

In 1892

we first offered the public our
"SALADA"
TEA

E440

Millions now use it with great satisfaction. Have you tried it?

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

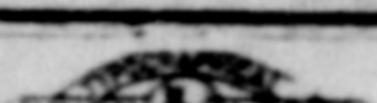
Published Every Afternoon, except Sunday, the Prince Rupert Daily News, Limited, Third Avenue.
 H. F. PULLEN, Managing Editor.

SUBSCRIPTION RATES:

City Delivery, by mail or carrier, per month \$1.00
 By mail to all parts of the British Empire and the United States, in advance, per year \$6.00
 To all other countries, in advance, per year \$7.50

**Advertising and Circulation Telephone - 98
 Editor and Reporters Telephone - - 86**

Member of Audit Bureau of Circulations.

DAILY EDITION

Tuesday, March 4, 1924.

**Make Fishermen Pay
 For Alaskan Market.**

H. C. Strong, financial magnate of Ketchikan, is anxious to make Ketchikan the fish market of the north and with that end in view would have the United States government put a duty on fresh halibut packed at this port. This, he claims, would not hurt the American fishermen but would help the city of Ketchikan.

As it is today fishermen will not land their catches at Ketchikan because they get a better price and better treatment here. If there was a two or three cent duty on their fish landed here they would get that much less for the product or else the producer would pay that much more and thus restrict the market. By no process of reasoning can it be said that neither the fishermen nor the consuming public would be injured. This is the natural market. The influence of this open market has raised the price of halibut from six cents to what it is today. To close this market would be fatal to the fishermen who come here. They know that even better than we.

**Governor General
 In Council.**

There are still a great many people who do not know what is meant by an appeal to the governor general in council or the lieutenant-governor in council. They imagine that it is an appeal to the governor or to the lieutenant-governor as the case may be. But it is nothing of the kind.

Take the provincial case as an example. The lieutenant-governor does not act on his own initiative but only by the advice of the executive council or cabinet. The line of policy is decided upon by the cabinet and the lieutenant-governor takes their advice always, as long as it is constitutional. If he refuses to take their advice he must dissolve the legislature and take an appeal to the people, but this is never done. The lieutenant-governor in council means the Provincial Government or in other words the cabinet with the lieutenant-governor approving.

**Early Preparations
 For The Fall Fair.**

Early preparations are being made for the fall fair and the manager is anxious to have the prize list in the hands of the printers very soon. He is urging all those who have anything to do with the preparation of the lists to get the work done so that the work may proceed. In former seasons it has been the complaint that everything was left to the last. Now there is an effort to change this policy and all will doubtless be anxious to co-operate.

**Incongruity Of
 Parliamentary Method.**

The method of conducting the opening of parliament might well be changed to keep pace with changing conditions. At present the method is something like this: The cabinet, with the premier as the preponderating influence, prepares an outline of business which is likely to come before the House during the session. To this is added a few platitudes about general conditions and the speech is placed in the hands of the governor who reads it to parliament. Then the same cabinet prepares an address in reply to its own speech and during the debate on this address the members are allowed the greatest possible latitude. They may speak upon any conceivable subject and usually it is seized upon as an opportunity to advertise the constituency.

When this debate is concluded, the other work of the session commences. The debate on the address is looked upon as a sort of safety valve for the escape of political hot air. The addresses are for the special consumption of constituents to let them know how active the member is. Sometimes they are listened to with a great deal of interest by members of the House, and again there may be hardly any present except the Hansard reporters and a possible newspaperman or two.

Maturity—so essential to bringing out the true flavour of a good whisky—is found in every bottle of

CORBY'S
 SPECIAL SELECTED
CANADIAN RYE WHISKY
Bottled in Bond under Dominion Government supervision.

1-24

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

**STRONG CLINGS
 TO FALLACY OF
 ALASKA MARKET**

**Says Government Duty on Ameri-
 can Fish Landed Here
 Would Benefit Fisher-
 men**

H. C. Strong of Ketchikan has been giving an interview to the Pacific Fisherman of Seattle as part of the campaign to get a duty placed on fresh halibut shipped from Prince Rupert. He admits that nothing but a U.S. duty would make the fishermen sell at that port, yet he says it would not injure the fishermen. The following is the article from the Pacific Fisherman:

Alaskans Enthusiastic

Exception is taken by Ketchikan people to some of the statements made in an article on a movement of certain Prince Rupert interests to close that port to American fishing vessels which appeared in Pacific Fisherman for December. As a result of experiments made in shipping fresh halibut to Eastern markets from Ketchikan last summer, fish interests of that place are more than ever enthusiastic over the possibility of making Ketchikan the leading halibut port of the Pacific, and maintain that this, when once accomplished, would involve no hardship to the American halibut fishermen, but would actually be to their advantage.

