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WEIRD WAR STORY TOLD

Edmonton Paper Tells How Prince Rupert Was Saved From Bombardment by Three Funnels of Steamer

An Edmonton newspaper of recent date published the following:

Mention of von Spee's squadron, loose in the north Pacific at the outbreak of war, and which sunk Craddock's vessels off Coronel before meeting its doom in the Falkland Island's fight, recalls a narrow escape of Canadian soil from bombardment during the late war.

The lower mainland of B. C. was saved from risk of attack by two Chilian submarines, purchased by Sir Richard McBride on the outbreak of the war, and which functioned in the Straits of Juan de Fuca. Outside territorial waters off the west coast of Vancouver Island, was the big Japanese battleship Kongo with another heavy vessel. In this predicament von Spee decided to come in through Dixon's Entrance, north of Queen Charlottes, and bombard Prince Rupert.

I was in Prince Rupert when the alarm was raised, said the writer of the this article. The old Niobe which would have been only meat for the German war dogs, was there with steam up. Money from the Prince Rupert banks was put on trains and sent away Many citizens were ready to take to the hills.

Only the merest accident saved Prince Rupert from bombardment.

Town Type

Be it known that the C. N. R. steamers "Prince Rupert" and "Prince George" with their three funnels and cruiser sterns, have a silhouette resembling the "town" type of British cruiser. The "Newcastel" was then on her way out with Craddock. As von Spree with the Gneisnau, a mere speck on the horizon, was coming in from the Pacific he sighted the "Prince Rupert" dashing at full speed past Porcher Island for Prince Rupert. He mistook her for a "town" type British cruiser. Not daring to risk battle in narrow waters with an enemy whose strength he did not know, von Spee took his ships out to sea again.

Some months after, the lone survivor of von Spee's squadron— a German sailor sent ashore to hospital in Seattle on an American fishing schooner, as von Spee sailed south to Coronel—told of how they turned from raiding Prince Rupert when they saw a British light cruiser entering there. Capt. Dan Donald and the officers of the Prince Rupert then learned for the first time how their vessels three funnels and cruiser stern had saved Prince Rupert from bombardment.

WATERFRONT WHIFFS

Salmon Packer is Jack of All Trades—Natives Invade Cow Bay—Chat About Boats and Waterfront People

Fish packing for the troll salmon is not such a "snap" as it sounds. The packer goes out to the grounds where there are a couple of hundred boats fishing and waits patiently for the fish to come in. Salmon have to be handled very carefully as the fish are easily bruised and the packer usually has to stand the "cull." One of the first things they tell a new hand on the boat is that the fish have to be handled like babies. As the fish come off the trollers they are weighed, placed in the hold and very carefully iced. It is very easy to break the back-bone of a spring salmon and then it becomes second grade. The trollers sometimes all come in a bang and if it has been an exceptionally good day there may be as much as 10,000 pounds of fish lying on deck and then it is they have to get busy. They may be termed the guardian of the troller. When anything is wrong with the engine they usually come over to the packer to get it fixed. When it is rough weather the packer always stays behind to pick up the stragglers. Bringing supplies from town etc. is all considered their job.

The thrill, however, has somewhat gone out of the packing business. No longer can the packers raise or lower the prices to get the fish. Owing to the depression he has to follow a set price, and that price is usually low enough to keep the fishermen talking and blaming the packer all the time for the low price of salmon.

The price of halibut has dropped to the four and two cent level again. It is a hard job for the fishermen to clear on this price but still they keep on, waiting and hoping that a change in price will come.

All the boys along the waterfront have been out with the paint brush these last couple of days getting their little ships fixed up. Depression does not keep them from giving the boats their annual coat of paint. It is necessary to keep the boat from rotting let alone making it look nice. If this weather keeps up over the week-end the proud owners of pleasure boats in the yacht club will doubtless be puttering around them tomorrow.

The trolling boats Drott, Owl and Torberg are on the ways at Lipsetts and the Alpha at Cow Bay getting painted and fixed up for the coming salmon season.

Paul Armour had to use the Jedway and the C. N. on his salvage job connected with the Livingstone as both the big boats are in the south. When ships go to the bottom of the ocean it is Paul's job to raise them and what a job it is!

Boats of all descriptions and all sizes were tied up at Cow Bay the last few days when a large number of natives from the neighboring villages were in town. Some of the fishermen have left already for their annual pilgrimage to the Naas River for ollichans and soon the villages will be deserted with only the old and infirm staying.

There were no halibut arrivals this morning and consequently no sale on the market.

One of the old-timers in the fishing game claims that depression has also hit the halibut. He claims that time after time he has pulled his lines in and the only live fish on the lines were dead herring.

The caretaker at the Yacht Club has had to be on the job constantly all this winter because of heavy winds. Mooring lines have the bad habit of getting broken. And owners do not want their boats drifting freely around the harbor. It keeps him busy making new lines and patching up old ones to keep the boats tied where he can keep his fatherly eye on them.

TROLLING ON WEST COAST

Number of Camps at Tofino and Other Points and Big Season Is Expected With Prices Low

TOFINO, March 25—With salmon trolling now in full swing all along the West Coast of Vancouver Island, the different fish-buying organizations have established themselves at the strategical points in anticipation of a good "run." The largest fish-buying organization is that of the Kyuquot Salmon Trollers' Co-operative Association, which comprises more than half the trollers on the coast. With headquarters at Kyuquot village, where its main fish-buying camp is established each year, it also maintains buying camps at Quatsino Nootka, Sidney Inlet and Ucluelet.

The Tofino and Clayoquot Trollers' Association operates its own buying floats situated at Tofino, while the Ucluelet Fishermen's Association likewise maintains its own camp at that place. Two independent buying camps are also established at Bamfield for the period of the early part of the season, while the run exists off Cape Beale and the vicinity of Bamfield.

A fleet of seven fish packers, some owned by the Fishermen's Association themselves, and others chartered vessels, maiuntain a regular service through the Spring and Summer months, packing the catch to Vancouver and Seattle. Over 75 per cent of the fish goes to the Seattle markets, that point being the largest salmon distributing centre in the Pacific Northwest. Ice and supplies comprise the cargo of the packers on their return trips.

The prices realized so far this season for salmon have not been very favorable, six to eight cents per pound being all the fishermen have netted. With the advancement of the season, however, it is anticipated the price for first-class spring salmon will reach ten cents per pound, at least.

Interior Weather

Terrace—Clear, calm, 28.
Aiyansh—Clear, calm, 23.
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Hazelton—Clear, calm, 30.
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Smithers—Clear, calm, 28.
Burns Lake—Clear, calm, 12.

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