

Baralof Saltery 1907



SHUMIGAN



JOHN MCKAY



A.H. BRADFORD



BYRON MORGAN

SHUMIGAN PACKING COMPANY

A. H. Bradford, a civil engineer by profession but a codfisherman by choice, is president of Shumigan, and its northern superintendent. His bookkeeper, Byron Morgan, came over from the King Cove plant, while Johnnie McKay quit the Bering Sea fishing grounds to become his foreman.

BAROLOF or Squaw Harbor on the east side of Unga Island, Shumigan Island Group, is one of the best known anchorages in Western Alaska. The Shumigan Packing Company succeeded the Seattle Alaska Codfish Company as owners of the fishing location on the north side of the bay, which the latter company had operated with indifferent success. The station was taken over by the present owners early in 1917, who have since demonstrated the possibilities of the

location for salmon operations in addition to the well-known codfish facilities. In 1907, 10000 pounds of cured salmon was put up; in 1918, 25000 pounds of salmon and 400 tons of cured codfish, which was sufficient to demonstrate its feasibility as a salmon packing location.

The officers and directors of the Shumigan Packing Company are E. B. Deming, president, A. H. Bradford, vice president, and D. M. H. Bradford is in charge of operations.

Submitted by: Bruce Hendrickson

THE SHIELD

King Cove 1911



KING COVE



L.H. STENVIG



E.B. MORGAN



C.G. INMAN

KING COVE

Emrys Morgan, originally bookkeeper at King Cove on its establishment, went into the superintendency in 1917, while his former position was taken by Chas. Inman, previously employed by one of our local banks. Larry Stenvig, the foreman, has been going north for many seasons, as has John Hawkinson, the outside man.

IN 1910 Capt. John Johnson and Son gained the attention and interest of the Pacific American Fisheries in King Cove as a location for a salmon cannery. In 1911, the Steam Schooner A. G. Lindsay, having been purchased for the purpose, was loaded with lumber and cannery supplies, and set sail from the Bellingham Warehouse Dock on April 15th, this being the second venture in Alaska and the first to the westward. On board were about eighty cannery men, who thirteen days later were given their first sight of King Cove, the A. G. Lindsay being covered with ice and

everybody on board being glad that the arduous voyage was over.

Nine days after landing the China House was completed. This building was used as temporary quarters until the other buildings could be erected. Eventually the cannery and other buildings were completed, machinery installed and canning commenced, the first season netting 26,058 cases of talls on one solder line. Forty-three thousand seven hundred and twenty cases were netted in 1912, 36,667 in 1913, 70,117 in 1914, 65,017 in 1915, 112,958 in 1916, 70,313 in 1917 and 120,798 in 1918.

THE SHIELD
Port Moller 1912



PORT MOLLER CANNERY



WM. WHITFIELD



R. A. AMUNDSON



P. W. YEOMAN

PORT MOLLER

Rudolph Amundson, superintendent, has been in charge of the cannery since 1915, and with the company since 1906, started work in the Bellingham cannery on the heading machines and worked up to the foremanship, which position he had held three years before going north. William Whitfield, foreman since 1916, started working for the company in 1912 on the roustabont gang, was transferred to the cannery where he was put to work on the headers, then on the roll scanners, and on the advent of the vacuum machine, on them; was head vacuum machinist at Moller in 1915, from which position he was advanced to the foremanship. P. W. Yeoman, bookkeeper, came to work for the company in 1913, which position he has filled ever since.

THE Port Moller cannery is located at Entrance Point to Port Moller Bay, 200 miles from Unimak Pass, on the Bering sea side of the Alaskan peninsula.

Port Moller and vicinity was first prospected for fish in 1911, the buildings for the plant were built in 1912 and four lines of the old solder system canning machinery installed in 1913, and 45,000 cases of salmon packed; in 1914 two lines of the vacuum canning process were added, and 92,000 cases of salmon packed; 1915 the cannery was enlarged to ten lines of the sanitary vacuum canning machines, and the old solder sys-

tem junked, a new building was added, the dock enlarged and a warehouse built on the same, making this the largest cannery in Alaska,—110,000 cases of salmon were packed; 1916, 110,000 cases of which 716 were cod fish, packed; 1917, 25,129 cases of salmon, 2,536 cases of cod fish, were canned, and 54,402 cod fish were salted; 1918, 66,493 cases salmon, 2,177 cases cod fish were packed and 108,467 cod fish were salted.

Practically all of the fish are caught at the mouth of Bear river, or district, 12 miles up the coast from the cannery, by purse seiners and traps. The company operates nine purse seines and two traps in this district, and one trap in Moller Bay.