They figure that, in view of the time now spent by fishing vessels in travelling between Ketchikan and Prince Rupert, it costs the fishermen from $\frac{1}{2}$ to 10 lb. more to land halibut at the Canadian than the Alaskan port, and believe that the cost of transportation would be less, or certainly no greater, if handled by a regular steamer service. Moreover, on the basis of last year's experience, they say that the fish will reach the Eastern markets in fully as good condition as if landed and shipped direct from Prince Rupert. Transportation facilities to handle all fish landed, they assert, will be available whenever the buyers centralize their business at Ketchikan, which they would do at once if the tariff were so drawn as to apply to all fish prepared for shipment at a Canadian port.

Strong's Story

H. C. Strong of Ketchikan, who has been spending a few weeks in Seattle, gives an interesting account of the shipments made last June. The time included a period when excessively hot weather prevailed throughout the East in territory through which the shipments passed and where they were delivered, and conditions could not have been more unfavorable for the shipping of fresh fish; yet passing through Ohio when people were being prostrated by the heat, they arrived at Pittsburg and other points in perfect condition. The fish were iced and boxed on being unloaded at Ketchikan, and shipped out in the evening on the motorship Bellingham. Ice is carried at very low temperatures in Ketchikan, and packing was done so as to exclude air from the fish, with the result that the boxes loaded in the hold of the vessel froze together. The Canadian National Railway had cars iced and chilled in readiness and the fish was rolling East early the next day. The Bellingham is equipped to handle about 200 tons net of fish. Shipments sufficient to warrant a regular service, however, were not available last year.

Better Facilities

More adequate transportation facilities, sufficient to give a daily service, will be provided, Mr. Strong says, whenever this port becomes the headquarters of the American fishing fleet. If this can be accomplished, the buyers now operating at Prince Rupert would move to the Alaska port, furnishing the same market and the same competition as at present, saving the present cost of travelling to and from the Canadian port. In fact, he points out that the price at Ketchikan last summer was frequently better than at Prince Rupert, and more halibut was landed there than ever before.

Most of the fish taken to northern ports is now caught north and west of Prince Rupert, and the great majority of American boats usually stop at

Ketchikan on each trip, the calls at two ports involving an appreciable loss of time, in addition to that required for travelling. If the market were at Ketchikan, they could sell and unload their fish about a day earlier than by proceeding to Prince Rupert. The fish would be iced immediately on being unloaded and transported to the Prince Rupert rail terminal the same night, being placed in refrigerator cars on arrival and reaching the market as soon or sooner than if landed at Prince Rupert by the fishing vessels. Moreover, Ketchikan would then offer a much better market than at present for small or broken trips, which would be of great advantage to the smaller boats fishing in nearby waters, as well as a frequent help to the larger vessels.

Steamer Service

The Ketchikan people, says Mr. Strong, are figuring on establishing a regular steamer service with two boats whenever regulations are made that will bring a substantial part of the fleet to that port, and the trip would be made each evening provided enough fish were available to make up a carload; which he believes would be practically every day throughout the year, with the possible exception of January and early February, which will be included in the closed season. If Ketchikan had half the halibut now landed in Prince Rupert, he says, it would warrant a regular and prompt service with vessels of adequate capacity. Further, his idea is not to prohibit the landing of American halibut from fishing vessels at the Canadian port, but merely to apply to such fish the same duty paid on Canadian halibut; so that it would still be possible, if for any reason shipment from Ketchikan might be delayed or other conditions there unfavorable, to land the fish in Canada on an equal basis with Canadians.

He disclaims any desire on the part of the Ketchikan people to hamper the fishermen in any way, but says the Canadian freezing and marketing interests are so firmly entrenched in the district that no American concern is strong enough to undertake handling fresh halibut in a large way through Ketchikan unless protected by government action. If this were done it is his belief that it would be to the advantage rather than the detriment of the fishermen.

Burdock Blood Bitters

He points out that Prince Rupert now absorbs about 3c per lb. on the American halibut landed there for packing and handling, and according to papers of that place between 350 and 450 men are employed there on this work. He feels that this business could and should go to build up an American community in Alaska, and says that, if concentrated at Ketchikan, it would soon double the population and commercial importance of that town; while it is nothing less than a crime for an American industry and American markets both used for the benefit of a foreign port. He maintains that it is the duty of Americans to protect American interests as other nations protect theirs, and that the future of Southeast Alaska depends largely on the establishment of import regulations that will bring the fresh fish trade of the district to its own communities.

