

When a Really Good Cook wants to make a Really Good Cake—She Uses

The old fashioned, reliable Baker's Chocolate (PREMIUM NO. 1)

By all means the most satisfactory chocolate for cooking or drinking.

Walter Baker & Co. Limited
ESTABLISHED 1700
Montreal, Canada, Dorchester, Mass.

Teas and Coffees

Are Advancing Rapidly in Price

Purchase your supply now and save money at the following prices:

Ribbon Teas, 5's \$3.25
Express Teas, 1's 60c
Economy Tea (equal in quality to any tea on the market), per lb. 60c
Supreme Coffee, 1's 60c
Hills Bros. Coffee, 1's 70c
Hills Bros. Coffee, 1's \$2.75

Economy Store
417 Fifth Avenue East
Phone 84

Piccadilly Broadcloth

In a range of twenty shades—the ideal material for summer frocks, children's dresses or underwear—36 and 40 inches wide.

85c

WEST OF ENGLAND STORE
Third Ave. Phone 753.

DRY

Birch Wood

FOR SMALL HEATERS,
50c Per Sack

Hyde Transfer
139 Second Avenue.
Phone 550. Night or Day

WE BUY BOTTLES.

A Modern

Dental Service

At a Moderate Fee

Dr. H. L. Alexander
Smith Block
Phone 575

SEALING MAY BE AGAIN A PROFITABLE INDUSTRY FOR PORTS ON PACIFIC.

(continued from page one)

Sealing in Siberia

Further, it is reported that sealing actually has been resumed already off the Siberian coast. And American fishery interests have begun to arraign the seal, as well as the sea-lion, as inimical to their enterprise, charging it with consuming or mangling the salmon on its inward run, and to a limited extent working damage to nets and gear.

The maximum estimated total of the Pribyloff herd when first it claimed commercial and governmental attention was slightly over three millions. Professor J. W. Elliott "took a census" at his rookeries in 1873 and placed the seal population then at 3,193,120. Inasmuch as the herd twice previously had been all but exterminated during the Russian tenure, this probably was the volume of Alaskan seal supply at its peak. Dependable information in the trade, based on rookery reports, is that it is quite as large today.

Although international action for the restoration to strength of the seal squadrons was taken on the initiative and upon the insistence of the United States at every stage of proceedings, the curious anomaly presents itself that the Washington government itself retained the right to slaughter at the hauling-out grounds "in such manner as should not retard development and natural increase" (permissible quantity being at the discretion of the beneficiary nation) a solatium of 15 per cent of the sales' return to be paid Japan and 10 per cent to Great Britain in compensation for extinguishment of the open ocean sealing of their nationals. And should the United States, as it has in few years only, not avail itself of the privilege of rookery harvesting, compensation was provided for in the amounts of \$15,000 for Japan and \$10,000 for Britain in each such year.

B.C. Offered

The sufferers by suppression of sea sealing were British Columbia and Japanese business houses, sailors and hunters. The compensation for the extinction of their sources of maintenance was taken into the consolidated revenues of the respective nations. Great Britain in practice admitted the equity of passing on the money, annually transferring it to the Dominion Treasury. But it got no further than Ottawa. It never will. In some things authority is true to the British tradition of "what we have we'll hold."

What changes in fleet construction and equipment and in operation methods the new era of seal hunting may bring are matters of widely varying conjecture. In the actual hunting, conditions of the chase preclude any radical innovations. One inexperienced hunter is seeking to interest prospective operators in a new light model harpoon-gun, for which he claims the advantage of a lower percentage of losses in sunken and wounded escapee seals. Old hunters smilingly tell him to wait and show them, as true Missourians, how he strikes his seal. For deadly efficiency with either rifle or shotgun sealing demands closer and faster shooting than pursuit of the wily deer or the breaking of clay pigeons.

