

THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA

Published Daily and Weekly

Guaranteed Largest Circulation

HEAD OFFICE:

Daily News Building, Third Avenue, Prince Rupert, B.C. Tel. 98.

TRANSIENT DISPLAY ADVERTISING - 50 cents per inch.
Contract Rates on application.

DAILY EDITION.



Wednesday, May 8, 1918.

FRIENDLIER RELATIONS

The members of the International Fisheries Commission have come and gone. When here, they heard all there was to hear regarding the conditions obtaining as regards the coming and going of Prince Rupert fishermen to Ketchikan. While in Ketchikan, they heard the same thing with regard to the Ketchikan fishermen and Prince Rupert. On every side, one hears words of praise for the able and impartial manner in which the members of the Commission have dealt with the many sides to the questions regarding fisheries, affecting not only Prince Rupert but our sister city further up the coast, located on the still waters of Tongass Narrows.

Ketchikan and Prince Rupert are both centres of the fishing industry. Both cities' interests are identical, although each is under the flag of a different country. Any laws made by either country regarding fishery matters affects each of the cities, yet for the last three or four years, each has been regarding the other with suspicious eyes, all the time fearing that any slight alteration in the fishing laws, or regulations, might cause either one or the other to lose a certain part of this trade.

To get right down to the root of the matter, there is apparently little real cause for this state of affairs. As explained by that able statesman, the Hon. Mr. Redfield, what will benefit the port of Prince Rupert will also at the same time benefit the port of Ketchikan. It suits the Ketchikan fisherman to come to the port of Prince Rupert at times, just as it suits the Prince Rupert fisherman to visit Ketchikan at other times. And why should they not, if in the course of their calling they find it advantageous to do so?

In Ketchikan we know that prosperity has never walked so freely for many years, and this is due in large measure to the fact that their fishermen are being allowed to come here to sell their catch, and return to Ketchikan, where their money

is deposited in the bank, and from there finds an outlet to the different business interests in the town. As put up by Mr. Redfield, we must be able to rise above petty suspicions and jealousies, because if we do not we must naturally weaken the cause for which we are both laboring. To weaken this cause at a critical moment spells disaster to the enterprise of a democratic world.

It is a known fact that in order to come to a satisfactory conclusion in the settling of a great international question of this nature, there must be give and take on both sides. No one party has everything they want, neither Prince Rupert nor Ketchikan. Certain small sacrifices by both sides will make for the straightening out of all differences. After all, it has to be remembered that it is the welfare of the fishing industry which is at stake, irrespective of either Prince Rupert or Ketchikan. The industry, taken as a whole, has by no means been yet developed fully. There's as good fish in the sea as have yet been caught and the capacity of the Pacific fisheries are enough to maintain many other ports of equal importance as Ketchikan or Prince Rupert.

In fishery matters, Ketchikan and Prince Rupert have really no differences worth speaking of seriously. Both ports have a definite status to maintain; Ketchikan as a shipping port, and Prince Rupert as a railroad terminal. Let it not be forgotten that the major interests are the ones to benefit. These are the conservation of the fishing grounds, and the wellbeing of the fishermen. If production is to be increased, the endeavor of the fisherman must in no way be thwarted. He must be allowed a free hand and must also be allowed to sell his catch in the closest port. The fisherman is a producer, and he must receive every encouragement. Greater production is the one thing which both of these ports are chiefly interested in. Their differences, which are largely imaginary, belong to the past.

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and the children should you fall ill or lose your employment? Have you money in the Bank to tide the family over until you are "on your feet" again?

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PRINCE RUPERT BRANCH
W. J. SMITHERS, Manager

Their efforts of the future belong to greater production and friendlier relations.

PHILOSOPHY

One small boat after another was to be seen sailing into the harbor yesterday morning from the direction of Metlakatla. There was a light breeze dancing upon the waters, which were sparkling in the sunshine. Conditions for existence seemed as pleasant as could be. "Just listen to that Indian singing his love song," exclaimed one Tired Business Man, who was waiting for the late—two days late—train. This man had some imagination. "Come with me, and be my love, and we will all life's pleasures prove," he heard coming over the waters, as the boat, with sail up, danced merrily on towards the float.

