last year's prices by areas.

For the late Fraser River pinks, fishermen offered to accept a down payment of ½ cent a pound below grade A prices after September 19 with an adjustment at the end of the season depending on the percentage of fish during the season actually classified as grade B by government authorities. The canners proposed that that the lower down payment commence September 12, and that the down payment be 1½ cents below the price of grade A fish.

Until all these differences are settled, U.F.A.W.U. and Native Brotherhood spokesmen say, the gillnetters will not start their northern operations in the Skeena and Naas on June 29, despite the fact that sockeye prices have been settled. Key to the settlement, according to the cannery operators, is the price of pinks and chums, both considered low-grade fish from the canning standpoint, and commanding low prices on the retail market. Tonight's meeting in Prince Rupert may, or may not, remove the major difficulty on this year's price structure.

The Area Three halibut grounds are getting the biggest play from Canadian vessels this year that they have received in a long time. Up to Thursday, 38 Canadian boats had cleared to westward, and several more are leaving at the week-end. One of the main reasons why so many boats are staying with the halibut fishery after the close of Area Two is that the price of black cod, the usual late summer standby of the smaller longline boats, is woefully low. Therefore, a number of the medium sized boats are heading north with the larger ones. Here is a list of the Canadian vessels that have cleared for Area Three up to Thursday:

Passing Cloud, Capt. H. Wick; W. C. Todd, Capt. Karstenson; Allaverdi, Capt. Roberts; Miss Jean; Joan W II, Capt. P. Parkvold; Sea Ranger, Capt. J. Sboboda; Kodiak, Capt. E. Arnett; San Juan, Capt. C. Jensen; Margaret I, Capt. Al Woie; Northern Breeze, Capt. J. Eilertson; B.C. Rover; Mermaid I; Good Partner, Capt. E. Jensen; Unimak, Capt. J. Fagerlund; Dollina II; Tor II, Capt. J. Stemland; Chief Skugaid, Capt. J. Kayula; B.C. Lady; Kaare II, Capt. O. Narvik; Sharon M, Capt. J. Johansen; Balsac I, Capt. John Orvik; Brooks Bay; Halda Chief, Capt. E. Tusvik; Dovre B, Capt. T. Martinson; Embla, O. Anderson; Relief, Capt. M. Sollows; Helen II, Capt. P. Byrne; Clipper II, Capt. E. Petersen; Finella, Capt. A. Ritchie; Kamtchatka, Capt. P. Alexander; Parma, Capt. H. Helland; Fleetwing II, Capt. J. Haldane; Rose N; Atli, Capt. W. Bussey; Sea Maid, Capt. H. Doiron; Signal, Capt. Vern Fossum.

C.P.R. steamer Princess Norah, Capt. Graham Hughes, carried 230 tons of freight for Alaskan ports when here on her northbound voyage Friday morning. There were 106 passengers, 67 of them round trippers.

Union steamer Camosun, Capt. Harry McLean, docked here at 4 o'clock Friday afternoon, carrying 112 passengers, including 25 round trippers. There were 10 passengers for Prince Rupert. The Camosun sailed at midnight for Ketchikan whence she will return here this evening southbound.

Another Union liner, the Catala, Capt. Ernest Sheppard, was also in port yesterday on her weekly voyage. She arrived at 11:30 a.m. and hurried away at 5 p.m. on her return south, being in haste to catch the evening tide in the Skeena River, making her cannery calls during the night in the slough and at Carlisle and Claxton. The Catala had on board a number of interesting round trip passengers.

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TENDERS WANTED

TENDERS will be received until 5 p.m., Wednesday, June 25, 1947, for the Trolling Boat "Success." Length 34 feet, breadth 9 feet 2 inches, depth 4 feet 11 inches; powered with a 20 H.P. Acadia gas engine. Can be seen at Fishermen's Floats. Apply to Prince Rupert Fishermen's Credit Union, Cow Bay. (147)

TENDERS will be received until 5 p.m. Wednesday, June 25, 1947, for the Trolling Boat "Arbutus." Length 27 ft., Breadth 7 ft., Depth 3 ft., powered with a 5 H.P. Palmer Gas Engine. Boat can be seen at McLean's Boat Yard, Seal Cove. Apply to Prince Rupert Fishermen's Credit Union, Cow Bay. (147)

SEALED Tenders will be received by the undersigned up to noon, June 30, for the supplying of coal to the Prince Rupert Civic Centre for the period September 1, 1947, to August 31, 1948. Approximately 150 tons of good quality pea coal in bulk delivered in the bin (capacity 40 tons) will be needed. State price per ton and quality. The lowest or any tender not necessarily accepted. Don Forward, General Secretary, Civic Centre Association, P.O. Box 340. (145)

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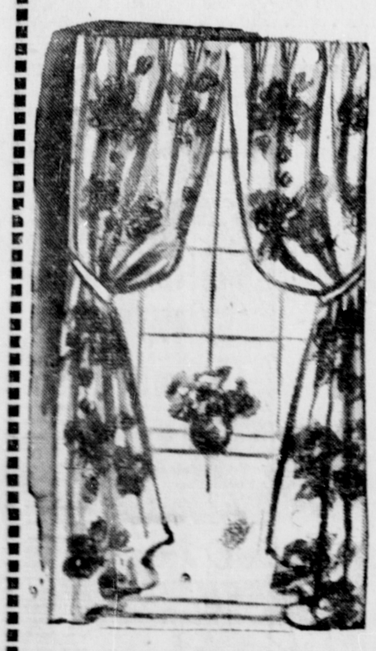
WHEREAS satisfactory proof of loss of the above Certificate of Title issued in the name of Howard Young has been filed in this office, notice is hereby given that I shall, at the expiration of one month from the date of the first publication hereof, issue a Provisional Certificate of Title in lieu of said lost Certificate, unless in the meantime valid objection be made to me in writing.

DATED at the Land Registry Office, Prince Rupert, B.C., this 20th day of May, 1947, A.D.

ANDREW THOMPSON,
Deputy Registrar of Titles.

(149)



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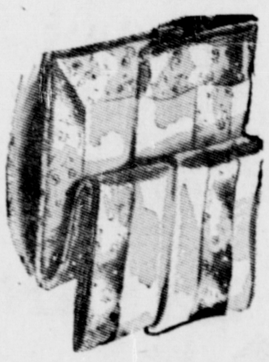

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