THE SHIELD

Nelson Lagoon 1914



NELSON LAGOON



GEO. MERRY



GEORGE RINGSTAD



L. M. THOMPSON

NELSON LAGOON PACKING COMPANY

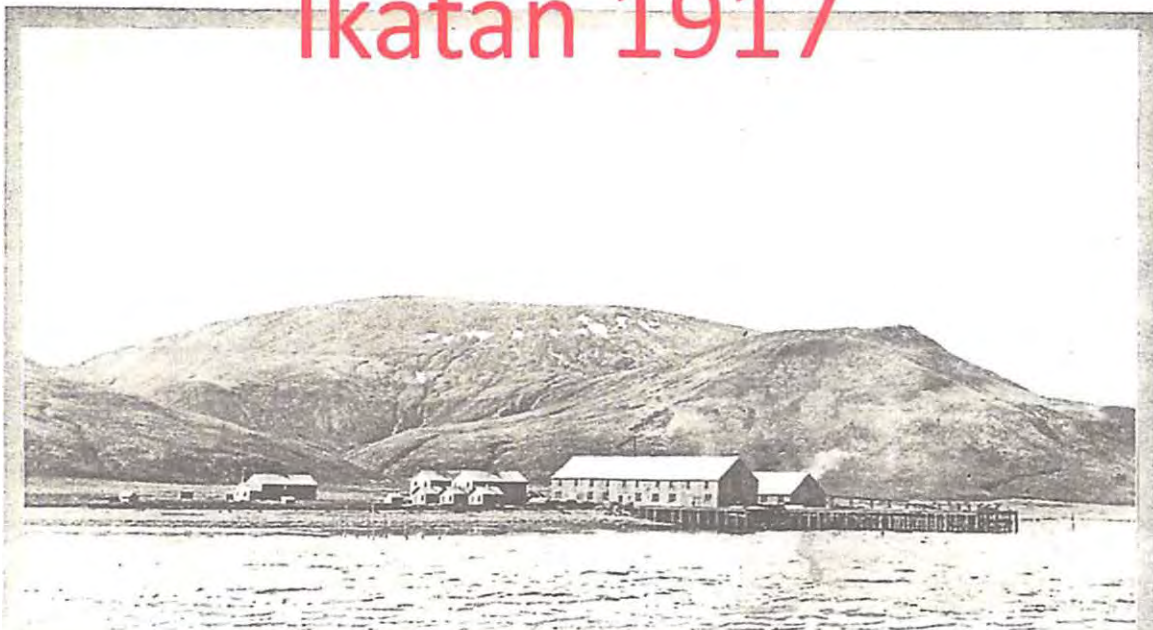
Geo. Ringstad, a product of our P. A. F. school in Bellingham, graduated as a machinist in our local concern and went north as Nelson Lagoon's initial superintendent in 1915. L. M. Thompson became storekeeper in 1917, while Geo. Merry, the foreman, has been at the Lagoon since its foundation.

NELSON Lagoon Packing Company, an ally of the Pacific American Fisheries, organized in 1914, acquired the saltery plant and location of Capt. Johnson in the lagoon from which the company obtains its corporate name. This property is located 30 miles southwest of the P. A. F. Port Moller cannery and is 180 miles northeast of Unimak Pass. The cannery was

first operated in 1915 and with four lines packed over 40,000 cases in the very limited time given salmon packers in that region. This location is a strictly trap affair, the fish obtained being local Nelson Lagoon River fish. Situate on a land-locked bay, this property, used by Capt. Johnson as a saltery for 12 or 14 years, is a very desirable small unit cannery.

THE SHIELD

Ikatan 1917



IKATAN



CHAS BURTON



ARTHUR LINDSTROM



R. C. DELONG

IKATAN

Art Lindstrom, the super at Ikatan, following the company's policy, is a graduate from King Cove, taking over the new location its building year. His storekeeper is Ray De-Long, who handled the Makuskin books during the previous two seasons. Chas. Burton, an old-timer in the Bellingham plant, went north as Ikatan's first foreman.

IKATAN is the latest addition to the P. A. F. string of Northern canneries. Its active development began with the departure from Bellingham of the construction and operating crews February 15, 1917. With lighters and necessary gear the party reached its destination March 2nd.

A full first season's pack of 40,000 cases, 75% Red fish, was the result, the first time that a similar undertaking showed 100% accomplishment. The cannery site occupies a portion of a flat of about 160 acres on what once was a separate island from Unimak Island, but which by the action of water has been con-

The natives assert that in the times of their forefathers Russian battleships navigated where this land now is. Unimak's active volcano, Shushaldin, is in plain view of this cannery, steam and smoke in varying quantities always issuing from the crater.

The location is most ideal, opposite the southern entrance to Isanoski or False Pass, a narrow body of water connecting the North Pacific and Bering Sea, navigable only to steamers of light draft. Several additions were made to the plant this season, including a by-products plant for the manufacture of fish meal and oil, a cod fish department, and several small buildings and dock extension. A light wireless set is located here