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WATERFRONT WHIFFS

Misfortunes among halibut fishermen--boats in trouble and men sick--landings during week satisfactory

The past several days have been marked with misfortune along the waterfront, particularly among the members of the halibut fleet. Worst among the mishaps was, of course, the explosion last Tuesday afternoon which wrecked the American schooner Lincoln and cost the life of Martin Folland, her skipper, who was well known here and who was highly popular. One of the finest men engaged in the occupation of halibut fishing, many glowing tributes to his memory have been expressed since the tragedy. Capt. Folland was known to be a careful man and, while many theories have been advanced to account for the occurrence of the accident, it may probably never be known just what brought about the explosion in the fume-ridden engine room. The Lincoln accident, as well as that a few days previous on the schooner Eureka, go to show the care that must be observed around gasoline boats, particularly when they are taking on gas. It is but flirting with death to smoke or have any kind of exposed flame or spark about when tanking up.

The jinx has certainly been following the American halibut schooner Fairway lately. The vessel was forced to come into port on Tuesday with a short catch of halibut following the breaking of a cylinder head in Heath Straits after she had had but a half day's fishing out of Seattle. New parts have been ordered from Seattle and Capt. Nick Matheson hopes to be out again early next week. It was only about a month ago that the Fairway broke her crank shaft in Heath Straits and was towed into Seattle by the whaler Gray. These two short trips will just about take the profit out of this year's operations of the Fairway and her men.

Sick Fishermen

Sickness has also been afflicting the members of the fleet and the hospital has had its full quota of halibut fishermen lately.

Earl Haines of the Ringleader was discharged from hospital

"GOVERNMENT LIQUOR ACT"

Notice of Application for Consent to Transfer Beer License.

NOTICE IS HEREBY GIVEN that on the 28th day of August next the undersigned intend to apply to the Liquor Control Board for consent to transfer of Beer License numbered 476 and issued in respect of premises, being part of a building known as Fort Clements Hotel, Port Clements, B. C., upon the lands described as Lot 7, Block 47, in subdivision of Lot 749, Queen Charlotte Island, Prince Rupert Land Registry District, in the Province of British Columbia, from Frank Hicks to Herbert Hampton, Theodore Musconi and J. Ciccone of the Town of Port Clements, in the County of Prince Rupert, in the Province of British Columbia, the transferees.

DATED at Prince Rupert, B. C., this 31st day of July, 1926.

HERBERT HAMPTON, THEODORE MUSCONI, J. CICCONO, Applicants and Transferees.

LAND ACT.

Notice of Intention to Apply to Lease Land.

In Land Recording District of Prince Rupert and situated on north shore of Unimann Bay on South-West Coast of Pitt Island, about one mile east from Bluff Point.

TAKE NOTICE that E. Rousseau, of Lower Inlet, Province of British Columbia, occupation, Cannery Manager, intends to apply for a lease of the following described land: Commencing at a post planted on the shore of an unnamed bay on the south-west coast of Pitt Island, about one mile east of Bluff Point; thence north twenty chains; thence east twenty chains; thence south twenty chains; or less, to High Water Mark; thence following high water mark westerly to point of commencement, and containing eighty acres, more or less. DATED July 30th, 1926.

MINERAL ACT.

Certificate of Improvements.

Brownie No. 4, Lot 452, Mineral Claim, situated in the Athlun Mining Division of the Cassiar District, on the West Arm of Takuh Arm, about three quarters of a mile up stream from the mouth of Wann River.

MINERAL ACT.

Certificate of Improvements.

Wann Fractional No. 2, Anyox and Junatina Mineral Claims, situated in the Athlun Mining Division of the Cassiar District, about one mile up stream from the mouth of Wann River.

MINERAL ACT.

Certificate of Improvements.

Brownie No. 5 Mineral Claim, situated in the Athlun Mining Division of the Cassiar District, on Wann River, adjoining and to the south of Brownie No. 4 M.C.

It's a Shame

The way poor Capt. "Handsome" Jim Morrison got treated last Sunday on the occasion of his china wedding anniversary was a blooming shame, and should be a matter of complaint to the Seal Cove senate. Quite unsuspecting, Cap. went visiting with his worthy spouse and ran up against a lot of woe. In the first place he found himself amidst a wide circle of friends with a table laden down with the good things of life to eat.

This was not so bad but he was forced to take three helpings of meat, and three of "afters," and "Handsome" fell for it just to keep things going smoothly. Then later on I'm darned if the gathering didn't up and present the fish head fisherman with a set of Limoges china. As Jim said: "What's the use of china with a name like that on a boat"; but of course there he missed his guess because the china ain't on the boat yet. But then the trouble wasn't half over. He hailed a taxi in which to get home and, no sooner was he seated than the clatter of tin cans smote his pearl-like ear, for some foolish person had tied a raft of empty cans on the axle of the car as Jim got inside. Then the taxi driver went crazy and drove Lord Nelson II. all around the city in spite of threats. Well, the skipper even got over that part of the day but the worst was yet to come. Feeling worn out with fatigue and desiring quiet repose, Jim staggered to his couch of rest. Having disrobed faithfully he swung his entire frame on to the bed and sank back with a sigh, but jumped up suddenly with a shout. Yes, sir, if some misguided person had not gone and filled his bed with knives and forks and anyone with a grain of sense realizes the discomfort of sleeping on the blade of a knife all night. Jim said "That was the first time he had ever been attacked in the rear and hoped it would be the last." No wonder he's wasting away to a ton.