"I tell you these Indians have the best of it these days," he went on. "Just look at them. They come into town whenever they feel like it. They go home when they want to. They've got their own gardens. They get all they want to eat easily, and the high cost of living bothers them little."

"Then look at me. I don't get anything more than they do, and I am worried to death, paying bills, meeting drafts at the bank, working hard at business all day long when I want to be doing something else, and enough responsibility on my shoulders to keep me awake o' nights, if I weren't too tired to think. And what for, after all? Just as much as the Indian gets. I've a good mind to go across and get some noble Red Man to adopt me."

His philosopher friend proved to be a Job's comforter. "Your pleasure is in shouldering the White Man's burden," he retorted, and after a little cogitation, with the strains of "Oh Come with me, and we will all life's pleasures prove" ringing in his ears, the T.B.M. departed sadly, realizing that after all, he could do no other.

Advertise in the Daily News.

MINERAL ACT

CERTIFICATE OF IMPROVEMENTS

NOTICE

"Pat Fraction" and "Daily" Mineral Claim, situate in the Portland Canal Mining Division of Cassiar District.

Where located:—On the east side of Cascade Creek, 12 miles from the head of Portland Canal.

TAKE NOTICE that I, J. Fred Ritchie (Free Miner's Certificate No. 9473-C), acting as agent for Reginald King Bell, Free Miner's Certificate No. 9527-C, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 85, must be commenced before the issuance of such Certificate of Improvements.

Dated this 14th day of December, A.D. 1917.

MINERAL ACT

CERTIFICATE OF IMPROVEMENTS

NOTICE

"Molybdenum" and "Success" Mineral Claims, situate in the Skeena Mining Division of Cassiar District.

Where located:—About 4 miles Westward from the head of Allie Arm, and about mile from the Beach.

TAKE NOTICE that Lewis W. Patmore, Free Miner's Certificate No. 14232-C, as agent of The Molybdenum Mining and Reduction Company, Limited, (Non Personal Liability) Free Miner's Certificate No. 10292-C, intends sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of each of the above claims.

AND FURTHER TAKE NOTICE that action under Section 85 must be commenced before the issue of such Certificate of Improvements.

MAIL SCHEDULE

For the East.

Mondays, Wednesdays and Saturdays at 9:30 a.m.

From the East.

Sundays, Tuesdays and Thursdays at 5:30 p.m.

For Vancouver:

Tuesdays 5 p.m.
Wednesdays 7 a.m.
Thursdays 10 p.m.

From Vancouver

Sundays 10 p.m.
Wednesdays 10:30 a.m.
Saturdays p.m.

For Anyox:

Sundays 10 p.m.
Wednesdays 10 p.m.

From Anyox:

Tuesdays a.m.
Thursdays p.m.

For Port Simpson and Naas River points:

Sundays 10 p.m.

From Port Simpson and Naas River Points:

Tuesdays a.m.

Queen Charlotte Islands:

For Massett, Port Clements and Upper Island points:

Saturdays 8 a.m.

From Massett, Port Clements and Upper Island points:

Tuesdays a.m.

For Skidegate, Queen Charlotte City and Lower Island points:

Wednesdays 6 p.m.

From Skidegate, Queen Charlotte City and Lower Island points:

