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ANNUAL CARNIVAL

and
PORT DAY

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—TO—

Prince Rupert's Carnival

and

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Every Success to Prince Rupert's

CARNIVAL AND PORT DAY

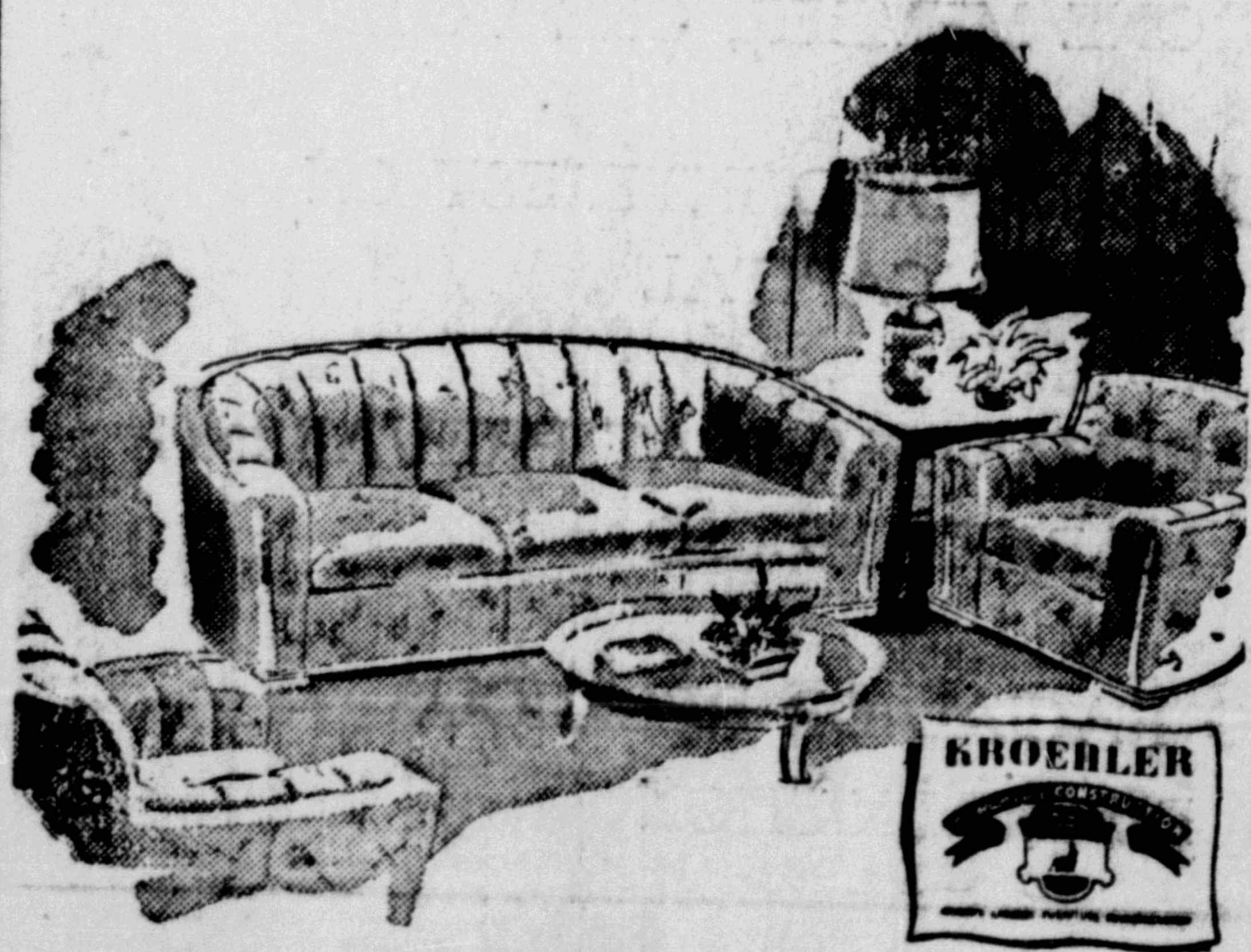
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Many Merchant Ships Have Served Port Of Prince Rupert

Steamer Prince Rupert is Still With Us—
Warships — Wheat Ships — Shipbuilding

What of the ships that played their parts in the development of the port of Prince Rupert?

