

Waterfront Whiffs

**Salmon Trollers Enjoying Good Run
Small Halibutters Concentrated
in Port**

The run of spring salmon in Hecate Straits and Chatham Sound last week was unusually heavy in comparison with recent years, according to the trollers, some of whom are making phenomenal catches. One troller is reported to have come into Squadaree with 100 springs and coho as a result of a day's fishing.

Also unusual is the large number of coho being caught. Ordinarily the coho do not start to run on this part of the coast in any numbers until about the end of June. However, this year there are lots of them, weighing up to seven pounds.

Closing of the Area Two halibut season last Sunday has resulted in a great concentration of small boats in the harbor here. The Prince Rupert dry dock reports more fishing vessels at their floats to receive minor repairs and hull painting than prior to the start of the season. Many of the halibut boats are rigging to go trolling while others will retain their long-line gear for black cod. A

few skippers are talking about putting on tuna gear and going south for the summer.

Direct landings from the halibut fleet at Prince Rupert during the 39-day Area Two season were 7,028,444 pounds of which less than 1,000,000 pounds came from American vessels, according to the daily record of arrivals posted at the exchange.

Canadian landings totalled 6,130,000 pounds while those from American vessels totalled 798,000. Halibut landed here during the 43-day season in 1946 totalled 9,437,000 pounds. Increased deliveries to fishing camps by small halibut boats was one of the major causes of

the decrease in direct landings here while another was the failure of the Seattle fleet to fish during the season caused a reduction of American landings. The records of the International Fisheries Commission show that for the period from May 1 to May 31 inclusive, 1947, the following amounts of halibut had been landed in the various ports on the Pacific Coast from Areas 2 and 3:

	Area 2	Area 3
Canadian	11,348,000	98,000
U. S.	6,520,000	1,200,000
	17,868,000	1,298,000

During the month of May, 1947, most of the Seattle fleet were tied up due to a dispute between the owners and fishermen.

In 1946 the landings from May 1 to May 31 inclusive amounted to:

U. S.	8,394,000	5,392,000
Canadian	9,524,000	101,000
	17,918,000	5,493,000

All areas in the district will open for sockeye gillnet fishing on June 29 while some areas, a portion of Lowe Inlet and the Butedale region, will open for sockeye seining on the same date. Other areas will open for seining later.

There was a "Union re-union" at the C.N.R. wharf here Friday afternoon when three Union Steamships vessels were docked there at the same time. First to arrive was the Catala, Capt. Ernest Sheppard, which docked at 8:30 a.m. from Vancouver and waypoints, sailing at 5:30 p.m. on her return south. The Cas-

siar, Capt. Lorne Godfrey, arrived at 11:30 a.m. from the south islands, carrying a small amount of cargo and 20 passengers. She sailed at midnight for the north Islands, was back here again Sunday to sail at midnight on her return to south Islands and Vancouver. The Camosun, Capt. Harry McLean, arrived at 4 p.m. with a full list of passengers, only eight of whom disembarked at Prince Rupert. There were 16 round trippers and the balance for Ketchikan. The Camosun sailed at midnight for Ketchikan whence she returned here Saturday southbound.

The Briggs Steamship Co. freighter Southeastern, Capt. Alexander Barov, is still at dock here awaiting cargo from the mid-west states for southeastern Alaskan ports. She arrived here on Monday from Ketchikan and Juneau.

SMART SAILING YACHTS HERE

Two 40-foot American sailing yachts, the Felicity and Mariner, have been docked here since Thursday while on a cruise from their home port of Seattle to Sitka. Skipper of the Mariner is Dr. Peter G. Schanz of Seattle, while the Felicity carries Mr. and Mrs. R. E. Hoyt, also of Seattle. Attractively rakish looking vessels, they have been attracting much interest.

Bert Hanson, who recently found the skull of a strange fish hooked onto the gear while fishing halibut on the boat Borgund, so far has been unable to have it identified although it is believed to be some type of shark family. Bert is determined not to let the specimen get out of his hands because of experiences with other strange marine life which he has caught before. One of these now rests in the Smithsonian Institute at Washington and another in the provincial museum at Victoria. Both, he says, were sent away for identification and he was unable to get them back. He feels that if they are worthy of display, they should go into the museum of Northern British Columbia.