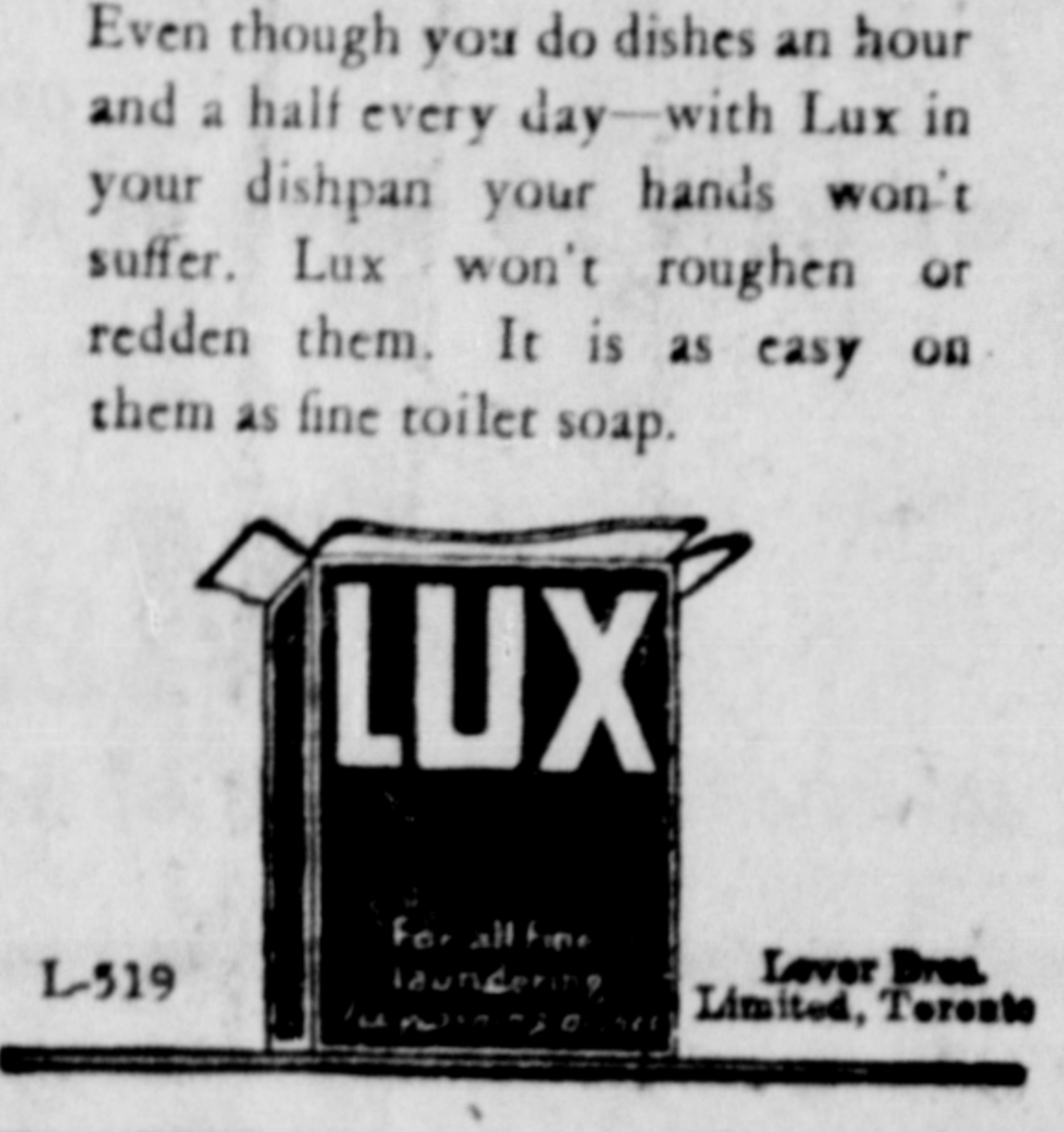
The average tonnage of the schooners will be higher in the new days than in the old. Prior to the suspension of hunting the trend was manifestly in that direction. A power vessel will be employed, co-operating with the fleet and connecting its units at established points of rendezvous on the north coast, to receive their off-shore catches for the owners and thus permit the hunting to proceed to Bering Sea without time loss. The suggested provision of diesel or similar type engines in hunting schooners emanates with someone lacking practical knowledge of the game. A seal is inordinately timid, with remarkably acute hearing or intuition. Disturbance of the water by a vessel's screw (admitting the possibility of a noiseless engine) would clear the sea of all seals within a ten mile radius.

"They may put power in some schooners and clear them for sealing, but I doubt if they do any sealing or mean to," is the way one veteran hunter goes on record. "The coming in of sealing will make it harder to check up the rum-running fleet; it is bound to bring new complications in that direction. You can look for howls, too, from legitimate sealers, of illegal interference with them on suspicion of their being whisky craft."



Longed-for relief for your hands

Even though you do dishes an hour and a half every day—with Lux in your dishpan your hands won't suffer. Lux won't roughen or redden them. It is as easy on them as fine toilet soap.



WATER NOTICE.

USE AND STORAGE

TAKE NOTICE that Massett Timber Co., Limited, whose address is 708 Pacific Building, Vancouver, B.C., will apply for a licence to take and use 500 cubic feet per second, and to store 75 M. acre-feet of water out of stream known as An River, which flows southerly and drains into Massett Inlet, about one and one-half miles easterly from Buckley Bay, B.C. The storage-dam will be located at the outlet of An Lake or at a point below the said outlet, to be determined after surveys have been made. The capacity of the reservoir to be created is about 15,000 acre-feet, and it will flood about 15,000 acres of land. The water will be diverted from the stream at a point about the location of the storage-dam, namely the outlet of An Lake, and will be used for power and industrial purposes upon the land described as Lot 1437 or on Lot 1441. This notice was posted on the ground on the 27th day of February, 1925. A copy of this notice and an application pursuant thereto and to the "Water Act, 1924," will be filed in the office of the Water Recorder at Prince Rupert, 1925. Objections to the application may be filed with the said Water Recorder, Parliament Buildings, Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is Monday, March 2, 1925.

