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## The Royal Bank of Canada

Prince Rupert Branch F. E. Robertson, Manager

### THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA.

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#### TOTEM POLES ASSET TO COMMUNITY

The totem poles and a few baskets are about the only evidences of the ancient Indian handicrafts left us and they are fast disappearing. Prince Rupert was fortunate in saving two poles and through the good work of the Dominion government a number have been saved for the Indians and the public along the railway line. It is to be hoped that this work will be continued until all the totem poles are saved from destruction. The natives who own the poles are co-operating well.

Spring is very elusive this year. Now you see her and now you don't.

#### RECIPROCITY WITH STATES POSSIBLE

Reciprocity with the United States would be a forward policy leading to greater unity of aim and effort. Today the dividing line between the two countries is very real and a great interference to trade. With an equitable reciprocity arrangement Canadians might be placed in a better position and at the same time the States be benefited.

It has been said that any deal which does not benefit both parties to it, is immoral. A deal for better trade arrangements, similar to that with Australia might benefit both countries and at the same time be a step toward greater unanimity among the English-speaking nations.

When a radio has the rattles we call it static, but when the car gets the rattles we call it much uglier names than that.

#### TAXATION OF IMPROVEMENTS

The taxation of improvements in the city is a subject that will need a lot of consideration. Money is needed and it bears very heavily on vacant property, the land having to pay all the cost of improving the city. Sewers will have to be built and they benefit only the property that is occupied. If we can get on without doing so, it will be well to continue the single tax but it looks bad to have the rate so high when, if improvements were taxed fifty per cent of their value, we should have only a normal rate of levy.

## Waterfront Whiffs

Herring Pound Now Empty — Spring Salmon in Harbor — Halibut Landings Showing Steady Gain

The only herring pound established in the district this year—that of Bradbury & Yelf at Pearl Harbor near Port Simpson—was emptied last week. Now and for the rest of the season the halibut fishermen will have to use the frozen variety of bait. Some 242 tons of live herring was impounded at Pearl Harbor but it lasted the local halibut fleet only two weeks. There seems to be some hopes entertained that there may still be a further run of herring in nearby waters but the season is getting rather late. A reported run on the Queen Charlotte Islands was investigated but it proved to be abortive.

The Bradbury & Yelf fleet of four boats is now preparing for summer operations. The new flagship, B. and Y., is now out on a halibut trip and will likely continue halibutting for the season under command of Capt. Al. Wote. Jack Bradbury with the Bethune returned on Monday from a fruitless herring hunt to Queen Charlotte Islands and next week this vessel will be taken by Don Yelf, who arrived from Vancouver on Wednesday, to the Queen Charlotte Islands to start packing spring salmon from there to Butedale. The Revellie, with Capt. Bradbury in command, and the Tip Top, Capt. Harry Berry will start seining operations next month. The former vessel may be taken on another herring search down the coast shortly.

There has been quite a run of spring salmon in the harbor recently but, apart from the Indians trolling in the neighborhood of Metlakatla, no attempt has apparently been made to catch them. Trolling springs is a fine sport which few local people seem to have the time or inclination to indulge in. In places like Victoria it is a very popular pastime.

#### SALMON MEN ORGANIZING

The formation of a strong organization is still a much mooted subject among local and district salmon fishermen. A movement is on foot to include gill net and seine men in a body having as its nucleus the present Dundas Island Trollers' Association. It is believed, and probably rightly, that through a strong organization, representing all branches of the salmon producers, much might be gained in dealings with the handlers as well as the government authorities.

The new seine boat Josephine, built here for Henry Edenshaw, who was aboard, and the fish packer Lincoln, formerly an American halibut schooner, now owned by Capt. E. H. Simpson of Massett and J. W. Moorehouse of this city, sailed Thursday morning for Massett where they will operate out of Langara cannery. Joe Demers was in command of the Lincoln with Mr. Moorehouse as engineer. Capt. Simpson, who has been spending a few days in the city, went across with the two boats.

While riding at anchor about the middle of Hecate Straits it being too rough to fish, the local halibut boat Tramp, owned and skippered by Capt. Sam Houghan, lost her rudder at noon on Tuesday and a jury gear was rigged up, the vessel using that to get to the mouth of the harbor where she was picked up by the Ternan, Capt. Neil Petersen, and towed the rest of the way in, arriving at noon Wednesday. After selling a good catch of 9,000 lbs. at Thursday morning's Exchange, the vessel unloaded her fare at the Booth Fisheries and moved up to the dry dock where she is to be taken out of the water for new rudder installation and possibly propeller repairs. This will probably mean some little loss of time for the Tramp which has been operating very profitably since the opening of the present season.

