

In the Letter Box

CLOSED SEASON FOR HALIBUT

Editor Daily News: That some steps should immediately be taken to conserve the halibut, is of vital interest, and fully understood by the vessel owners and fishermen alike. Better late than never, but as far as this season is concerned, the damage is already done, as it is a well known fact that the majority of the halibut are depositing their spawn, between November 1st and 1st day of February.

During this period, the fish congregate upon the spawning banks in large numbers, while the fishing goes on, almost continually, day and night, until the vessels are filled.

Fishing boats of all kinds and descriptions can here be seen, going and coming, in all directions, a great many returning to port with deck-loads. This is indeed the harvest season for the fishermen, but it is also the season when the extermination of the halibut industry is in full swing.

Eight Million Pounds. There is not yet, any definite figures available, as to the amount of halibut caught during this 1921-1922 spawning season, but I have before me a table showing the total number of pounds caught in the corresponding period of last year. Judging from this, I feel safe to estimate, that the combined, American and Canadian fishing boats, have brought in to various ports, on Puget Sound and British Columbia, no less than eight million pounds of halibut, fish that had no chance of depositing their spawn. What an enormous loss to the future of the fish industry this will cause is surely beyond human comprehension.

There was a time still in memory of the fishermen of today when the banks of the coast of Norway, were yielding bountifully, but harvested in the same manner as here. No one thought of any closed season to protect the fish. Now the halibut is almost extinct over there.

Grand Banks. Not so many years ago the annual catch, on the Grand Banks in the Atlantic, was not very far below any year on the Pacific in proportion to the number of vessels engaged.

According to the "Pacific Fisherman" the halibut landings at principle Atlantic ports for 1920 amounted to the insignificant total—in comparison with former years—of only 3,822,265 lbs. Not any longer ago than 1913, the big steamers like the "Zappora," the "Star" and the "Chicago" would leave Seattle on a fishing trip, and return within a fortnight with capacity loads.

It was not an unusual thing those days for the fishing schooners—after arriving on the Southern Banks, only a few hours outside of Cape Flattery—to secure full cargoes inside of 48 hours.

Yes indeed, the fish were so plentiful that it did not seem to matter much where the fishermen planted their trawl, as long as they had the right depth and desirable bottom. There were halibut almost everywhere.

Times Changed. But times have changed and it has not taken very long. The quick trips and the full loads is a matter of the past, outside of the season—when the fish is spawning. The nearby banks are exhausted. Schooners leaving Seattle for the western banks have a journey of fifteen hundred to two thousand miles ahead of them, although the distance will vary, according to the market, where the catch may be disposed of.

During the spring and summer the fish is scarce. Rather often after a long trip, when the vessel returns, her cargo will not cover expenses. Still, there are men, who will insist that the annual catch has not diminished to any extent for several years.

This is in a way correct, but they forget to consider the several reasons why, this is so. The fishing fleet 15 years ago or so, consisted merely of a few wind-jammers and three or four steamers.

Since then, a hundred vessels have been built, where there were only two. Large ocean-going schooners with powerful engines have been added. New and improved methods have been adopted—new

models—the "longliners," vessels, that are operating successfully, day and night, have rapidly increased in numbers. It is therefore safe to predict, that should this fishing go on uninterrupted, for the next ten years, at the same speed, as at present, the halibut would stand a fair chance, of becoming extinct. You may ask any fisherman, and if he is sincere, he will tell you that the fish is decreasing so rapidly that the halibut fishing may soon cease to be a profitable occupation.

Must Be Treaty. That something must be done to prevent the extermination of the fish is evident, and the only remedy is a closed season. But an agreement between the vessel owners and fishermen to cease operation for a specific period of the year, will absolutely not solve the problem. No it must be an agreement between the two interested nations. Let the governments of Washington and Ottawa come together, and enact a law or treaty absolutely forbidding any fishing of halibut or marketing of same between November first and first day of February each year, and if this is not accomplished in the near future the halibut—the most delicious of fish—may soon become only a memory of former "good eats."

A FISHERMAN.

PRINCE RUPERT AND PACIFIC COMMERCE

Editor Daily News: An eminent writer on Economics has said that, "if the earth is primarily for use of man the sea is primarily for the use of Commerce, and as agriculture and industrial pursuits may be said to constitute the body politic of a nation so commerce is its vital blood, without which there is little life or progress."

Militarists in all Ages have declared, "command of the sea" to be of first importance for every nation and the possession of its equivalent to world-power, and, so, on the Mediterranean, the Atlantic and the Pacific in succession, Spain, Holland, England and Japan became dominant powers while, and because, they were supreme upon the ocean.

