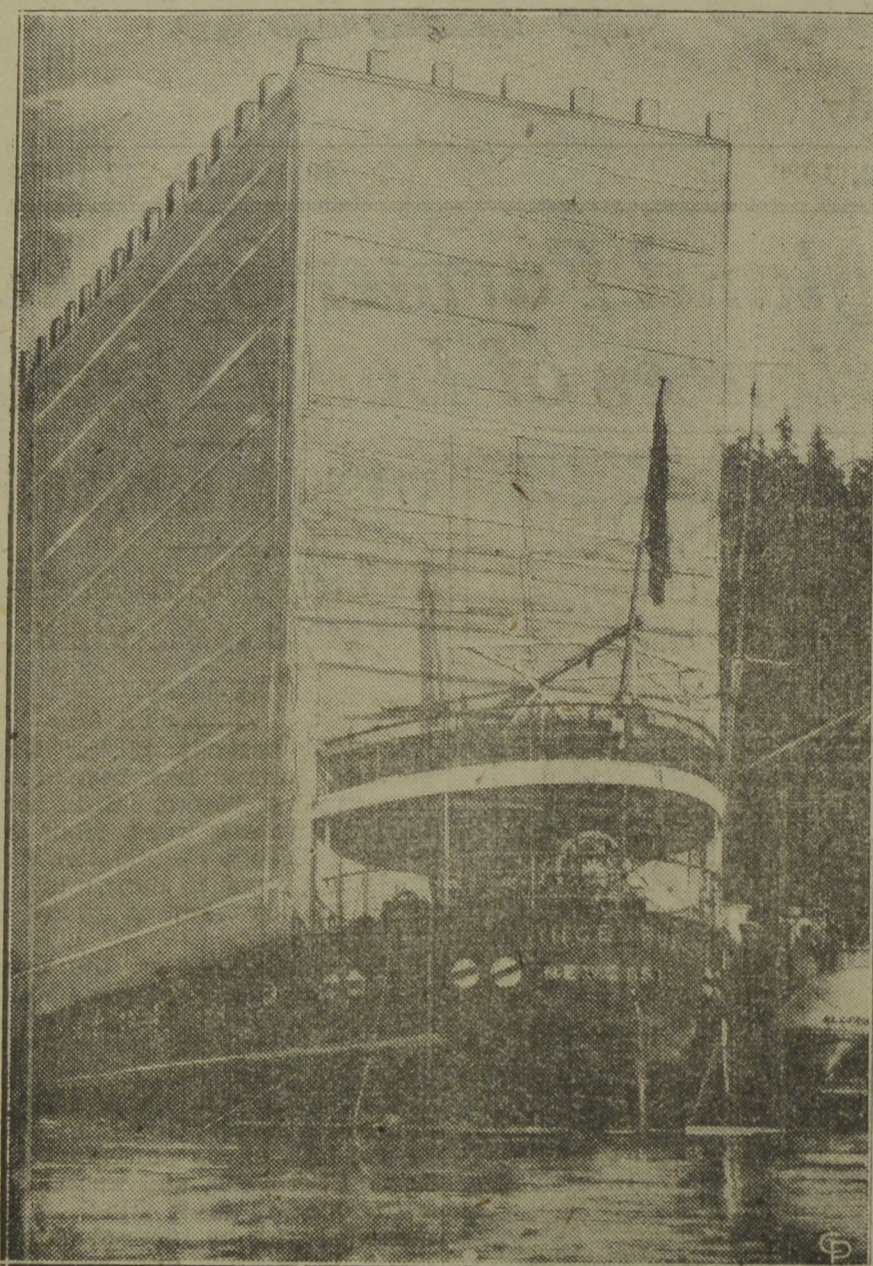


# Pacific Coast Salvage Experts Can Retrieve Many Wrecked Vessels



THE S.S. PRINCE RUPERT AS SHE APPEARED WITH THE HUGE CANVAS WALLS BUILT ON HER DECKS TO MAKE SALVAGING POSSIBLE.

## USE MODERN METHODS

### Canadian Company Owns World's Largest Rescue Ship.

By GRANT TERRY  
Central Press Canadian Correspondent

Vancouver.—Each year the sea reaches up like a carnivorous beast to claim more "lost ships" for its own.

Until recently the sea cast a perilous, often hopeless, challenge to would-be salvagers.

Modern science has, however, produced new methods and superior ships to battle with the ravages of the deep. Foremost among the latter stands the Salvage King, largest salvage ship in the world.

