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# Waterfront Whiffs

### Pacific Coast Halibut Badly Tied-up—Prices Hold up Notwithstanding—Fleet Has First Fatality Of Season

The tie-up of the British Columbia halibut fishery as far as movement of the product to the accustomed eastern market is concerned has become nigh complete. First the Canadian National Railway line eastward from Prince Rupert went out of commission on account of unprecedented flood conditions in the Skeena River valley. This has now been followed by the restriction of traffic on the railway lines out of Vancouver, cutting off access for the fish to the east except over American lines. Following the washing out of the Prince Rupert line, arrangements were made whereby American bonded fish might be moved from Prince Rupert to Vancouver on Canadian steamers. However, this concession, not ordinarily permitted under shipping regulations, does not help much with the southern railway lines not handling the product. The result is that the large proportion of the fish landed at Prince Rupert is being forced into cold storage. How long the railway tie-up may last is only a matter of conjecture.

During the month of May this year halibut landings at Prince Rupert, according to figures compiled by fish houses on the waterfront, amounted to 1,553,100 pounds as compared with 1,816,700 pounds in the same month last year. American landings for this May totalled 810,700 pounds in comparison with 932,000 pounds last year and Canadian landings 742,400 pounds as against 884,700 pounds in May 1935.

Railway tie-up and unusually heavy landings notwithstanding, Canadian halibut prices at Prince Rupert during the past week held up very well. The high price of the week was 6.9c and 5c which the Johanna was paid for 6,000 pounds and the low 6c and 5c which several boats received. For American fish the high price of the week was 7.2c and 6c which the Friendly received for 15,000 pounds and the low 7c and 5.5c paid the Mitkof for 33,000 pounds.

The sea made its first claim of life of the 1936 season on the Prince Rupert halibut fleet early on the morning of Thursday when Julius Johnson, well known as a halibut fisherman out of Prince Rupert for many years, was lost overboard in Hecate Straits from the local halibut boat Bayview. The Bayview was inbound from the fishing banks when, at 5:35 a.m., Johnson was relieved at the wheel by the skipper, Daniel Wedge. At 6:30 a.m. Sigurd Jensen, third member of the crew, came up to the wheelhouse and asked where was Johnson. It was immediately found that he was not aboard so the vessel turned back and spent some twenty minutes scanning the waters but to no avail. It was foggy and the sea was choppy. Following the search, the course was again set for Prince Rupert where the loss of Johnson was reported to the police. Johnson was sixty years of age, a Norwegian and single. He had lived for twenty years in Canada, the most of the time at Prince Rupert. He lived at Cow Bay.

Landings for the week totalled 547,800 pounds of which 325,800 pounds was from 32 Canadian boats and 222,000 pounds from 13 American vessels. Landings for the season to date have reached a total of 4,072,700 pounds in comparison with 3,026,350 pounds a year ago. Canadian landings for the season amounted to 2,213,700 pounds as against 1,494,650 pounds last year with American landings amounting to 1,859,000 pounds as compared with 1,528,700 pounds.

The ancient and honorable marine sport of sailing appears likely to come into its own at Prince Rupert before long. It is attracting increased interest and no less than four local sportsmen—Lee Gordon, Orme Stewart, F. A. MacCallum and Hugo Kraupner—are reported to be acquiring Columbia River hulls for themselves. All four, it is said, plan on going out to Sunnyside cannery tomorrow to pick up their new craft and sail them in. This should make quite a regatta in itself.

**John Has Big List**

C. N. R. steamer Prince John, Capt. Dan McKinnon, sailing last night for Vancouver via the Queen Charlotte Islands, took out a capacity list of passengers consisting to large extent of loggers for Moresby Island logging camps. Twenty-one loggers arrived earlier in the evening on the Princess Adelaide from Vancouver to take passage on the John.

Halibut landings bulked heavy at Seattle yesterday, a total of 320,000 pounds being brought in. The price dropped from 11c the day previous to 7⅛c and 7¼c.

Up to the end of May, according to reports from Seattle last night, the halibut catch for the Pacific Coast had reached a total of 16,000,000 pounds, leaving 30,000,000 million pounds of the International Fisheries Commission for the season from Areas No. 2 and 3. Of the 16,000,000 pounds so far taken, 9,000,000 pounds has been from Area No. 2 and 7,000,000 pounds from Area No. 3. Landings for the coast this May are reported to have been about one million pounds less than in the same month last year.

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# CANADA AT WAR

### TWENTY YEARS AGO

Written for The Canadian Press by Capt. W. W. Murray, M.C.

## The Battle of Jutland

It is questionable if any battle in history ever aroused one half of the controversy which, for the past two decades, has enmeshed the naval engagement between the British and German fleets at Jutland. So far as its influence on the course of subsequent German naval activity is concerned, Jutland was a triumph for the Royal Navy, but, if the difficult matter of assessing the losses of the respective fleets is accepted as a criterion, the action must fall within the class of "indecisive."

