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These Wonderful Tablets,
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Best Of All Tonics To
Purify And Enrich
The Blood.

Pure, rich blood can flow only in a
clean body. Now, a clean body is one
in which the waste matter is regularly
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system. The blood cannot be pure
when the skin action is weak, when
the stomach does not digest the food
properly, when the bowels do not move
regularly, when the kidneys are
strained or overworked.

Pure blood is the result of perfect
health and harmony of stomach, liver,
bowels, kidneys and skin.

"Fruit-a-tives", by their wonderful
action on all these organs, keeps the
whole system as clean as Nature in-
tended our bodies to be clean.

"Fruit-a-tives" tones up, invigor-
ates, strengthens, purifies, cleans and
gives pure, rich, clean blood that is, in
truth, the stream of life.

"Fruit-a-tives" is sold by all dealers
at 50c. a box, 6 for \$2.50 trial size 25c.
or sent postpaid on receipt of price by
Fruit-a-tives Limited, Ottawa.

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Wark's Jewelry Store, 3rd
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Prince Rupert Hotel, 2nd
avenue.

Royal Hotel.
Central Hotel.

Windsor Hotel.
Knox Hotel.

Daily News windows, 3rd
avenue.

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PACIFIC, PEACE RIVER AND ATHABASCA RAILWAY COMPANY.

NOTICE.

Pacific, Peace River and Athabasca Rail-
way Company, at its next session, for an act,
authorizing the company to lay out, con-
struct and operate the following lines of
railway: (a) Commencing at a point on
the water, at or near the head of Kitimat
Lake, following the Kitimat river in a
northerly direction to the summit between
Kitimat and Lakelse Lake, thence in a nor-
therly direction along the valley of the
Kitimat Lake and river to the Skeena
river, thence crossing the Skeena river
by means of a high level bridge and over
the Grand Trunk Pacific Railway with
standard clearances, thence north-easterly
along the mouth of the Kitimat river
and following its course to the summit of
the Skeena river, and thence, following the
valley of the Skeena river, at or near
Yanish, a distance of approximately one
hundred and twelve miles; (b) from the
mouth of the Blackwater River, with
the Skeena river, following the course of
the Blackwater River, to the summit be-
tween it and the Skeena river, thence
along the Skeena river, to the mouth of
the Skeena river, thence up the Skeena
river to the mouth of Bear River approxi-
mately fifty-seven miles.
DATED at Ottawa this nineteenth day of
October, 1914.
MURPHY, THOMPSON, BURGESS & COE,
Solicitors for the Applicant.

GOVERNMENTAL CORRESPONDENCE OVER THE FISHERY CONCESSIONS

(Continued From Page Two.)

plying their calling out of this
port. All that Prince Rupert will
realize from these fish will be
what little is paid in labor in
transferring the fish from the
boats to the cars. We would ask
you to bear in mind that outside
of our railway, we have no advan-
tage over Ketchikan as a fishing
port, and with terminal rates,
they are on an equal footing.
Therefore, it behooves us to get
these fishermen here before they
go elsewhere. They are going to
move from Seattle. Are we going
to have them, or is Ketchikan go-
ing to have them? It is for you
to decide; therefore, consider
well.

As to the objections raised,
based on the *modus vivendi*, we
contend that there is not any ob-
jection to that from a fisherman's
standpoint. That the only objec-
tions have come from owners of
fishing vessels who have had to
compete with American fishing
vessels, in buying bait from the
fishermen. If you will investi-
gate, you will find that the gen-
tlemen who have raised this ques-
tion on the floor of the House of
Commons have been those that
represent counties that have fleets
of fishing vessels, Lunenburg be-
ing the principal one. If you

wish to prove our contentions on
the *Modus Vivendi*, we would sug-
gest that you follow the course
pursued by us, namely, by writ-
ing to representative fishermen in
the different communities, and
take their replies for a basis of
reasoning.

The second question we wish to
call to your attention is the form-
ing of Northern British Columbia
into a fishing district that is en-
tirely separate from Southern
British Columbia. Having an in-
spector located in Prince Rupert
that reports direct to Ottawa. In
asking for this we are basing our
arguments on conditions as they
exist in the Maritime provinces.
A man located in New Westmin-
ster, some six hundred miles to
the south, cannot handle the mat-
ters advantageously that pertain
to this district.

Another contention of ours is
that the Fishery Board should be
enlarged so as to include a man
resident in Prince Rupert (prefer-
ably a fisherman) who will look
after the interests from a fisher-
man's standpoint. This was done
for the fishermen of Nova Scotia.
Why should it not be done for
those of British Columbia.

Another matter, that we wish
to call to your attention, is the
number of licenses that a fisher-
man requires in this province, in
comparison with those required
in Eastern provinces. There are
some eleven licenses required out
here, while in Nova Scotia, unless
a man is going to run a fish trap,
he does not require any license.
Our contention is that in view of
the Oriental question, a man
should be compelled to take out
one license for a fee of about \$1.
That should enable him to follow
fisheries in any part of the prov-
ince.

We also wish to refer to catch-
ing of bait by halibut fishermen
for their own use. Our conten-
tions are that a halibut fisherman
should be permitted to catch bait
for his own use in any place, at
any time, and by any means, bar-
ring dynamite. The amount of
bait that the fisherman would re-
quire in this way would have no
effect on the fish, so far as ex-
terminating them goes. This ap-
plies to the catching of salmon
for bait as well as herring.