Commercial Supremacy. In view of present day international happenings it seems safe to assume that "the seven seas" instead of being the theatre of naval warfare will, for some years to come, at any rate, be the battle-ground of the nations, fighting peacefully but most keenly for commercial supremacy, and no where will the challenge and the opportunity for great achievements be as portentous as on the Pacific Ocean.

As long ago as 1852 William H. Seward said: "Henceforth

European commerce, politics, thought, and activity, although actually gaining force; and European connections, although actually becoming more intimate, will nevertheless relatively sink in importance, while the Pacific Ocean, its shores, its islands and the vast region beyond will become the chief theatre of events in the world's great hereafter." At that time there was no railway on the Pacific seaboard, no ocean steamships for regular trading with the Orient, Alaska was an unknown land, and China and Japan were practically sealed against all outsiders.

Wheat on Pacific. A generation ago Chauncey Depew speaking in Chicago said: "The open markets of Japan and China will absorb not only all the wheat grown on the Pacific Coast, but all it can possibly produce. Those markets will be so great, also, for our steel rails, our machinery, electrical appliances, and agricultural implements that with a merchant marine on the Pacific, the western states will in a few years be amongst the richest and most productive of the Union, and the wheat of the Pacific Coast will go to the Orient instead of to Liverpool."

Ample Confirmation. The fulfilment of the prophetic statements of these men of vision would seem to have been delayed, but their accuracy is at the present moment receiving ample confirmation at San Francisco, Portland, Seattle and Vancouver. Ten years ago the advocates of wheat elevators for Vancouver were as "voices crying in the wilderness," today the elevators that have been erected during recent years are quite inadequate for the golden harvest streaming toward them, while Vancouver harbor is frequently congested with ocean going leviathans loading and unloading the natural and manufactured products of Occident and Orient.

The New Pacific. What has been and what is, is as nothing compared to that which is to come. We now see but the beginning of the greatest and most rapid expansion of international commerce the world has ever experienced. This is the dispensation of the new Pacific, the greatest of the world's waters, on whose gold-rimmed borders live (three-quarters of the world's population, now insistent with thought and energy, abolishing the barriers of the ages and throwing all their doors wide open for intercourse and trade with the whole world.

In Canada we have been accustomed to call our territory on the Atlantic seaboard the Maritime Provinces, but henceforth the same description may be applied with equal appropriateness to British Columbia on the Pacific.

Prince Rupert's Hope. There is no spot on the Pacific Coast for which this "New Creation" contains as much encouragement, opportunity, and ground of confidence as for Prince Rupert. Its transcontinental railway of unquestioned superiority to all others, its hinterland of wealth almost unlimited in variety and extent, its harbor admittedly one of the world's best from every point of view, and its closer proximity to the ports of China, Japan, Russia and Alaska than any other eastern Pacific port, give it a place in the race for trans-Pacific trade compared with which all competing ports are heavily handicapped. It is the natural, because the nearest, entrapment for the exports of those countries to Canadian or European markets, and similarly advantages for their imports.

Look to Dominion. The Dominion Government now owns our Railway, our Port, and our Mercantile Marine of sixty modern ships, and it is the plain duty of that government to establish a thorough service from the Atlantic to the Orient via Prince Rupert without a moment's avoidable delay. If this route were utilized as it could and should be no other route could compete with it successfully, and it would be of immense benefit to the whole second story of which is so well served by the Canadian Pacific Railway and Steamships.

Our fate is at present in the hands of the Cabinet at Ottawa. Let us bring immediate aid, if necessary, persistent pressure to bear upon them to secure recognition not only of the claims of this district for suitable transportation facilities but of the unique opportunity existing for the establishment of a transcontinental and trans-Pacific service through the Port of Prince Rupert.

Now is the time for Prince Rupert to advance, or perish. Yours truly, J. F. MAGUIRE.

MACDONALD'S Cut Brier MORE TOBACCO FOR THE MONEY Packages 15¢ 1/2 lb Tins 85¢ The Tobacco with a heart

Got No Sleep But now the neuritis has gone, the pains have ceased, the nervous system is restored and the writer of this letter pays a grateful tribute to the medicine which made him well. Mr. John Woodward, P.T.O., Lucan, Ont., writes: "It gives me much pleasure to recommend Dr. Chase's medicine, especially the Nerve Food. I was a sufferer from neuritis for several years, and tried all kinds of remedies, yet never seemed to get any better. At last my nerves and whole system seemed to give way through not being able to get any rest or sleep at nights for pain, which mostly used to take me in all parts of the limbs and feet. My nerves would twitch all my whole body would seem to jerk right up as I lay in bed. Almost at the point of despair, I decided I would get Dr. Chase's Nerve Food, which I did, and after taking twenty boxes I believe myself almost normal again. I also keep a lot of Dr. Chase's Kidney-Liver Pills on hand, and for the past year I seem to enjoy my usual health."

