I missed the tide in the narrows that day because this 
Haida elder insisted on me staying tied to the dock until 
she could make things right. She had returned a few 
hours later with a large abalone shell that held something 
that was burning and making a lot of smoke. In her other 
hand she had a large eagle feather. “Can I come onto 
your boat?” she asked and once on board she began to 
fan the smoke with the eagle feather all around the 
wheelhouse, into the galley, down in the forecastle, every-
where. Before she left the boat she made some sort of a 
sign and blessed the boat, myself and my wife and Kirsten 
and Jaqueline. During the fishing seasons that followed, 
whenever I was pulling in a big spring salmon, I would 
look up from the cockpit and I would see that Haida 
woman. I was never quite sure whether she was actually 
there in the sky or just there in my mind’s eye.

**Lucky**

To the Publisher:

I recently found this article in a 1927 edition of the Daily 
Colonist which I thought might interest your readers:

> June 10, 1927. John Finlayson, a Ucluelet fisherman, had a thrilling experience while salmon trolling. His boat 
gave a sudden lurch forward causing him to fall over-
board. The boat kept going at a trolling speed, leaving 
him encumbered by long rubber boots and heavy coat to 
the mercy of the waves. He then remembered that, with- 
out someone at the wheel, the boat would veer to star-
board. He waited patiently and, after what he believed to 
be about ½ hour, he saw his boat coming towards him. He 
proceeded to swim into her path and, as the boat was 
passing, made a supreme effort, caught hold of the gun-
wale and drew himself up. He headed at once for Ucluelet. 
Leona Taylor 
Yesterday’s News 
Victoria BC

**Wartime Prince Rupert and Cassiar**

To the Publisher:

I have just had the immense pleasure of reading 
through your September issue, one that will always be in 
my library. Why the exultation? Your features on Prince 
Rupert and Cassiar Cannery!

On September 15 1944 I was a 19-year-old youth who 
was sent to Prince Rupert and the salmon cannery’s to 
work. It was thought that I was an experienced label 
machine operator, but alas I was only a neophyte! In the 
ensuing three months I not only learned to operate the 
labelling machines, but also was employed in most of the 
canneries that were in existence in 1944.

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**STABILITY...MAKE IT YOUR BUSINESS**

If you need a refresher on how to remove threats to stability from your operation or to improve and build on 
your working knowledge and develop stability procedures then this course is for you. The concepts and 
practical application developed by fishermen in the Fish Safe Stability Education Program apply to all 
fishermen, vessel size, and gear type.

**Course Schedule:**

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<th>VANCOUVER ISLAND</th>
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<td>January 4 – 7 Richmond</td>
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Transport Canada and WorkSafeBC require that commercial fishermen understand the stability characteristics of their vessel and develop procedures to minimize or remove potential threats to stability. The Fish Safe course has been designed and implemented to help fishermen meet these requirements.

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or register on line at www.fishsafebc.com  REGISTER EARLY AS SPACE IS LIMITED TO 10.
In 1944 on the Inverness Slough and Skeena River there were a number of canneries — Port Edward, Inverness, North Pacific, Sunnyside and Cassiar on the north shore, whilst Claxton, Carlyle, and I believe Porcher Island, were all canning salmon with all production slated for England during war-time. I either labelled product or was the shipper and loader of the box cars of product.

After the canning season I was then dispatched to the Ocean Dock in Prince Rupert where I completed the 1944 season labelling on December 14 1944.

When I first arrived in Prince Rupert, the American Army was a dominant factor in the affairs of the city. Besides their influence in Prince Rupert they had also constructed and established an orientation centre at Port Edward which, after the cessation of hostilities, was returned to Port Edward authority and became today’s Port Edward municipality.

There is an article in your issue as regards Tuck Inlet. Originally there was a salmon cannery at the head of the inlet. In 1940 or so Nelson Bros Fisheries purchased the Tuck Inlet Cannery and moved the canning machinery to the Ocean Dock in Prince Rupert and became one of the first canneries in the city. However when the American army arrived they confiscated the Ocean Dock making it necessary for the cannery and all equipment to be moved to the present Port Edward locale.

Another pleasant surprise was the article on Cassiar Cannery. During my 1945 tour of duty in Prince Rupert I had occasion to draw canned salmon samples for the Department of Fisheries laboratory from the Cassiar warehouse. We had always been friends of the McMillan family and it was my introduction to their enterprise. In 1962 I left the employ of Nelson Bros. Fisheries Ltd. and joined a firm, Anderson & Miskin Ltd. and discovered that A&M were the sales agent for Cassiar Cannery. Over the ensuing years I was a yearly visitor to the cannery, the McMillans and a number of the cannery staff. (Keeping things in the family, my brother ran the grocery store there in the late ’40s whilst he was a student at UBC.)

From the above you can appreciate my interest in Prince Rupert and Cassiar Cannery, which your magazine has highlighted. I am in anticipation of your October issue and the second part of your adventures in Prince Rupert.

Yours truly,
A. Stanley Fleetham
Sechelt BC

Editor’s note: Please see Waterfront: Prince Rupert: Parts I & II in the September and October 2010 issues of Western Mariner.