The Man in the Moon

SAYS—

A GREAT deal can be forgiven of a woman who is pleasant to the eye.

CANADA'S leisure class is the class you find watching the balls driven around the green table.

A RADIO set is chiefly useful for training the operator in the virtue of patience.

THERE seems to be a general impression around Prince Rupert that righteousness is a little childish amusement for those who have not the brains or inclination to be wicked.

NOW that they are about to abolish the head of the Moslem religion, there will be some wicked people who will want to do away with one of the prerogatives of the King as head of the English Church.

IF this spring weather con-

THE DAILY NEWS

Ogden's
GUINEA GOLD
CIGARETTES

"Sweet and Fragrant"

2 packets for 25¢

Two cigarette packages are shown, each labeled "Ogden's GUINEA GOLD CIGARETTES".

Canadian National Railways**Prince Rupert****DRYDOCK**

AND

SHIPYARD

Operating G. T. P. 20,000 Ton Floating Dry Dock
 Engineers, Machinists, Boilermakers, Blacksmiths, Pattern
 makers, Founders, Woodworkers, Etc.

ELECTRIC AND ACETYLENE WELDING.

Our plant is equipped to handle all kinds of
MARINE AND COMMERCIAL WORK.
 PHONES 43 and 385.

A LADY was lecturing over the radio at Oakland, California, last week and Canadian listeners said she was so English they could not understand what she was talking about.

BAD BLOOD**PIMPLES AND BOILS**

Banished By

BURDOCK BLOOD BITTERS.

Miss Irene A. Matthews, Stayner, Ont., writes:—"I thought I would write and tell you of the experience and benefit I have derived from Burdock Blood Bitters. Some few months ago I was troubled with bad blood which broke out on my face in the nature of pimples, boils and ring-worm, and I got so bad I really did not know what to do.

I was ashamed to go anywhere, and the itching and burning caused such a terrible sensation I could get no relief day or night.

One day a friend advised me to use Burdock Blood Bitters. I used one bottle and felt quite a relief, and by the time I had taken 3 bottles I was completely relieved.

I cannot praise B.B.B. enough and I hope anyone afflicted like I was will get the same benefit I received."

Burdock Blood Bitters is manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

When you buy advertising you buy CIRCULATION, and see that you get it.

COAST STEAMSHIPS

Winter Service
S.S. PRINCE RUPERT
 Sails from Prince Rupert

For VANCOUVER, VICTORIA, SEATTLE, Intermediate
 Points Friday, 10:00 a.m.

For STEWART and ANYOX Wednesday, 11:00 p.m.
S.S. PRINCE JOHN.

For VANCOUVER via QUEEN CHARLOTTE ISLANDS,
 March 12/26

PASSENGER TRAIN, DAILY EXCEPT SUNDAY.
 Leave Prince Rupert 6:45 p.m. for PRINCE GEORGE, EDMONTON, WINNIPEG, all points Eastern Canada, United States.

AGENCY ALL OCEAN STEAMSHIP LINES.
 City Ticket Office, 528 Third Ave., Prince Rupert.

Phone 260.

CANADIAN PACIFIC RAILWAY
B.C. Coast Services

Sailings from Prince Rupert
S.S. PRINCESS MARY.

For Vancouver, Victoria and Seattle, March 11, 21, April 1, 11, 22

For Ketchikan, Wrangell, Juneau and Skagway, March 7, 17, 28, April 7, 18, 28

S.S. PRINCESS BEATRICE.

For Bute Is., Swanson Bay, East Bella Bella, Ocean Falls, Namu, Albion Bay, Campbell River, and Vancouver, every Saturday at 1 p.m.

Agency for all Steamship Lines.

W. C. ORCHARD, General Agent.

Corner of 4th Street and 3rd Avenue, Prince Rupert, B.C.

UNION STEAMSHIP COMPANY OF B.C., LTD.

Sailings from Prince Rupert.

For VANCOUVER, VICTORIA, Ocean Falls, and Swanson Bay, Tuesday 6 p.m.

For ANYOX, ALICE ARB, STEWART, Wales Island, Sunday 8 p.m.

For PORT SIMPSON and Nass River Canneries, Friday 8 a.m.

Thomas W. Herne, Government Agent, Prince Rupert, B.C.

John Herne, Agent.