The power cruiser Greta M., belonging to the Powell River Paper Co., called in port on Wednesday having on board a party of Powell River people bound on a trip as far north as Wrangell.

Biological Station

Mitchell & Currie, the contractors, are making good progress with the erection of the Bacon fisheries plant and the biological station on the government wharf and a month or six weeks should see the structure entirely completed. Sub-contracts have been let to Harkin & Ward for electric wiring and fitting and to Smith & Mallett for plumbing. The painting contract will be awarded shortly.

The biological station will be a finely equipped plant with all modern devices for the study of fish life. From bed rock to the top floor right through the building runs a 2 foot square concrete column to which the balances will be anchored to assure accuracy in weighing. The fume closet is another interesting feature in the building.

The recent rainy spell has given a great impetus to the raincoat business on the waterfront, the various ship chandlery shops reporting more sales in that line than anything else during the past week. The new sheriff, Smith Nickerson, was seen on waterfront row Thursday afternoon negotiating for a rain shedder.

Powerboat "Bute," Capt. R. Logie, came in from the trolling grounds during the week end, after undergoing some minor engine repairs, left for Lowe Inlet.

Louis Locker, the logging magnate, was in port from Lewis Island during the week with his power boat "Lewis Island No. 2."

Pile driving for the new Union Oil Co. station just east of Cow Bay is proceeding rapidly now. The John Currie & Son outfit is being used for the work.

Power boat "Pacific," which has been engaged in gill netting on the Skeena River, came in during the week end, and after renewing exhausts, proceeded to Warke Canal to engage in trolling.

The forestry boat "Embrée," which has been here for the past two weeks undergoing tank installation and other work at the McLean shop, will leave next week for Queen Charlotte City where she will be stationed in the services of the department. The new boat, which is being built at the dry dock, will take up work out of Swanson Bay where the Embrée, for the last few years has been stationed. J. B. Scott, ranger on the Embrée, has now taken up

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TOLMIE NOT INVINCIBLE

So Says Carew Martin, Liberal Candidate for Victoria, Who is Opposing Him.

All Nerves!

All nerves! What a common expression! In this busy era with the problems of home management, club activities, and even political affairs crowding her day, how often the housewife complains of nervousness, headache, backache and general fatigue.

VICTORIA, Aug. 21. — "Some people seem to think that Dr. Tolmie is invincible, but that is not so," declared Carew Martin, Liberal candidate, in a speech here. "What has he done for Victoria, I ask you? Nothing, except get a drydock here and since that time travel around the country as Conservative organizer at a salary of \$10,000 per year. He has come here for a holiday several times, but in future there won't even be a holiday," declared Mr. Martin.

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his duties on the Lillian D. which will make the Swanson Bay territory pending the completion of the new boat. A. M. Price, engineer, will take the Embrée to the Islands.

The Red Cedar, which has been here for three weeks for overhaul and repair work, will be towed back to her station on the north end of the Queen Charlottes as soon as weather permits.

The lighthouse tender Birnie, which has been moored at the Kierberg-Thomson dock for the past two weeks undergoing pilot house alterations, etc., resumed service at the end of this week with the work completed. Woodwork on the vessel was executed by N. M. McLean and engine repairs, etc., by Harry Love.

Halibut landings this week were well up to average, 732,600 pounds being disposed of through the Fish Exchange from Saturday to Friday (inclusive). American boats landed 635,000 pounds and Canadian, 97,600 pounds. Prices averaged around 15c and 9 1/2c for both Canadian and American fish. The total landings for the year to date are: American, 12,640,100 pounds; Canadian, 5,952,000 pounds. Total, 17,692,100 pounds.

Boats landing their catches during the week were as follows:

American	Canadian
North, 38,000; Middleton, 24,000; Cedric, 21,000; Eagle, 48,000; Marmol, 44,000; Ivanhoe, 20,000; Ithona, 21,000; Reliance, 9,500; Sentinel, 19,000; Nordic, 19,000; Akutan, 60,000; Attu, 41,000; National, 15,000; Democrat, 16,000; Paragon, 52,000; Atlantic, 22,000; Alki, 6,000; Tye, 13,000; Fairway, 4,000; Sumner, 36,000; Sherman, 15,000; Lincoln, 22,000; Litya, 30,000; Spray, 36,000; Wabash, 6,500.	Muirneag, 3,000; Helen, 9,500; Marguerite, 8,000; Toodie, 5,500; D.S.T., 8,500; Iris, 3,600; S.A., 2,000; Bayview, 7,000; Nautilus, 6,500; Johanna, 7,000; Scrub, 16,000; Ringo, 5,500; Ingred H., 3,500; Morris H., 7,000; Mayflower, 5,000.

The ill-fated schooner Lincoln sold 22,000 pounds of fish, salvaged from her wreck, to the Canadian Fish and Cold Storage Co.

Advertise in the Daily News.