Having completed extensive repairs at the dry dock made necessary through considerable damage sustained when she was battered about by storms on a recent trip to the grounds, the local halibut schooner Cape Beale cleared for another trip to the deep sea fisheries yesterday.

#### ENGINE INSTALLED

After having spent the past three weeks at the dry dock while a 50 h.p. Washington-Estep full diesel engine was being installed, the Japanese seine boat Skeena M. proceeded to Oceanic Cannery yesterday with Ben Fox of the Vancouver Machinery Depot, who directed the engine installation, aboard to see that the gadgets worked up to specification. The upper works of the boat will be completed at Oceanic, Mr. Fox, who has been here for the past three months on engine installation work, expects to return to Vancouver by tomorrow night's steamer.

Good time is being made at the dry dock shipshed on the construction of the seine boat for Gammon & Watt and halibut boats for Haakin Lund and Lars Voge. The first two mentioned vessels will be launched about the end of the month.

Having arrived from Seattle aboard the steamer Griffco, the big Washington-Estep full diesel engine, from which she will derive her power, was placed on Wednesday in the Gammon & Watt boat. This vessel, which will be the largest seine boat in local waters, is to be named Bertha G. in honor of the senior partner, Bob Gammon's, good lady.

The name Zopora has been selected

for Lars Voge's 62 foot halibut boat which is now being planked and will be launched about the middle of next month. This vessel is to have a 75 h.p. Washington-Estep engine.

Ottawa has not yet authorized a name for the Lund boat which will have a Fairbanks-Morse full diesel engine.

Edward Lipsett, head of the well-known local ship supply house bearing his name, was here a couple of days at the first of the week inspecting his interests and proceeded to Europe where he will spend the next three or four months attending the Rotary International convention at Ostend, Belgium, and visiting various parts of the Old Land. Mrs. Lipsett accompanied him. On leaving Vancouver last week, Mr. and Mrs. Lipsett were given a great send-off as their steamer pulled out. Almost the entire membership of the Vancouver Rotary Club turned out to enthusiastically wish them bon voyage and Mrs. Lipsett was just about inundated in a veritable downpour of flowers. Their many Prince Rupert friends no less hope they will have a pleasant and profitable journey abroad.

#### ON VOYAGE NORTH

Having on board a party of ten Chicago men bound for Alaska ports on a combined business and pleasure cruise, the American auxiliary schooner Alice called at Prince Rupert early this week enroute from Seattle to Ketchikan. Their vessel is 65 feet long and is powered with a semi-diesel engine. She was moored at the Prince Rupert Boat House floats from Saturday night to Sunday morning.

Prince Rupert Boat House powerboat "23" is back in the water again and moved down from the dry dock to her regular mooring place Wednesday night. On the resumption of the Salt Lakes ferry service about the first of June, Laurie Lambly will again be in command. Returning to the P.R.B.H. payroll on Monday, he will be engaged in the meantime as boss pumper on the gravel scow which is to be towed between here and the Skeena River bringing in the company's stock for summer. The "23," formerly Leila R., is at the dry dock having some further improvements made, including the putting on of new guards.

Fisheries patrol gasboat Heron, Capt. Warren and Chief Engineer Bob Wiggins, which is now engaged in collecting licenses at Skeena River canneries, was in port on Tuesday and Wednesday for stores.

Tug Cape Scott arrived in port at the first of the week having in tow two scows containing 500,000 feet of fir lumber and other southern timber products for Albert & McCaffery.

#### SINGLE HANDED SALVAGE

For raising a boat single handed and thereby beating the "hungry" salvage gang, our old friend O. P. Smith takes the whole dish of bananas. It happened thusly. Proceeding down Grenville Channel on a dark night recently, O. P. Smith ran the Billy Boy into a rock that he shouldn't have because he knew it was there. Anyway, he did and it only cost him a few days' time where it might have cost a good many others their boat or a good big salvage bill. Seeing that his boat was filling from a hole in her stem, O. P. Smith made good use of the fifteen minutes intervening before the vessel went down and, gathering the perishables up, took them ashore before the Billy Boy foundered on a falling tide. Then O. P. and his boy Billy, who happened to

### Was Nearly Crazy With Boils All Over His Body

Mr. S. L. Burke, Barronsfield, N.S., writes: "For some time I was nearly crazy with boils all over my body. I tried everything I could think of to get rid of them, but to no avail, for as soon as one was healed up another would appear to take its place. I was advised to take

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