On both the British and German sides books have been written without end; admirals and statesmen have conducted robust and bitter battles over Jutland, each justifying whatever action he took in the engagement. But the British principals themselves are now dead. Admiral of the fleet Earl Jellicoe, was buried in St. Paul's Cathedral last November; Almiral of the Fleet Earl Beatty died two months ago. At Jutland Admiral Sir John Jellicoe was commander-in-chief of the British Grand Fleet while Vice-Admiral Sir David Beatty commanded the battle cruiser fleet of the advanced force.

Whatever the merits or demerits of the cases advocated by the controversialists, the facts are that warned on May 30, 1916, by the Admiralty that the German High Seas Fleet, commanded by Admiral von Scheer, was emerging from its home ports with the possible object of an attack on the English coast, the Grand Fleet left its bases at Scapa Flow and Rosyth, to concentrate "eastward of the Long Forties," about 60 miles from the coast of Scotland. On the same day the German High Seas Fleet also put to sea.

Jellicoe's concentration was completed in the morning of May 31, and, preceded by Beatty, who commanded a fleet of battle-cruisers, light-cruisers, destroyers and four powerful vessels of the "Queen Elizabeth" class, the Grand Fleet steamed towards Heligoland Bight.

**Manoeuvres Criticized**

Preceding Jellicoe's Grand Fleet by a distance of more than 60 miles, Beatty combed the North Sea the whole of the morning of May 31, without sign of the enemy. His battle-cruiser squadrons saw nothing out of the ordinary, nor did his scouting ships detect anything for many hours. Early in the afternoon, he had given the signal to turn completly about when the light cruiser Galatea flashed that two hostile cruisers had been sighted. These were two torpedo boats of a German scouting group. This was at 2:20 p.m.

Beatty's fleet drew in towards the Galatea, and about 2:30 p.m. that ship opened fire. Gradually a steady procession of German ships emerged from the haze on the horizon, behind them long smoke clouds betokening important forces.

The manoeuvring of Beatty's subordinate commanders at this initial stage has been for years an object of much criticism by naval strategists, both active and arm-chair. Rear-Admiral Evans-Thomas has been blamed for steaming on a course divergent from that of Beatty for about 10 minutes and thus absenting his 5th Battle Squadron from preliminaries which had an important bearing on later operations.

Beatty turned his fleet, steering again southeast, on a course parallel to that of the enemy—the "advance guard," commanded by Admiral von Hipper, of von Scheer's High Seas Fleet. The British admiral's purpose was to out-steam the enemy and cut him off from the home port to which von Hipper was obviously returning.

For nearly an hour, these hostile forces steamed on convergent courses, and the actual battle was opened by the German ship, Luetzow, and answered at 3:45 p.m. by H. M. S. Lion, Beatty's flagship. In a few minutes the British battle-cruisers had selected their targets, and their guns hurtled enormous projectiles over the wastes of the North Sea. The Germans' answer was effective. Within three-quarters of an hour the Lion had been hit several times and the Indefatigable sunk.

Some minutes later the Queen Mary capsized in flames. What damage had been inflicted on the enemy could not be accurately ascertained; but unquestionably the Germans, although inferior in armament and tonnage, were holding their own.

"Chatfield," said the indomitable Beatty to his flag-captain "there's something wrong with our — — ships today. Turn two points to port." That was to say, nearer the enemy.

**Germans Punished**

Obviously severe punishment had also been inflicted on the Germans, for von Hipper began to draw away. The battle continued, both fleets steaming south-east, fierce destroyer attacks being launched by both sides. At 4.33 p.m. H. M. S. Southampton sighted on the southern horizon the head of a long line of German battleships—von Scheer's High Seas Fleet—towards which von Hipper had been steadily drawing Beatty. Simultaneously the British admiral himself sighted them, and immediately turned his own ships around. The pursuer now became the pursued.

Some 60 miles to the north-west of Beatty, Jellicoe's powerful Grand Fleet had been steaming in his wake. It now became Beatty's task to lure the Germans into a trap exactly similar to that from which he himself had escaped. A running fight ensued, the whole German navy striving to overtake the weaker British fleet. At 5:55 p.m. Rear-Admiral Horace Hood, with the 3rd Battle Cruiser Squadron, rushing down from the north-east, fell upon von Hipper's right, and almost at the same time there was disclosed to the Germans the whole might of Jellicoe's Grand Fleet, bearing down upon them.

Once more the situation changed. The Germans now turned about, again becoming the pursued.

Details of the twilight battle on the North Sea will always be difficult to unscramble, for fog-banks, thickened by smoke-screens began to operate as a factor in the engagement. The Invincible, flagship of Rear-Admiral Hood, blew up; the Warrior was sunk, other British light cruisers disappeared. The punishment inflicted on the Germans was enormous; but complete facts have never been permitted to emerge in that respect.

When night closed over the North Sea, the roar of battle echoed over its wastes, the darkness punctuated by flashes and flames which spoke of the greatest naval battle in history still in progress.

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## Richard Cecil Of Port Simpson Dies

Word was received in the city yesterday of the death at Port Simpson of Richard Cecil, a native, whose father, Andrew Cecil, is believed to be salmon trolling at Squadaree.

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