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**BRITISH COLUMBIA**  
 The Mineral Province of Western Canada  
 TO END OF DECEMBER, 1925.

Has produced Minerals as follows: Placer Gold, \$76,962,203; Lode Gold, \$113,534,655; Silver, \$63,532,655; Lead, \$58,132,661; Copper, \$179,046,508; Zinc, \$27,004,756; Miscellaneous Minerals, \$1,408,257; Coal and Coke, \$250,968,143; Building Stone, Brick, Cement, etc., \$39,415,234; making its Mineral Production to the end of 1923 show an

**Aggregate Value of \$810,722,782**  
**Production for Year Ending Dec. 1923, \$41,304,320**

The Mining Laws of this Province are more liberal and the fees lower than those of any other Province in the Dominion, or any colony in the British Empire. Mineral locations are granted to discoverers for nominal fees. Absolute Titles are obtained by developing such properties, the security of which is guaranteed by Crown Grants. Full information together with Mining Reports and Maps, may be obtained gratis by addressing—

**THE HON. THE MINISTER OF MINES**  
 Victoria, British Columbia.



The remarks made in this column last week regarding the Canadian halibut fishing situation caused considerable comment, and, as was to be expected, some criticism.

In the first place, the Canadian fishermen say they are not getting an even break with the Americans as far as marketing is concerned. This, unfortunately, is true. The great halibut market is in the United States and every pound of Canadian fish that enters there has to pay the American 2c tariff. Nobody can overlook this handicap. Though some remarkable remedies have been proposed such as imposing a tonnage tax on American fish using the key port of Prince Rupert or closing the port to the American fishing altogether, there seems to be a great difference of opinion as to whether or not this would have the effect desired—namely, removal of the American tariff on Canadian fish. The action suggested would be arbitrary and there is no reason to believe that, if it were resorted to, the U.S. government would immediately come to terms and the Canadian fleet would probably be no better off. Public opinion seems to be largely in favor of at least awaiting the findings of the Hopkinson commission and any action on the part of the States that may follow its recommendations.

The suggestion that the Canadian fleet should be rejuvenated has been met in some quarters with the response that the Canadian fishermen are not in a position financially to do so. It is said that the citizens of Seattle are solidly behind their halibut fleet and have aided financially in connection with the building of some of the big new American boats that have made their appearance in the fleet. To

**HER HEADACHES WERE SO BAD SHE COULDN'T DO ANYTHING**

Once the head starts to ache and pain you may rest assured that the cause comes from the stomach, liver or bowels, and the cause must be removed before permanent relief may be had.

There is no better remedy for headaches of every description than

**BURDOCK BLOOD BITTERS**

as it removes the cause of the headaches in a way that no other remedy will do.

Mrs. Wm. Helpard, Lower Steviacke, N.S., writes:—"I suffered for a long time with my head, it would ache and ache until it made me so sick I could not do anything, but after taking four bottles of B.B.B. I feel that I cannot recommend it too highly to all those suffering from headaches of every kind."

B.B.B. has been on the market for the past 46 years and is recognized by all who have used it to be without an equal as a remedy for headaches; put up only by The T. Millburn Co., Limited, Toronto, Ont.

answer that it might be pointed out that already a large number of local citizens have aided the local Canadian fleet financially and, if profits were to be increased by more modern methods further local assistance might be found.

The suggestion made by at least one person since last Saturday that the Daily News was attempting to praise the American fleet and "knock" the Canadian need not be taken seriously. The Daily News, as every one knows, realizes the value of the Canadian fishing fleet to Prince Rupert and may always be counted upon to support any movement that it believes would be to the advantage of the Canadian fishermen and the general welfare of Prince Rupert as well.

So that W. N. Chater, the supervising engineer over the elevator construction, might look over the Tugwell Island sandbar, W. C. Arnett's tug Fearful recently made a trip over there. George Frizzell piloted the Fearful through Venn Passage at full speed. Cy was not anxious about George's abilities for he knows that George is familiar with them, having struck them all at least once with the Laura F.

Muse's pile driver, in charge of Hector Quenneville, is engaged in redriving at the Skeena River Packing Co.'s cannery and wharf at Port Edward. The tug M.T.3 brought down a bunch of piles from up the Skeena on Monday for the work.

George F. Adams and son, Edward, returned yesterday to Vancouver after having carried out a large contract for rebuilding at the Wallace cannery, Claxton.

The Canadian government steamer Malaspina, commanded by Captain Laird, who came north with Major J. A. Motherwell, chief inspector of fisheries aboard, had a busy day on Tuesday.

The vessel in the morning received a call from the United States schooner Constitution which was ashore on Digby Island and went to the rescue, pulling the distressed craft off after having stood by all morning. As soon as it was found that the Constitution could proceed, gratitude was shown for Canadian assistance by proceeding to Ketchikan for examination. The Constitution also saved a salvage bill by having the government boat come to her rescue.

On Tuesday afternoon, the Malaspina went out to place 15 Mongolian pheasants from the provincial game farm on Banks Island. Ed. Gibbons, who had the birds in his care, made the trip.

On Wednesday morning, the

Malaspina proceeded to the North Island halibut banks.

The Bushby tug M.T. 3, Capt. Reg. Green, performed another neat salvage job on Tuesday when it assisted the C. P. R. transfer barge No. 4, in getting off the Digby Island rocks. The M.T. 3 put a line on the ponderous creosoted timber laden barge and towed her half way to the dock. The tug Qualicum, which, herself had been ashore, then bumped along with two propeller blades missing and took over her charge. It looked for a while as if both craft were in a bad fix but, as the philosopher says, all's well that ends well and the dry dock got a little work out of it all, anyway.

