

HUNTERS BAY CANNERY HAS EXCITING SEASON

American Bosses Return From Prince of Wales Island Es- tablishment to Tell Story Full of Incident.

A canning season as exciting as it was profitable is reported by the crew of the Hunters Bay salmon cannery on Prince of Wales Island, owned by the Northwestern Fisheries Company. Their story is corroborated by the officers of the cannery bark J. D. Peters, which brought them south, reaching Seattle on Friday. A race riot between Japanese and Slavonian laborers in the cannery caused most of the trouble. Two Korean laborers who thought they could walk to Seattle from Hunters Bay, and were lost for three days, one of them dying from exposure, furnished a shade of tragedy. The officials of the cannery company worked twenty hours a day throughout the season, and the pack was 44,000 cases. After leaving Seattle on April 10, until they reached Seattle on November 17, the cannery laborers and bosses were a community unto themselves. The sixty-five laborers were mostly Europeans and Orientals, and the American bosses were glad to get back to "God's country" and mix with their own kind again. The Peters was the last cannery ship out of Alaska for the season.

The Slavonian workmen were hired by Japanese contractors, and went out on strike early in the season, protesting against the quality of the food furnished them. A bloody hand-to-hand battle ensued, wherein the Japanese, armed with gas pipe bludgeons, were victorious. Four Japanese were arrested and sent to Ketchikan, where they were fined \$100 and costs each.

One of the striking Slavs wandered away from the cannery and was lost eight days. Later the two Koreans started for Seattle on foot and one of them perished before they were found. His funeral was a spectacular event, the whole cannery crew turning out to attend it. One Japanese laborer went insane and was sent South before the season closed.

When the Peters reached Hunters Bay her officers and crew took charge of the new gasoline power boat Barbara, operating between the cannery and fishing grounds. Under the careful handling of Capt. Walter Tinn, the Barbara covered 14,000 miles during the season, carrying half a million fish. Despite the many rocks and reefs in the fishing grounds, the Barbara had no accidents. First Mate Harry Jones got his leg badly bruised and developed blood poisoning, but was successfully treated by F. W. Buhrman, bookkeeper at the cannery, who is an amateur surgeon.

The hunting was good at Hunters Bay, several bear being killed around the cannery, where they came to eat the salmon heads. On the trip South, the Peters put in at Nicholas Bay during heavy weather and for two days the passengers and crew had fine duck shooting.

The Peters is discharging her cargo of 35,000 cases of salmon at Pier 10. She will winter at West Seattle.