SYNOPSIS OF LAND ACT AMENDMENTS

Minimum price of first-class land reduced to \$5 an acre; second-class to \$2.50 an acre. Pre-emption now confined to surveyed lands only. Pre-emption now granted covering only land suitable for agricultural purposes and which is non-timber land. Partnership, pre-emption abolished, but parties of not more than four may arrange for adjacent pre-emption with joint residence, but each making necessary improvements on respective claims. Pre-emptors must occupy claims for five years and make improvements to value of \$10 per acre, including clearing and cultivation of at least 5 acres receiving Crown Grant. Where pre-emptor in occupation no less than 2 years, and has made proportionate improvements, he may be granted intermediate certificate of his possession and transfer his claim. Records without permanent residence may be issued, provided applicant makes improvements to extent of \$20 per annum and records same each year. Failure to make improvements or record same will operate as forfeiture. Title cannot be obtained in less than one year, and improvements of \$100 per acre, including 5 acres cleared and cultivated, and residence of at least 3 acres are required. Pre-emptor holding Crown Grant may record another pre-emption, if he has not actual occupation, provided statutory improvements made and residence maintained on Crown grant land. Unsurveyed areas, not exceeding 20 acres, may be leased as homesteads, title to be obtained after satisfying residential and improvement conditions. For grazing and industrial purposes areas exceeding 40 acres may be leased by one person or company. Mill, factory or industrial sites on timber land not exceeding 40 acres may be purchased, conditions include payment of stumpage. Natural hay meadows, inaccessible by existing roads, may be purchased conditional upon construction of a road to them. Rebate of one-half of cost of road, not exceeding half of purchase price, to be made.

PRE-EMPTORS' FREE GRANTS ACT. The scope of this Act is enlarged to include all persons joining and serving with His Majesty's Forces. The time within which the heirs or devisees of a deceased pre-emptor may apply for title under the Act is extended from one year from the death of such person, as formerly, until one year after the conclusion of the great war. This privilege is also made retrospective.

No fees relating to pre-emption are due or payable by settlers on pre-emptions recorded after June 24, 1919. Taxes are levied for five years.

Provision for return of moneys advanced and been paid since August 4, 1914, on account of payments, fees or taxes on soldiers' pre-emption, or interest on moneys advanced to purchase or city lots held by members of Allied Forces, or dependents, acquired direct or indirect, remitted from endowment to March 31, 1920.