With the aid of this \$350,000 vessel, the Pacific Salvage Company of Vancouver, has been able to rescue several hundred ships in the past twenty years.

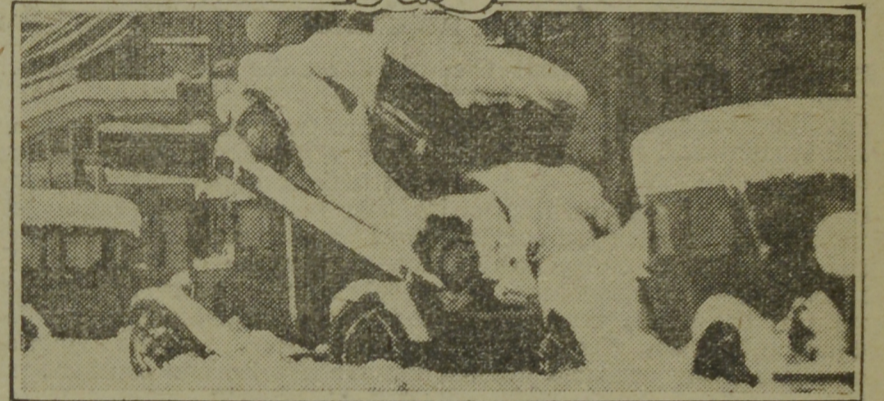
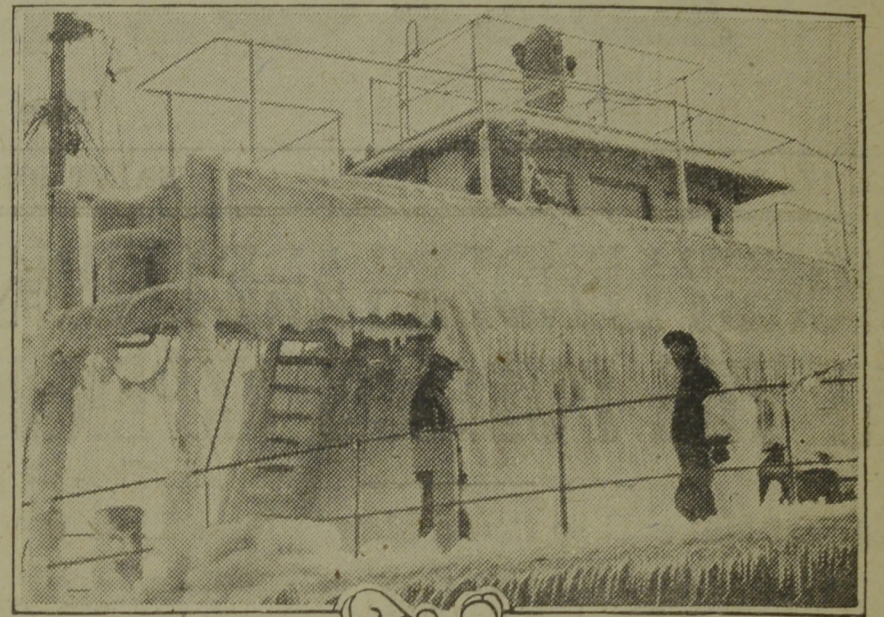
In 1919 the Prince Rupert hit a rock off Swanson Bay, B.C., and made a dramatic but unsuccessful attempt to reach shore before sinking.

The Salvage King set off to assist her, and with great difficulty the salvagers succeeded in building a heavy canvas wall around the ship, extending from the upper decks to the sea level.

By pumping the water from the inside of the wall, the Prince Rupert arose to the surface and another success went to the credit of this famous Canadian company.

(Continued on Page 23, Col. 1)

# Stormy Blasts Threatened For Approaching Winter



Top—A Great Lakes' freighter as she appeared in harbor sheathed in ice during the cold snap last winter. Below—Automobiles found the going tough in places, with snow piled in huge drifts.

By HOWARD GERRING  
Central Press Canadian Staff Writer

Toronto, Ont.—It is to be a cold, wet and a thoroughly disagreeable Canadian winter, if you will believe U. S. scientists, who reach their decisions by studying instruments, and sages from the prairies who were predicting the weather long before science thought it could.

Not only this winter but the next five, according to meteorologists throughout the United States. Some base their long range weather forecasting on the law of averages, others on the good old tree ring theory and yet others on the weather cycle. But no matter to which theory they subscribe they agree that it is to come early and stay late.

