

## Fishing Good At Cloyah

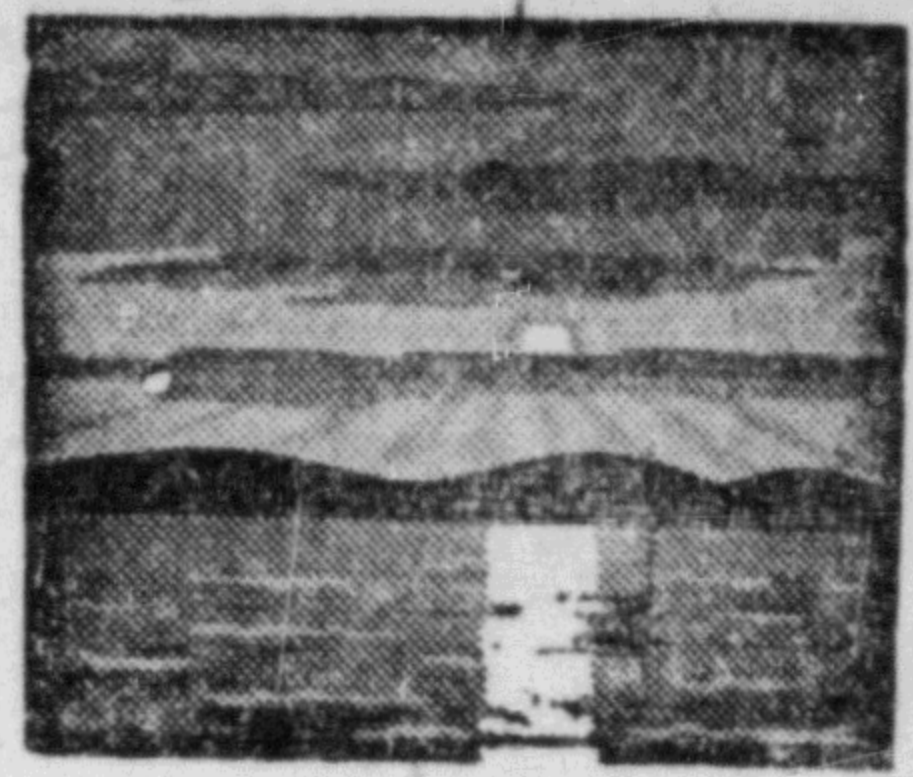
Steelhead are running at Kloyah Creek, and at least one fisherman thinks the fishing is good. Willis Drake spent three hours at the stream last Tuesday, got two, hooked six others but lost them.

Meanwhile, "good fishing" reports have been turned in from

**SWEDISH EXPERTS STOCKHOLM** — Swedish paratroopers made their first appearance here recently when a detachment of officers and non-commissioned officers, who will serve as instructors, demonstrated landings and fighting tactics at the Skarpnack air field.

K'oyah to the Game office, says Game Warden Hart Jamieson. This stream is one of the first to get the early steelhead run.

If you want to sell it, advertise.



## WATERFRONT - WHIFFS

### Herring Bonanza Now on Near Here— Old Timers on Nitinat

A herring bonanza which has hit Kitkatla Inlet and Ogden Channel in particular this year threatens to fill the northern sub-district quota of 30,000 tons before Christmas. The herring run is even bigger than last year's big run, with averages of more than 400 tons per set recorded.

Yesterday's catch of 2420 tons by nine sets brought up-to-date total to 13,500 tons.

Meanwhile, local herring reduction plants are working full scale capacity as the fleets of packers come in regularly to dump their loads.

Trawling, however, has been poor lately as heavy seas have stopped most vessels from fishing. An attempt of the New Loyal, Capt. Alf Ritchie, to trawl for herring didn't pan out, and when the weather straightens out he'll be back at the flat-fish again.

Norm Christensen, Allan Hale and Tom Stockdale, of Atlin Fisheries Ltd., left Friday night on the Coquitlam for a 10-day business trip to Queen Charlotte Islands. They will visit Masset, Port Clements and Skidegate.

### CABLE SHIP SCRAPPED

A ship that performed service in wartime, all the way from Alaska to the South Seas, has been taken to San Francisco, there to be scrapped. Nearly 50 years old, the cable vessel Restorer was built in Newcastle, being first stationed in Esquimalt, flying the British colors until the commencement of the First Great War. When the coast became subject to German threats she was despatched to Seattle and placed under the flag of the United States. The Restorer returned to Victoria after 1918, manned by British seamen who later were replaced by Canadians. Throughout the Second Great War the Restorer did invaluable work on cables between the islands of the South Seas and the North Pacific, being in close touch with Alaska. Her last commander was Capt. J. H. Connelly.

Outlay of \$100,000 in Vancouver for a fisherman's wharf will

be postponed for a while. Arrangements had progressed to the point where a survey was near, but now it seems that defence expenditures call for delay, so far as the wharf is concerned. There will, however, be no stoppage in the construction of harbor facilities being developed at Steveston on the Fraser River. This is planned for the more complete accommodation of fishermen. Not less than \$250,000 will be expended.

If handled carefully, British Columbia's whaling industry can be maintained for a long time, says Dr. J. H. Rudd, professor of marine biology, University of Cslo, now visiting this coast. Norway's annual income from whaling is about 50 millions, he says. Time was when whales were frequently seen at Prince Rupert in pursuit of fish. This was interesting news for townsite engineers to write about in letters home. In this way Prince Rupert appeared now and then for the first time on the front pages of the eastern press. It was thought something of a novelty, and doubtless it was.

