

Waterfront Whiffs

(Continued from page two)

is still halibut fishing... supply of live herring at pound at Buller Cove.

Tingley, who recently re- to the city from the... has chartered the power- provincial from R. G. John- of Inverness and is at pre- at the dry dock outfitting vessel preparatory to leaving first of the week to en- in halibut fishing and Later it is expected he start salmon seining with provincial for Inverness.

lighthouse tender New- Capt. Harry Ormiston, Wednesday evening to her regular rounds of the houses, buoys and beacons Queen Charlotte Islands. vessel will be away about weeks and will do the en- route from Cape St. James south to Langara on the On board she had 100 of carbide for recharging es. The Newington makes ular trip every three

lizzie, which bears all ns of having come out of but which Doc Clapper- sures us is of the com- ely recent 1910 vintage, osing at the government It was brought over re- by the Newington from a lighthouse where it had been used in pulling s along the long track eads across the rocky from the beach to the use. Having received a er from the government engine would run but ny modern government's uncertain length of time, er is said to have bid e vehicle and Bill Hay- threatening to make it The suggestion is made ne public spirited citizen offer a ten-sport and pre- e prehistoric animal to budding Prince Rupert sum.

Out Again—In Again

for the benefit of those who ht have wondered why Harry getti, the popular custodian the government wharf, has e chewing his words these few days and has been th- e to respond to calls that e been made on his oratorical ts, it may be explained that y has been keeping regular ntments with the dentist a view to joining in the front vogue of artificial s. On Tuesday he had six e offending teeth removed Thursday another eight. out. Harry is bearing up under the ordeal and is forward to the day when e be able to resume a solid ain. It is reported that eaving some holes drilled lombstones so that he continue to wield a wicked ck.

Union Oil Co.'s power Olindo made her first visit port on Wednesday after- when she called for an t the ocean dock on her uth from Alaska to Van- The Olindo, which last as changed from Ameri- Canadian registry, is a vessel slightly larger than allingham which is well here. She is equipped reless and now that the Oil Co. is opening up s in this district, she will frequent visitor to local

avorable weather outside pt down the volume of landings during the past e arrivals for the week g 611,000 pounds, 444,500 from American vessels

MOND'S SAWS... their teeth are of a tough- ness which makes them hold- their keen cutting edge un- der every usage.

and 166,500 pounds from Can- adian. Prices have been favor- able averaging well over 15c and 7c for American fish and over 14c and 6c for Canadian. The total fares for the season to date are 7,654,400 pounds of which 5,813,100 pounds has been from American bottoms and 1,841,300 from Canadian. It is expected that arrivals will be much heavier in the course of the coming week or so. The following vessels market- ed catches during the past week (Saturday to Friday inclusive): American — Arrow, 27,000; Yukon, 26,000; Virginian, 21,000; Bravo, 9,500; Panama, 29,000; Mildred H., 28,000; Eagle, 45,000; Nordic, 49,000; Tyeo, 7,000; Forward, 10,000; Radio, 46,000; Columbia, 49,000; Re- liance I., 14,000; Yellowstone, 42,000; Allen, 52,000; Onah, 4,000; Alaska, 30,000; Sherman, 15,000; Carolen, 7,000. Canadian — Livingstone, 15,000; Kaien, 12,000; Alken, 10,000; Scrub, 7,000; Gaygeon, 5,500; Rose Spit, 13,000; All, 10,000; Marguerite, 3,000; May-

flower, 6,500; Ingrid H., 6,000; Imperieuse, 4,000; R.W., 6,000; Brant, 4,000; Muirneag, 8,000; Verna, 5,500; Eric, 6,000; Nuba, 500; Fisher, 8,000; Tramp, 6,000; Toodie, 5,500; P. Doreen, 5,500; Helen, 5,500; E. Lipsitt, 6,000; J. & R., 3,000; N. & S., 2,800; Mab, 2,200. Azurite Damaged The Granby's Co.'s well known big power tug Azurite developed a loose bearing bolt on April 28, while in Observatory Inlet near Anyox and considerable damage was done to the engine of the vessel including a badly bent crank shaft and broken piston, connecting rod and crank case. The vessel was towed into Anyox by a private power boat, Sheila, and was turned over to the underwriters, Hubert Ward, the local insurance representative, made a trip to Anyox early in the week in connection with the matter and then called for ten- ders for the repairs. Local machine shops were invited to bid, but the lowest tender was submitted by the Granby Co., it-

self so the work will be done at Anyox. MOTOR VESSEL LEFT ON SPECIAL TRAIN Men Leaving Here to Re-assemble Boat on Its Arrival at Kelowna The motor vessel, built at the local dry dock for passenger service on Okanagan Lake, was shipped to Kelowna by a special train which left here last evening. Some thirty workmen from the local dry dock will go to Kelowna to assist in the assembling of the vessel. The vanguard of this party consisting of Robert Jones, James Simpson, James Andrews, Alex. Holmberg, Fred Boulter, Tommy McLann, Robert Cameron and Fred Bainbridge sailed for the south on the Prince George yesterday afternoon. Another group of some fifteen or sixteen men will leave on the Prince Charles on Monday and ten or a dozen more will leave next