The Tees, which carried the Pillsbury survey party, was one of the first to be seen here. Another was H.M.S. Egeria—no longer a fighting craft but engaged in more prosaic duties. Steam and sail co-operated in moving the Egeria, whose years numbered many here and there off the north coast.

Shipping grew, as steel kept drawing closer to the terminus. Tales were told of the handsome liners the railway was having built over in the British Isles.

Yankee merchantmen—the City of Seattle, Spokane, Humboldt, the Cottage City, the State of California, to name a few—were regular callers.

The Rupert City, a good sized ship, with moderate comfort and little luxury, carried thousands between Prince Rupert and Vancouver during the years when any number of persons were certain they were making fortunes in the northern boom town. She was usually crowded both ways.

It's 1948 today, with most of the steamers that plied the west coast in those far-off times sold, or lost, or laid up, but there is one redoubtable ship still doing business at the same old stand.

Ladies and Gentlemen—the "Prince Rupert," whose companion craft, the Prince George, was burned at Ketchikan a few years ago. Many local people have made hundreds of voyages on these boats, through the years—long enough to feel an attachment.

The placing in service of the Prince Henry, the Prince Robert and Prince David saw the Canadian National fleet at its peak. Impressive ships they were, and almost too superior—or austere—for the friendly waters of the inside passage. Swift expansion of deep sea fishing multiplied the number of craft, large and little, arriving and sailing day and night during season.

Once a hospital ship was noted in the harbor of Prince Rupert—the Prince George, freshly painted fitted for the grisly business of war, back in '14. But she was not called on. Yet, she was ready had Von Spee ever dared to venture within gunshot of the Canadian Navy on the Pacific. Today there is another fine Prince George.

The vessels of the Canadian Pacific have long been familiar in the north, and one wonders what has become of the Princess May. One could almost call her dainty, in the trim smartness of her lines.

Eventually, the Princess May was sold, and when last heard of, was being used in the fruit trade between New York and Central America.

Then there were the many Union Line ships from the original "old reliable" Camosun to the third "Camosun" of today and her luxury sister ships—"Coquitlam" and "Chilcootin."

Now and then a British cruiser would call, and exchange courtesies. These included the Capetown, Curlew, Colombo, Dragon, Durban, Dispatch, Danae and York. The latter was a flagship and met her doom in combat in the North Atlantic during World War II.

The Sun Flag flew on wheat loading Japanese ships here one winter. Business brightened. Prince Rupert had become a grain port. Officers of the first wheat ship to arrive were banqueted and the Jap sailors looked as if they were wondering what it was all about. Anyway, a pleasant time was had.

BUILDING SHIPS

Building deep sea vessels at Prince Rupert was not without difficulties and delays in making a real start, but once under way, first rate work was performed. The first to be launched, a freighter around eight thousand tonnage, was named the Canadian Scottish. She sailed around about the world, finally ending a somewhat brief life when wrecked in a gale off the Norwegian coast. The second similar sized ship was the Canadian Britisher. These were the first. During the second great war, ship construction was a major industry here. —W. J. R.

JAP SAILORS VISITED HERE

Some Ships Came Legitimately Enough—Others?

Japanese sailing ships, as well as steamers, have been at Prince Rupert. The first, weather-beaten and small, had taken on salmon from the Queen Charlotte Islands for delivery in Japan and came to Prince Rupert to clear. The story heard here, later on, was that Japanese consumers never saw the salmon? The ship was becalmed so long that the fish became unfit for food which could have happened.