MASSETT TIMBER CO., LTD., Applicant
J. W. Schoonover, Agent.

Aircraft

Then there is the matter of

WATER NOTICE.

USE AND STORAGE

TAKE NOTICE that the Canadian Lumber Yards, Limited, whose address is 912 Standard Bank Bldg., Vancouver, B.C., will apply for a licence to take and use 250 cubic feet per second and to store 2,000 acre feet of water out of An, Skunkdale, and An Lakes, and An River, which flows southerly and drains into Massett Inlet, through Indian Reserve No. 6. The storage-dam will be located at or near the outlet of An Lake. The capacity of the reservoir to be created is about 20,000 acre feet, and it will flood about (to be determined) acres of land. The water will be diverted from the stream at a point at or near the storage-dam, and will be used for industrial power purpose upon the land described as Part of Indian Reserve No. 6. This notice was posted on the ground on the 4th day of March, 1925. A copy of this notice and an application pursuant thereto and to the "Water Act, 1924," will be filed in the office of the Water Recorder at Prince Rupert. Objections to the application may be filed with the said Water Recorder or with the comptroller of Water Rights, Parliament Buildings, Victoria, B.C., within thirty days after the first appearance of this notice in a local newspaper. The date of the first publication of this notice is March 13, 1925.

CANADIAN LUMBER YARDS, Limited, Applicant.
By G. E. Frost, Secretary.

LAND ACT.

In Skeena Land District of Prince Rupert Recording District.

TAKE NOTICE that George Little, of Terrace, B.C., occupation lumberman, and E. L. M. Giggrey, of Terrace, B.C., occupation lumberman, intend to apply for permission to purchase the following described lands, for industrial site:

Commencing at a post planted at south end of island situated near mouth of Kit-supatallum River and lying near west bank of said river; thence following shore line around island to point of commencement, containing 25 acres, more or less.

GEORGE LITTLE and CLAUDE L. M. GIGGREY, Applicants.

Dated this 5th day of January, 1925.

aerial scouting, the fleets of schooners being provided with one or more air-boats, employment of which for the location of a moving herd would largely eliminate the speculative element in the business. It also would mean inevitably larger catches than in former days, with augmented danger of herd extermination, a lower market, and short life for the suscitated industry. General feeling among the sealers is against the use of air boats.

"It would mean quick fortunes for a few and death to the game that, if prosecuted on common sense lines and with reasonable thought for conservation of breeding stock should add two millions a year to British Columbia's business turnover—and that indefinitely"—summarizes the negative argument.

The Grand Tour

The great mystery of the seal is vested in its yearly migration and the unvaried route and timing of the ordained grand tour. The herds spend two-thirds of every year at sea, making a sweeping circuit of six thousand miles without once touching land. The Pribyloff Islands are the only spots of terra firma on which those of northern waters ever will haul out, and then only in obedience to mating instinct and to have their young. To these breeding places, rookeries, hauling-out grounds or nurseries, they resort by their millions in the summers of ancient days. Less important rookeries are those of the Copper and Robben reefs off the Siberian coast.

At all times the land habitat of the fur seal is one of these small groups of North Pacific Islands. If the herds are not there they are on the open sea, moving from the Pribyloffs south-easterly down to the 35th parallel of latitude and thence northerly up the American coast to their islands again. Each summer the advance guard puts in an appearance at the rookery during the first fortnight of May, the breeding season being over by mid-September and the herd again moving on their winter cruise to southern waters not later than November.

The American and Asiatic seal herds in their annual ocean pilgrimage cover the vast area between 34 and 60 North Latitude, the former herd travelling virtually twice as far as the latter. Their migration extends not merely through the twenty-six degrees of latitude but through fifty-six degrees of longitude, from 119 to 175 West; while the Asiatic squadron has but about thirty days in which to cover from 141 to 171 East. The extreme range of the American herd seldom has been less than 3,500 miles.

Both herds appear to reach and to leave their summer habitat in Bering Sea simultaneously, but there resemblance in their migratory habits begins to diminish. What ocean temperatures, currents and the prevailing winds encountered along their respective migration routes do to affect their progress is quite unknown; but the American herd, covering a vastly greater circuit, always is first to reach the southerly limit of the trek; about latitude 34. That herd's movement for the ensuing six months is slowly northward to the summer hauling-out grounds, reached by the adults but a few days in advance of the beginning of the mating season. The juniors arrive somewhat later. The Asiatic herd, contrary minded, lingers in the winter habitat until the breeding season is near, its northern movement being sudden and exceedingly rapid.