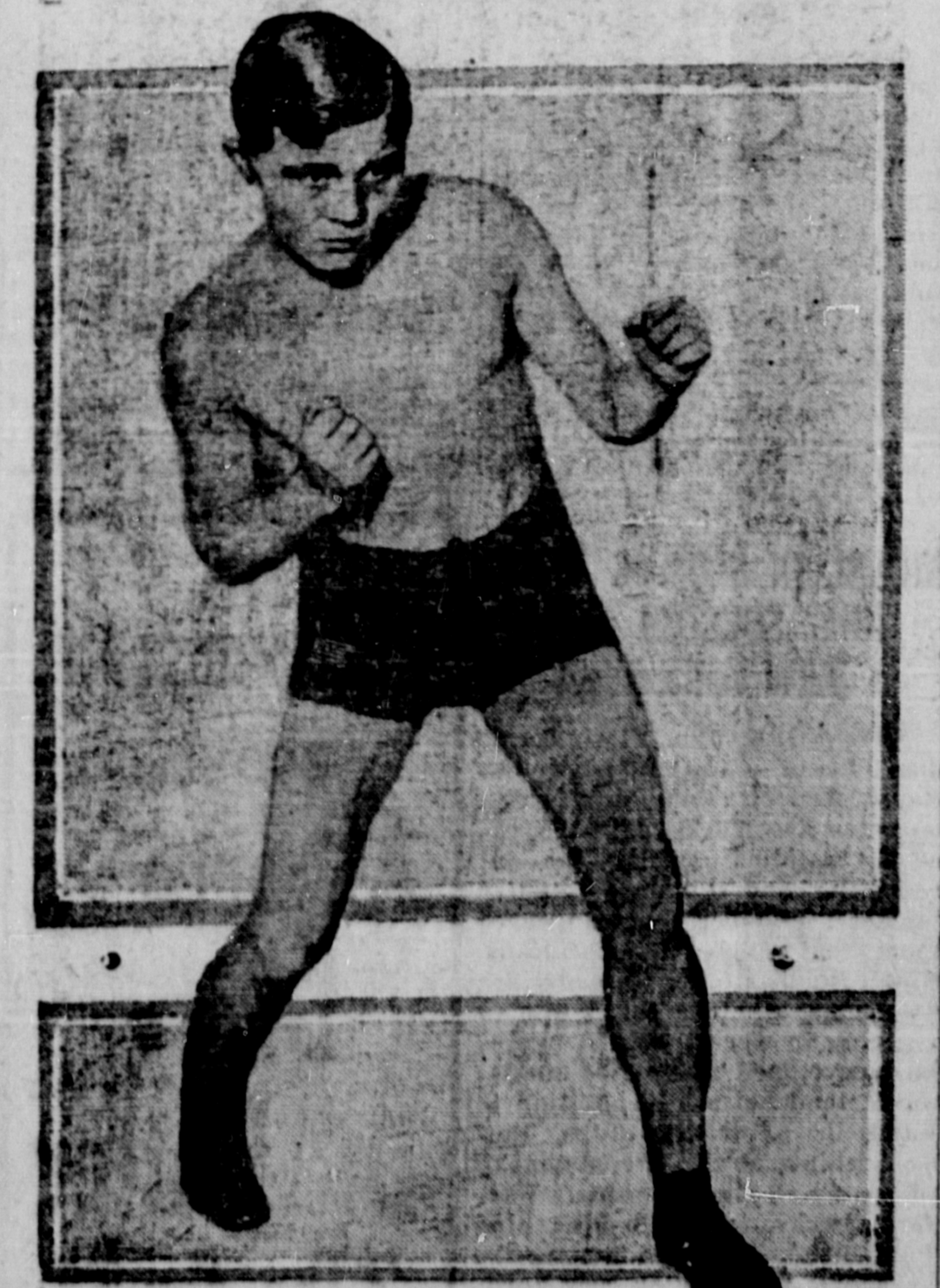
SUB-PURCHASERS OF CROWN LANDS. Provision made for issuance of Crown grants to sub-purchasers of Crown lands, acquiring rights from purchasers who failed to complete purchase, involving forfeiture, on fulfillment of conditions of purchase, interest and taxes. Where sub-purchasers do not claim whole of original parcel, purchase price due and taxes may be distributed proportionately over whole area. Applications must be made by May 1, 1922.

GRAZING. Provisions for systematic development of livestock industry provided for grazing districts and range administration. Commissioner on annual grazing permits issued based on numbers ranged, priority for stub-land. Stock-owners may form Associations for range management. Free, or partially free, permits for settlers, campers or travellers, up to ten head.

SOME SPORT. Jakey—I took Rachel by de tender last night and ve almost had a taxiade ride home. Ikey—V? Nat happened? Jakey—Well, I matched de duffer first, veder ve should pay him double fare or nodding. He von; so ve had to walk.—New York News.

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WILL HE SUCCEED JOHNNY BUFF?



Midget Smith is looked upon by many followers of the squared circle as the probable successor of Johnny Buff, bantamweight champion of the world. Smith's recent victory over Pete Herman, former champion, was a complete surprise. Smith is not as scientific a fighter as is Herman, but is a rough and ready battler, packing a good punch in either hand. In his bout with Herman he did not even stop for breath, but kept tearing in at the former champion. Buff is of the same type as Smith, and should the two meet it will be a nip and tuck battle.

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SCOTTISH INDEPENDENCE

Meeting Accompanied by Wild Strains of Bagpipes Held in London.

LONDON, Jan. 20.—(Associated Press).—Now there is an agitation for the independence of Scotland. Forty members of the Scots National League, which stands for complete separation from England, recently met in London and, to the wild strains of the bagpipes, affirmed their determination to fight, if need be, to gain complete and absolute independence for Scotland.

Speakers recalled that in 1706, Scotland was a free country with a national debt of only one shilling and seven pence per head of the population. Today, every Scotsman owes £177. Scotland's contribution to taxation last year amounted to £113,187,000, but only one-quarter of this was devoted to Scottish purposes, they complained.

The threat of a Scottish secession has, however, failed to rouse anything more than a tolerant smile from the general public. Subscribe for the Daily News.

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BARITE CLAIM TO BE WORKED BY THE ALASKA TREADWELL KETCHIKAN, Jan. 23.—The Alaska Treadwell Gold Mining Company has applied to the government for patent of a mining claim containing a deposit of barite, according to word received here today. It is located on the Castle Islands in Duncan Canal near Petersburg. Barite is a white, very heavy mineral which is used principally as a substitute for white lead in paint. The company's plans for the development of the property are not known.