Thursday night. THE RETORT GALLANT Lady—Do you keep dates? Clerk—I'd never keep you waiting a minute. Madge—Jack's proposal was so sudden it made me jump. Marie—At it, of course. LAND ACT. Notice of Intention to Apply to Lease Land In Prince Rupert Land Recording Dis- trict of Coast Range-3, and situate on South Rachel Island. TAKE NOTICE that Alfred Swanson, of Prince Rupert, occupation—Mariner, in- tends to apply for a lease of the follow- ing described lands:— Commencing at a post planted at the north end of South Rachel Island; thence around the island at high water mark, and containing 50 acres, more or less. ALFRED SWANSON, Applicant. Dated April 27, 1926. IN PROBATE. In the Supreme Court of British Columbia. In the Matter of the Administration Act: and In the Matter of the Estate of Albert Bowles, Deceased, Intestate. TAKE NOTICE that by order of His Honor, F. McK. Young, the 19th day of April, A.D. 1926, I was appointed Admin- istrator of the estate of Albert Bowles, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to

me on or before the 20th day of May, A.D. 1926, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith. NORMAN A. WATT, Official Administrator, Prince Rupert, B.C. Dated the 20th day of April, A.D. 1926. FORM F. Notice of Application for Certificate of Improvements "Right" Mineral Claim Situate in the Prince Rupert Mining Division of the Skeena District. Where located: Near the head of Kitsumkahun Lake. Lawful holder: Swan Dalin. Num- ber of holder's Free Miner's Certificate, 88907C. TAKE NOTICE that I, Swan Dalin, Free Miner's Certificate No. 88907C, intend at the end of 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 25 of the "Mineral Act," must be commenced be- fore the issuance of such Certificate of Improvements. Dated this 23rd day of February, 1926. SWAN DALIN, Owner. By E. T. Kenny, Agent. LAND ACT. Notice of Intention to Apply to Lease Land In Land Recording District of Prince Rupert, and situate at head of Skait Inlet, Moresby Island, Queen Charlotte Group. TAKE NOTICE that The Canadian Fish- ing Company, Limited, of Vancouver, oc- cupation Salmon Cannery, intends to apply for a lease of the following described lands:— Commencing at a post planted at head of Skait Inlet, 15 chains north of un- named creek; thence west 20 chains; thence south 20 chains; thence east 20 chains, more or less, to shore line; thence northerly following shore line to P.O.C., and containing 40 acres, more or less. THE CANADIAN FISHING COMPANY, LIMITED, Applicant. Per William Alfred Bower. Dated 11th April, 1926.

more or less, to shore line; thence north- erly following shore line to P.O.C., and containing 40 acres, more or less. THE CANADIAN FISHING COMPANY, LIMITED, Applicant. Per William Alfred Bower. Dated 9th April, 1926. "PROVINCIAL ELECTIONS ACT." FORM F. Prince Rupert Electoral District. Mackenzie Electoral District. NOTICE is hereby given that I shall, on Monday, the 17th day of May, 1926, at the hour of 10 o'clock in the forenoon, at the Court House, Prince Rupert, hold a sitting of the Court of Revision for the purpose of revising the list of voters for the said electoral district, and of hearing and determining any and all objections to the retention of any name on the said list, or to the registration as a voter of any applicant for registration; and for the other purposes set forth in the "Pro- vincial Elections Act." Dated at Prince Rupert, B.C., this 6th day of April, 1926. NORMAN A. WATT, Registrar and Voters for the Prince Rupert and Mackenzie Electoral Districts. LAND ACT. Notice of Intention to Apply to Lease Land In Land Recording District of Prince Rupert, and situate at head of Skait Inlet, Moresby Island, Queen Charlotte Group. TAKE NOTICE that The Canadian Fish- ing Company, Limited, of Vancouver, oc- cupation Salmon Cannery, intends to apply for a lease of the following described lands:— Commencing at a post planted at head of Skait Inlet, 15 chains north of un- named creek; thence west 20 chains; thence south 20 chains; thence east 20 chains, more or less, to shore line; thence northerly following shore line to P.O.C., and containing 40 acres, more or less. THE CANADIAN FISHING COMPANY, LIMITED, Applicant. Per William Alfred Bower. Dated 11th April, 1926.

# The Automobile Industry has never had 35% protection---only 14 1/2%

The duty on the finished motor car has significance only when considered in relation to the duties applicable upon the parts and materials which it is necessary for Canadian manufacturers to import.

Certain parts are themselves dutiable at 35 per cent. A great many parts and materials are dutiable at rates in excess of 20 per cent.

These figures reveal the facts:

Canadian manufacturers made and sold in Canada, during 1925, 84,000 motor cars whose wholesale value was	\$67,500,000
If these 84,000 cars had not been made in Canada, but had been imported from the United States at prices which, after payment of 35 per cent duty, would have represented a wholesale value in Canada of \$67,500,000 the duty collected would have been	\$17,000,000
After deducting all drawbacks, Canadian Manufacturers in 1925 actually paid in customs duties on parts and materials used in the cars made and sold in Canada	\$10,000,000
Their actual protection therefore was only	\$ 7,000,000
Thus a protection of 35 per cent is actually a protection of only \$7,000,000 against \$17,000,000, leaving a NET protection of 7-17 of 35 per cent, or less than	14 1/2 per cent
Under the proposed Customs tariff, the majority of Canadian-made cars will have no protection whatsoever!	

## Automotive Industries of Canada

Representing 25,000 workers --- an annual production of \$107,000,000 --- 100,000 dependents