Two light American planes stopped here briefly Friday on their way between Seattle and Ketchikan. One, a Stinson Voyager, carried Kenneth H. Armstrong, of Armstrong Air Service, Bristol Bay, and flew north last evening. The other, piloted

ISOLATION OF CHARLOTTE'S (Continued from Page 1)

F. N. Feero, Arnold Flaten, Magistrate W. D. Vance and C. H. Elkins. It was the first flight experience for Messrs. Crawley, Flaten, Vance and Elkins. J. A. Barber, CPA district traffic manager, Vancouver, acted as host.

SPECIALLY DESIGNED FOR LOCAL RUN

The Canso amphibian which has been assigned to the Prince Rupert-Sandspit run was acquired from the Royal Canadian Air Force and this is her second year in commercial air service. Last year the ship was operated in freighting to Yellowknife in the Northwest Territories and down the Mackenzie River. During recent months, at a cost of \$20,000, the machine has been completely remodelled and renovated within especially for this service. There are two passenger compartments, one forward and one aft. Comfortable upholstered individual seating is of the longitudinal type, necessary on account of the fuselage structure. Seating for 10 is provided in the forward compartment and eight aft. Aisles are of comfortable width and there is good headroom. Appointments have been designed especially for the short run.

The craft derives power from two Pratt-Whitney twin-row engines of total 2400-horsepower. Cruising speed is about 120 miles per hour.

Two of those who left here on the Canso continued through by Brennan Bookwater, stayed overnight, clearing Prince Rupert at 7:45 this morning.

Rahman Kahn from Bengal, India, who was recently in Prince Rupert gathering data and general information about the fisheries also spent a while in Alaska ports. From here he went to Ketchikan. He has a letter of introduction from Dr. N. M. Carter, head of the fisheries experimental station, who returned not long ago from an extended visit to Japan.

Commencing on June 17, the steamer Alaska, recently transferred from the Alaska Steamship Co. to the Northland Transportation Co., will operate exclusively between Seattle and the ports of southeastern Alaska. Ports of call will be Ketchikan, Wrangell, Petersburg, Juneau, Haines, Skagway and Sitka.

from Sandspit to Vancouver on the Lodestar. They were T. W. Brown, general traffic manager of Canadian Pacific Airlines, Winnipeg, and N. Sawle, superintendent of pilot training, also of Winnipeg, who had been here in connection with the institution of the service.

On the return flight, in addition to Don Blain, coming from Edmonton to be flight agent here, was Ronald Stewart, also from Edmonton, who is to be a reserve engineer here.

The inaugural scheduled flight from Prince Rupert to Vancouver took place with the departure from here of the Canso this afternoon for Sandspit, return to be made later in the afternoon after connecting with the Lodestar there to bring in the passengers from Vancouver.

Flight personnel here consists of Senior Pilot Captain Thomas Urie; Reserve Captain James Black; Co-Pilot Jack Chambers; Flight Agent Donald Blain and Flight Engineer John Harris.

Flying the Lodestar between Sandspit and Vancouver are Captain Craig Stevenson, First Officer Quentin Moore, Air Engineer Lew Baillie and Flight Agent N. L. Elmore.

On the flight north from Vancouver to Sandspit on the Lodestar Saturday were Mrs. George Fife, wife of the superintendent of the Pacific Mills Sandspit camp, and little daughter, Carol. W. Hartford, J. Carmichael, S. W. Wilson, S. Tolman, P. Fisher, H. Staldmans, D. C. Bain and J. Stewart.

Proceeding on the southward flight from Sandspit were John Liersh, professor of forestry at University of British Columbia, who is also associated in a consultative capacity with Pacific Mills; E. Bernhold; A. Kasko, C. Sawle, T. W. Brown, R. H. Randall, H. Sandstrom, Mr. and Mrs. L. T. Chase and child, J. Perreault and J. Gilchrist.

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