Having an island all to one's self may appear attractive to some folks. Perhaps it seemed that way to Bert Wearmouth, who tried it out for a few years. The island he selected is across the harbor on the way to Metlakatla. He built a cottage and developed a garden—flowers and vegetables. Bert and wife liked the general effect. It had the touch of novelty and charm of sea and shore, along with an exceedingly vocal chicken ranch. This latter was the important angle to Bert's venture. About 600 birds earned their keep by laying eggs which were promptly sold in Prince Rupert. All this meant work and expense, maybe heavier than what was ex-

pected. Feed alone involved a respectable sized outlay. One could enjoy the out-of-doors, unlimited fresh air, freedom, no alarm clock, the vistas of distant shipping. Yes, there was that to it. However, we all like changes, and when Bert finally moved, it was to resume life in a more southerly direction. He is now employed at Patricia Bay, Vancouver Island, near where he has his home.

Comparison between herring from the Atlantic and Pacific coasts is usually not invidious. Although contrasts are frequent, it is seldom that what might be called unfair criticism is noted. So far this season, in fact, a change is self-evident in northern waters. The herring, in quantity, also appear larger. It is doubtful if in length or weight they can equal what comes from Labrador but the difference is not unwelcome.

The two steamships to serve between Vancouver and Skagway for the winter season—the Yukon Princess and the Cassiar—have completed the first part of the new schedule. Apparently, Alaskans are feeling well satisfied. The vessels are sister ships. Intended originally for the China coast in 1945, it was not then possible to see what Communism would do in Korea. Both craft were sold along with a few more of the same type. Each is 224 feet long (over-all) and a speed of 10 knots. The Cassiar is due here tomorrow on Monday northbound.

### LARGEST FISHING VESSEL

Said to be the largest wooden hull fishing vessel ever built on the British Columbia coast, the motor vessel Belina was recently turned out in the Benson yards at Coal Harbor, Vancouver. She will carry seining equipment as well as perform other duties. Her length is 83 feet. The hull is made mainly of yellow cedar and fir. The beams, beam clamps and rim timbers are also of yellow cedar. The house is plywood sheathed, with the interior finished in mahogany veneer. Navigation equipment is finest and latest. All winches are hydraulic but there is mechanical steering. Captain Hovden made 10.2 knots over a measured mile. The Belina this month is on her first voyage north, being out after herring.

It's not so long ago that on Skeena's shore homes were raided and prisoners became enslaved. But for that matter the vastness of the north is still largely wilderness. However, there is the blessing of harmony and goodwill. Where today, freight and passenger vessels ply, wharves and townsites built and developed, once there was organized strike. Indians made war. Troopsmen from the Queen Charlotte Islands could cruise for hundreds of miles within sight of the mainland, often stealing on unsuspecting villages.

War canoes were not idly named. They were strong enough to challenge gale-swept seas, and made with an eye to speed and strength. When Prince Rupert was becoming settled, there were occasional visits to Port Simpson, an old Hudson's Bay Co. centre within convenient reach. This village could show many points of unusual interest. One was a stockade. Its history might have gone back half a century, or to a time when it meant reasonable security, so long as a one kept within the stout walls. Fire has destroyed it.

Not only the colorful skipper, Capt. John Vosper, but most of the crew of the motorship Nitinat, which has been put on the Kitimat-Prince Rupert run, are old timers along the west coast.

Mate H. L. Cadieux for instance—formerly with the De-

partment of Fisheries, deck officer on the Laurier, fisheries patrol boat.

Then there's Second Engineer Jim Pruhonne, and Cook Gordon Dyke, both formerly with North Shore Packers and well known on the coast.

The "daddy" of them all, though, is Chief Engineer William "Bill" Green, a sailor on this coast and in this area since 1906. He sailed with the "old" Prince Rupert on her first trip to this port in 1910 and on several passenger vessels thereafter. But perhaps the most interesting trip of Bill's was the Northwest Passage tour of his three years ago on the Snowbird, an RCAF-operated vessel which penetrated the ice and snow of the Arctic on an experimental expedition with Capt. George Colex.

Chief Green is no youngster, either, although he hasn't admitted his true age for several years now.

"He's just like Jack Benny—stays the same age all the time," the First Mate kids.

Snowy white hair tops his well-thatched head which is no more than five feet up from the deck. He is sparse, but agile and takes the ladders as easily as a boy.

"Age never bothered me, but when you tell 'em how old you are, why—think you're half dead," he opines.

A novel feature of the all-round work boat is the newly installed British Decca radar device, which is claimed to be the most modern type in use today and the second of its kind installed on the west coast.

With the twirl of a knob here and there, the small, compact unit with a six-inch screen gives a chart-like picture of the land boundaries up to a 25-mile scale. On the half-mile scale it is so sensitive, claims First Mate Cadieux, "you can pick up seagulls swimming in the water."

Mr. Cadieux is sold on it for navigation, and so is the skipper, Capt. Vosper. The instrument was tested by ships on the Thames River, sailing from the mouth to the docks with no other means of navigation.

"It's the first radar I've seen which can give you this kind of accuracy and is a wonderful safety device." It is not affected by rain, snow or fog, says Cadieux.

On her weekly voyage from Vancouver to Prince Rupert via Kemano, Union steamer Coquitlam, Capt. James Hunter, arrived in port at 8 o'clock last evening and sailed at midnight for Masset Inlet points whence she is due back here tomorrow evening southbound.

Full extent of damage to the hull of B. C. Steamships freighter Island Prince, which was towed to port Thursday night after having been sunk and beached after collision Tuesday night near Inlet with the fish packer Chulco Lake, had not been ascertained up to noon today. The Island Prince is being lifted on the pontoons at the dry dock this afternoon. Most of the damage is under the waterline. Whether or not the repair job will be completed here was not known up to this afternoon but early instructions were expected.

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