At 5.30 a.m. the boss of the tugboat fleet was hailed out of bed to go to the assistance of the tug and barge, ashore on the tip of Frederick Point, Digby Island. Out he went on the redoubtable little M.T. 3, hooked on to the big transfer barge like a toy terrier onto a Newfoundland dog, keep her head up to wind and tide, finally working her clear of the shore and away she started with her enormous tow for inside the harbor.

The tug and the barge berthed at the Salmon dock, where the load of creosoted piling was unloaded by Bob Sharp's gang of hustlers under Signor Foley, the eminent pile driver expert.

Jack Murray, official pilot of the Royal Fish Co.'s light delivery car, is not quite as sleepy as Jim Bacon would try to make out. After a trip to the Cold Storage last week, Jack came back on the rim. Jim accused him of losing a tire without knowing about it and got a great laugh out of it. It turned out, however, that there had been a puncture and Jack had deliberately returned to headquarters on the rim. Jack advised Jim that a more close attention in future to his fish curing would be appreciated by the automobile drivers.

The Sunnyside cannery tender China Hat was in port this week. She has a brand new Fairbanks 60 h.p. engine this year, so look out for her smoke.

The newstand on the government wharf has been taken over by 75 taxi and will again minister this year to the legal requirements of the Alaskan tourists. The building has been painted by Joe Filion. It is to be hoped, however, that Joe was not responsible for the choice of color for it shows mighty poor taste. In fact, the taste was so poor that the structure will be bound to attract attention and—Jack Bulzak hopes—business.

The government wharf shed is getting a coat of paint also at the hands of Joe Filion. The regrettable feature of the thing is that the coat is only on the south side which not very many people see. The provincial government, undoubtedly, in their wisdom, have decided to leave the rest of the structure as it is so that it will display a novel dilapidated appearance for the benefit of this year's tourists.

**Trotting for Sport**

George Richmond is the latest recruit to the ranks of the salmon trollers. George does not go into the game for profit but for sport. It is said that he is getting plenty of that. Out in his launch the other day excitement ran high. He made a strike and in his own opinion he must have had a least a little whale on the submerged end of the line. He hauled in slowly and carefully and the more he hauled the more sure he felt that he had something really big. Then he hauled some more and, being eager not to lose the fish, allowed no time for the whale or whatever it was to become exhausted. Suddenly the line went slack and the end came aboard with a fish head attached to it.

Now George is wondering what it was he really had on that line. It may have been a whale which swallowed the fish after George caught it. Such things have been known and then when he found that he might be caught, he did like his forebear did with Jonah, vomit it forth and lost the head. At any rate in spite of George's efforts, he has taken home no fish, at any rate not as much as could be served as a starter to a fifty cent lunch.

**McCaffery Hits a Record**  
 On Saturday last the Princess

**BETTER THAN RICHES**

Under the dome of the Board of Trade in Manchester, England, is this inscription: "A good name is rather to be chosen than riches." The thought is considerably more than mere sentiment. It is good business.

A good name is recognized as the biggest individual asset a business can have. It is the very keystone of modern industry. Business today is done on such a broad scale—every merchant and every manufacturer has such a long list of customers—that it would not do to have a reputation for "slipping something over"

Advertising has standardized almost every article you can buy. You don't have to bargain and dicker and haggle to know that you are getting as good as you give.

That's why it pays to read the advertisements and to buy advertised goods. A product's advertising is the best guarantee of its faithful performance and lasting usefulness or of definite value. The advertiser would not dare risk his good name by advertising an unworthy product.

If you value satisfaction—if you want to get your full money's worth every time—READ THE ADVERTISEMENTS and buy advertised merchandise.

Take advantage of the advertisements and get real value

Beatrice brought 125 tons of cement to Albert McCaffery's dock, and Captain Cliffe of the Beatrice was worried to death because he thought he would be unloading all night and that would bring him in too late in Vancouver on his return trip to go to the movies. But he had reckoned without the resourcefulness of Mike McCaffery's coal punchers.

With Bolivar at the crane, Ex-Mayor McCaffery at the main hatch and Bob Davey bossing things at the after hatch, two Ford trucks doing power trucking and with cement being loaded into a C.N.R. car for the elevator, into the waterside warehouse by the crane and into the cement warehouse by the two trucks, it was a busy two hours for all hands and in a little over that time the whole load was cleaned out and all and sundry departed for home, tired but happy to say nothing of being "cemented."

The Muse pile driver was busy this week driving a set of piles and dolphins for the Forestry float at the Big Bay wharf.

With the tourist season about to start, waterfront people are getting ready for the entertainment of many distinguished personages. Whenever anybody is shown Prince Rupert, the waterfront is the first place that is visited so the folks there have to be ready. In fact if there is anybody important in town you almost bound to find them on the waterfront some time during their stay. Last week, Bishop and Mrs. A. U. DePencier paid their calls to various points of marine interest and on Wednesday Sir James Loughheed of Calgary, was shown around.

His friends will be glad to know that Sid Webb of the Daily

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News marine staff is recovering rapidly from the operation he recently underwent at the Prince Rupert General Hospital and that he expects to be back on the job next week.

The Bushby tug M.T. 3 was taken on the dry dock on Thursday to have a liner refilled on the tailshaft, a heavier stern bearing installed, propeller blades straightened and other underwater overhaul.

At noon Thursday, the deep sea tugboat Cape Scott brought in 32 sections of logs for the Prince Rupert Spruce Mills from Alice Arm. The gasoline tug TideTip and Cumshewa assisted the Cape Scott in berthing the rafts at the sawmill booming ground in Seal Cove. The Cape Scott then returned to Alice Arm for another boom. The master (continued on page six)

**TIRES**

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