Many years later—not so long before the second war—another Nipponese wind-jammer called here. This was the only port in B.C. she visited. The Kiowa Maru carried several score young Japanese who were being trained in the ways of the sea and while here they gave exhibitions of putting out and taking in sails in the presence of a crowded dock. The vessel was a full-rigged ship and all the Japs for miles around came to see her and pay respects to the skipper and officers. The Jap captain made it his business to become well acquainted with Prince Rupert. He shook hands all around, and made little gifts, as reminders of his homeland.

Capt. Carl Kabuch, which sold 3,000 pounds to Bacon Fisheries for 14.2 cents medium, 12 cents large and 11 cents chicken. Prices rose to above 22 cents later in the season.

NATIVE BAND IS FEATURED AGAIN

For the last three years, the Greenville Gold Medal Band, directed by Henry McKay, has contributed substantially to the success of Port Day, and this year is no exception.

This year, the Greenville Band will again be present during Port Day, to play on the wharveside during the marine events. It is understood this year the band will be no larger than formerly, having about 50 members. Last year, there were 40 instruments.

Since Port Day is in essence a district celebration, it is fitting that a band from outside Prince Rupert should have a part, particularly one as accomplished as the Greenville Band.

First halibut sold over the Prince Rupert fish exchange was landed by the J. H. Todd.

GOOD LUCK
CARNIVAL WEEK
AND
PORT DAY

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CARNIVAL WEEK
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LOTS OF LIVER — 1,190 pounds of it, in fact, was taken from this 36-foot basking shark shown here being hoisted by the seiners Great Northern VII and Argent after it had become entangled in the Great Northern's seine net in Verney Pass. Using their five-ton booms, both boats managed to hoist half the monster's length out of the water while Capt. Jimmy Adkins and crew men of the Great Northern took as much of its liver as they could get. They estimated that they cut out three-quarters of it. Because there is only small demand for shark liver, the 1,190 pounds brought only \$24.

PERSONALITIES OF EARLY DAYS

Men who had sailed in war and in peace and could spin many an absorbing yarn; who had been in most out-of-the-way corners of the globe could be found in Prince Rupert soon or late as a rule.

They were not good advertisers. Generally speaking, they kept their knowledge and their adventures to themselves. But, they fitted in with the cosmopolitan population of the time and the place. There were numerous waterfront incidents. The comic, as well as tragic happened. A great deal that was far from commonplace happened. Characters were colorful.

The late Bob Hanna, with the rasping Scottish voice, for example!

Skipper Freeman of the good ship Narbethong, and his letters to the papers. Jack Tonz of Seal Cove and the Kelpie! The swarm of fishing captains, and the army that risked a lot—often life itself—out on the halibut banks.

And there was John Myhill-Jones whose zone of operations was strictly confined to the port. He sailed the launch "O Baby" on sight-seeing trips, often around Kaien Island.

PORT MEMORIES

During the years when occasional blasts were on the enormous scale, a rocky hill would heave itself up and a skyful of shattered stone go sailing over the harbor and plunging in, change a placid surface into frothing waters.

In November, 1918, the harbor staged a parade. There was no spit or polish, and no freshly gleaming brass buttons. Peace had come, and a hurry-up call went out to all shipping in the port to get up steam and fall into line. The morning was chill and dark. The long line of ships moving along the bay looked doubly impressive, because of its very dourness.

Another day, never to be forgotten, was when unofficial word came of the loss of the Princess Sophia. Only a few days before, Capt. Lock's ship had been here on her way north. It could hardly be believed at first. But the late fall storm had trapped the ship and held her fast on Vandorblt Reef, slated to sink with all on board. It was only too true.

Two boats which have taken an active part in Port Day for years are the Co-op packers Kanawaka, Capt. E. Pederson, and the Azurite, skippered by Tommy Dalzell.

Greetings . . .

to out-of-town visitors

May you enjoy Prince Rupert and Port Day to the full

George Hill & Son

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Agents for Slater Shoes

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—AND—

PORT DAY

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and Port Day.

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