Another absurdity to our mind
is the size limit put on the mesh
of a gill net, and the number of
nets that one man can run. A
fisherman would not operate a net
that caught herring so small that
he could not sell them. As to the
number of nets, a man should be
permitted to work up to his cap-
acity, in the fishing business as
well as other walks of life. If
he is physically qualified to run
two nets, to his neighbor's one,
then let him run two nets.

We also wish to take this op-
portunity to point out to you that
the Grand Trunk Pacific Railway
is running an ordinary express
car out of here for carrying small
shipments of fresh fish. In this
way, fish cannot reach points as
far east, as they could advan-
tageously be shipped in less than
carload lots. If we are to put fish
in a fresh state to the small towns
of the Prairies, we must be able
to land them there so that they
can be eaten. This cannot be
done unless refrigerator cars can
be used. At the present time it
is somewhat risky to make L. C. L.
shipments farther east than Ed-
monton, while we should be able
to ship them as far as Winnipeg.

Speaking, after having closely
observed the fishing industry on
this coast, we can assure you that
you have got to put the fishermen
of the Pacific Coast on the same
basis as those of the Atlantic, if
you wish to build up a big fishing
population. The producer is
what the country needs, and in
order to get producers of the kind
that make for prosperity, you
must remove barriers that are a
hindrance to these men using the
ability that they are endowed
with.

It is the duty of your govern-

ment in so far as it lies in your
power, to remove all barriers that
tend to prevent the men who have
cast in their lot with this city
from taking advantage of every
natural resource that it pos-
sesses; from preventing the fish-
erman from catching fish when
and where he can (closed seasons
alone excepted) and selling his
catch in the highest market—and
the way that can be done is by
letting us make this port a fish
market of the Pacific, so that we,
and not Seattle, can regulate the
price.

Yours faithfully,
G. N. NICKERSON,
Chairman Fisheries Committee.

Department of the Naval Service,
Ottawa, December 9, 1914.

Geo. W. Nickerson, Esq., and
Others, Prince Rupert, B. C.:

Gentlemen—I am directed by
the minister to acknowledge your
letter of the 27th ultimo, dealing
with different questions affecting
the fisheries in British Columbia.

Your reasons for urging that
United States fishing boats and
small vessels be allowed to sell
their fish to local dealers in
Prince Rupert on conditions that
such dealers will eventually be re-
quired to ship them to the United
States, have been carefully
noted, and they will be fully con-
sidered by the government when
the question of renewing the
bonding privilege for the year of
1915 is being dealt with.

You are, evidently, not fully in-
formed with regard to the effects
that the *modus vivendi* has un-
doubtedly had on the fisheries of
the Maritime provinces. Such has
been a matter of careful investi-
gation on the part of the depart-
ment, and the information before
it leaves no room for doubt that
it has retarded the development
of a Canadian fishing industry
there. You intimate that the ob-
jections to it have come from the
owners of fishing vessels, owing
to the competition that it involv-
ed to them in procuring bait sup-
plies. Even of such were the case,
I may point out that it is a vessel
fishing industry with which the
Canadian fishermen have to com-
pete. Canada, on both coasts,
has certain geographical advan-
tages in carrying on a fishing in-
dustry. The *modus vivendi*
largely removed such advantages
from the Canadian fishermen af-
fected.

I also think it well to point out
that Prince Rupert has striking
geographical advantages even
over Ketchikan, as a base from
which to engage in fishing. At
the present time there is no duty

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on fish going into the United
States, so that fishermen operat-
ing from Prince Rupert can ship
fish to that country, or dealers
purchasing from such fishermen
may do so as freely as can fish-
ermen operating from Ketchikan.
Should a duty be again imposed
on fish going into the United
States and the bonding privilege
was not in force, Ketchikan op-
erators would at the least have to
go to the expense of a double
transshipment, as fish being ship-
ped in bond in a commercial way
would need to enter Prince Rupert
in a merchant vessel. If they
did not do this, their shipments
would have to reach the markets
via Seattle, over five hundred
miles distant.

For these and other obvious
reasons, the fishing industry can
be prosecuted more economically
from Prince Rupert than from
any port in the United States, and
there seems little room for doubt
that if fishing vessels can procure
supplies and equipment as cheaply
at Prince Rupert as at other
points, which they should be able
to do, the great fishing industry
of the Pacific Coast will, in the
course of some years, be carried
on from it.

(Signed) G. J. DESBARAT,
Deputy Minister of the Naval
Service.



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ing Division of Cassiar District.
Where located:—I, I. Chance Et Fraction
located between the "Lilly Bertha" and
"Adelmar" Mineral Claims near head of
Alice Arm, Observatory Inlet, and "Black
Bear" Mineral Claim, located one mile,
more or less, from the northwest point of
the head of Alice Arm, a branch of Ob-
servatory Inlet.

TAKE NOTICE that I, Pedro Salinas, Free
Miner's Certificate No. 803138, intend,
sixty days from the date hereof to apply
to the Mining Recorder for a Certificate
of Improvements, for the purpose of ob-
taining a Crown Grant of the above claim.
And further take notice that action,
under section 85, must be commenced be-
fore the issue of such Certificate of Im-
provements.
DATED this 21st day of September, A.D.
1914.

PEDRO SALINAS.

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