Method Adopted

In pelagic hunting boats or canoes were usually lowered at daybreak and consistently worked to windward, sailing if possible (as less likely to alarm the quarry and to save the boat-pullers), all boats taking stations a mile or two apart, their schooners following them up and riding hard on them. To secure the seal it had to be surprised while sleeping, travelling or feeding seals, being wary. Seals invariably sleep on the surface (in any but rainy weather) and could be approached from leeward, the shooting being at 30-40 feet. All prizes had to be quickly retrieved or they sank and were lost. The best catches naturally were made in smooth water, the seal sleeping thereon sounder. Wastage in sunken or wounded escapees was by no means as heavy as represented by American critics of pelagic

methods.

To speak of the industry in its declining years: The world fur seal product in 1900 totalled 95,485 skins. The value of the catch was \$2,131,000. The Pribyloff Islands constituted one-third of the total seal supply for more than two centuries, and eighty per cent of the market for the seventy-five years up to 1900. From 1870 to 1900 1,837,563 marketable fur seal pelts were exported from the Pribyloffs, yielding \$7,812,036 revenue to the United States Treasury. Alaska, be it remembered, was bought for \$7,200,000.

WENT ON ROCK

Took Too Sharp a Turn on Way to Metlakatla

As the result of taking too sharp a turn around the second buoy in Metlakatla Passage yesterday afternoon the power boat Shawatlans, skippered by A. R. Nichols, slid up on a rock taking a bad starboard list on a receding tide. The boat was successfully righted last night on the rising tide by the launch Oh Baby, Laurie Lambly, and came in under her own power. No damage was done. A. R. Nichols accompanied by Norris Pringle, Milton Gonzales and S. W. Taylor were on their way to Metlakatla when the mishap occurred.

HOTEL ARRIVALS

Prince Rupert

N. A. Elliot, Neil S. McAllister and E. R. Tabrum, Vancouver; Mr. and Mrs. J. S. Stewart and son, Mansfield, Ohio; J. O. Tretheway, Abbotsford.

Central

A. F. MacDonald, Keno, Y.T.; Mrs. E. Taylor, city.

Advertise in the Daily News.

Shop-windows on parade

IN THE quiet and comfort of your home, newspaper in hand, the shop-windows of the town's best stores pass in review. Look at that charming little hat—just the style you have been looking for, and so reasonable!

And say, isn't that coat a darling? . . . Not only do you see illustrations of the merchandise, but you are told in detail of its merits and prices. A passing panorama that may be halted and started and halted at will. A shopping trip at home!

How long do you suppose it would take you to reverse the process—to go up one street and down another, until you had visited personally every worth-while store in town? And how exhausted you would be, physically and nervously.

There's no doubt about it. The modern way to shop is to read the advertisements, then make notes of the stores and the particular offerings that appeal to you. What a lot of time and bother such a method saves. You know beforehand what you want to look at, who has it, and what you will have to pay.

Read the advertisements. Make it a daily habit. The regular reader of advertisements is better informed, makes the family budget stretch further, has more time for recreation, gets more value for her money, and profits in many other ways. Advertisements are frequently the most interesting news in the paper.

Every day these shop-windows are lined up for your inspection in this newspaper

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 38F

WINTER Steamship Service

CANADIAN NATIONAL RAILWAYS

S.S. PRINCE RUPERT sails from Prince Rupert FOR VANCOUVER, VICTORIA, SEATTLE, intermediate points each Friday 9.00 a.m.

For STEWART and ANYOX Wednesday, 11.00 p.m.

THE S.S. "PRINCE JOHN" leaves PRINCE RUPERT fortnightly for VANCOUVER, via QUEEN CHARLOTTE ISLANDS.

PASSENGER TRAINS LEAVE PRINCE RUPERT MONDAY, WEDNESDAY, SATURDAY, 5.00 p.m. for Prince George, EDMONTON, WINNIPEG, all points East to Canada, United States.

AGENCY ALL OCEAN STEAMSHIP LINES.
City Ticket Office, 528 Third Ave., Prince Rupert. Phone 260.

UNION STEAMSHIP COMPANY OF B.C., LTD.

Sailings from Prince Rupert.

For VANCOUVER, VICTORIA, Swanson Bay, and Alert Bay, Tuesday, 5 P.M.

For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday, 10 A.M.

For ANYOX, ALICE ARM, STEWART, Sunday, 8 P.M.

For ANYOX, PORT SIMPSON and Neas River Canneries, Friday A.M.

J. Barnsley, Agent. Prince Rupert, B.C.