Those who use the weather cycle, which is supposed to repeat itself every twenty-three years, remind us of the blizzards of 1911-12. Others point out that the weather for the past summer has been hot and dry so that for the twelve months to average up the winter will be cold and wet. "Rot," says W. E. W. Jackson, assistant director of the Meteor-

ological Service of Canada. "The temperature for the past five years hasn't averaged up. The normal mean here is 44.2. The means for the past five years have been: 1929, 46; 1930, 47.6; 1931, 49.4; 1932, 47.8; 1933, 47.5. In fact there is no reason why it should average up this year."

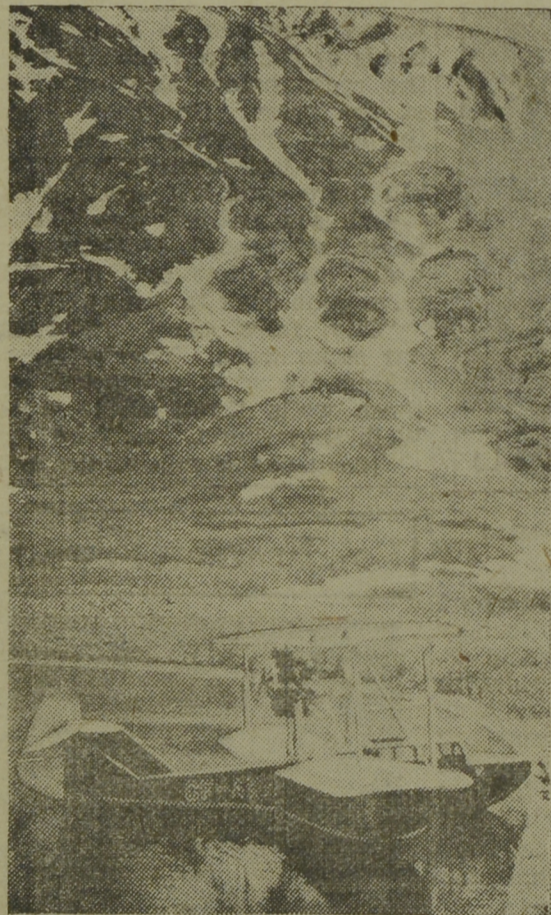
Mr. Jackson doesn't believe in long range weather forecasting. "We can predict, with reasonable accuracy, the weather for a week in advance, but at present there is nothing in science which will permit the forecasting for several months," he said. Mr. Jackson didn't think that last year was cold. He pointed out although we had a number of cold snaps the mean for the year was above average. "We have had colder winters," he said. "1926 was only 43.8."

Meteorologists from the United States who convened at Newark last month were unanimous in that the winter is to be cold with lots of snow.

Says S. K. Pearson, co-operative observer, U.S. weather bureau for Jersey City:

(Continued on Page 23, Col. 2)

# Aerial Patrol of B.C.'s Salmon Fisheries Provides Effective Law Enforcement



Scenes from one of British Columbia's greatest industries, the salmon fisheries. Right—The salmon fleet moving out for the season's work. Left—A patrol aeroplane moored on an inland lake.

By JAMES MONTAGNES

Vancouver, B.C.—Aerial eyes now protect the salmon of British Columbia's mountainous coast. Aeroplanes carrying fishery inspectors are the latest method of the Department of Fisheries to keep poachers from the Pacific salmon fishing grounds and enforce regulations for the conservation of this fish at spawning time.

British Columbia's heavily indented coastline and the numerous rivers and lakes among the mountains are particularly well suited for illegal salmon fishing, with the danger of wiping out the

salmon industry as a result. Many snug coves and shelters in the bends of the rivers, together with the heavily forested lower mountain slopes, allow plenty of scope for the commercial fisherman evading regulations covering size of net, the closed season and even his license. The same benefits to the poacher are hindrances to the fishery inspectors, since long distances must be travelled by water and the roar of a motor warns of the approach of an investigating boat. Now that aeroplanes have been pressed into service, the poacher is becoming wary.

Planes can annihilate distance in this rugged region, crossing mountains to reach from one river to another, from lake to lake, distances which a boat would have to circumnavigate. Eighty mile water trips are cut down to ten mile air trips.

The flying inspectors can see for great distances from their aerial vantage and pick out a fishing vessel before the roar of the engine can warn the fisherman. Swooping down with engine cut off, a plane can approach silently on a suspected poacher.

The distance that nets are out

(Continued on Page 23, Col. 2)

## Don't delay



Special offer to our Country readers—a full year's subscription to—

# The Broadcaster for \$1.00

SUBSCRIPTION AGENTS WANTED  
LIBERAL COMMISSION