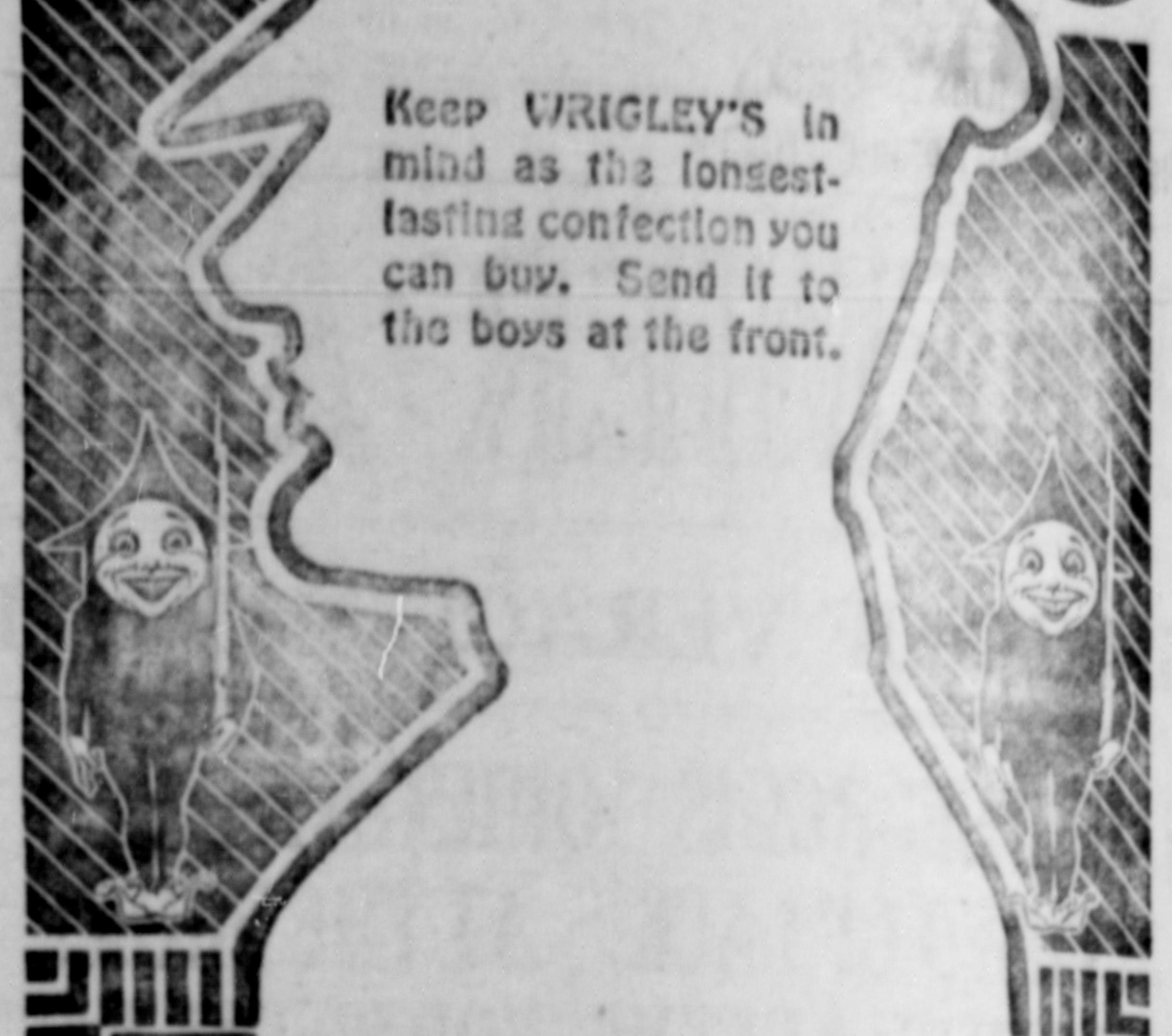
Saturdays p.m.

SKENA LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

TAKE NOTICE that the Grand Trunk Pacific Railway Company of Winnipeg, Manitoba, intends to apply for permission to lease the following described lands:—Commencing at a post planted at the most northerly point of Lot 507 at or about high-water mark, thence northerly, easterly, southerly and westerly, following the sinuosities of the shore line to a point of commencement, including all that foreshore between high-water and low-water. Dated April 4th, 1918.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY, H. H. Hansard, solicitor.

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S.S. PRINCESS MAY sails for Vancouver May 5th, 12th, 19th, and 26th; June 2nd, 9th, 16th, 23rd and 30th.

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