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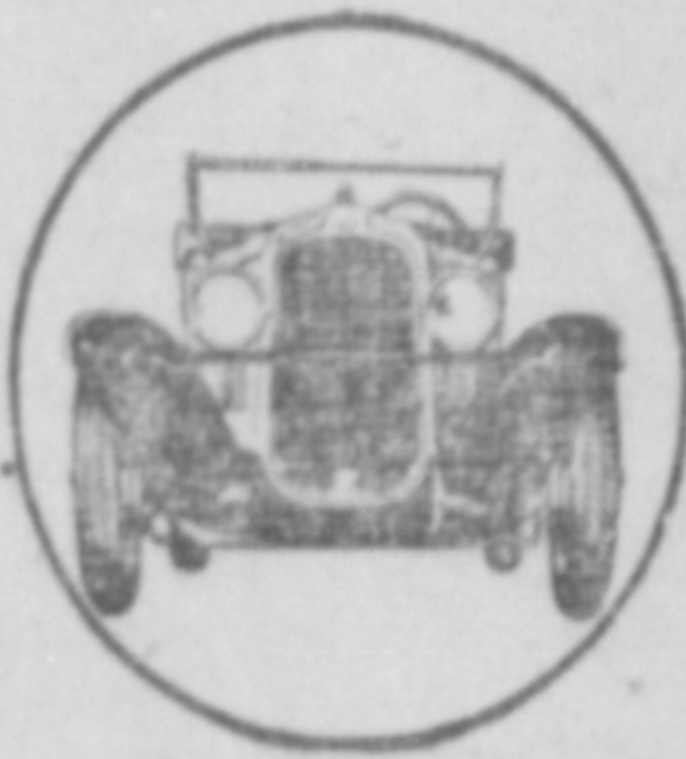
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The New Series

PONTIAC SIX

KAIEN GARAGE (Dave Ross)

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Prince Rupert, B.C.

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FRIDAY and SATURDAY

A fortunate purchase of Ladies' Dresses at remarkable low prices. All new styles and popular fabrics.

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All Sweaters, Mackinaws, Wind Breakers

REDUCED 15 PER CENT

RUBBERS, sizes 6 and 7, regular \$2.25, now \$1.91. Shoe Sale Continues. Every pair must go.

THOR JOHNSON

Waterfront Whiffs

New Flewin & Brown Fish Packer Ready—Seal Cove is Busy These Days—Schooner Sitka Sold—Mill to be Running Soon

A vessel of both substantial design and splendid workmanship is the new and up-to-the-minute fish packer which will be turned over to Flewin & Brown, well known Warke Canal salmon operators, by the N. M. McLean shipyard next week, this, incidentally, being the first boat to be built in the fine new Prince Rupert establishment at Seal Cove. The boat, built especially to be engaged in packing salmon from the owners' Warke Canal fish camp, measures forty-eight feet in length with beam of 11'6" and depth of 5 feet, deriving adequate power from a 40 h.p. Fairbanks-Morse full diesel engine.

Of attractive and sturdy appearance, the vessel has hold space for fully 20,000 pounds of fish. Of the usual seine-boat type, she has a roomy pilot house with galley on deck and commodious living quarters in the foosie cabin. The name Taplow II. has been applied for to the federal authorities. The Taplow I, which has been used for several years by Flewin & Brown, has not yet been sold although it is reported that a number of offers have been made for her purchase.

Negotiations are reported to be under way for the building of several other seineboats and packers at the McLean yard this season and a full program of repair work is also booked up.

Since last fall, the well known Prince Rupert halibut boat Caygeon, Capt. John Wick, has been practically rebuilt. While in winter quarters at Porcher Island she had a new top and housework put on and last week the vessel was in the McLean shipyard having a new keel and bottom replacements made.

After having spent a year in the south seining and packing pilchards on the west coast of Vancouver Island and latterly fishing for codfish out of Vancouver and Port Alberni, Capt. Chris. Hovmuller has returned to the halibut fisheries out of Prince Rupert with his new halibut boat Helen II, which was built during the winter of 1926-27 by N. M. McLean. Capt. Hovmuller landed his opening season's catch of 4,500 pounds here on Thursday. He intends to again make his headquarters at Prince Rupert and will be rejoined here in the near future by his wife and family.

Instead of the usual Cow Bay and weyparts run, the Waterfront Whiff man this Thursday got out to the east end of town and found things humming at Seal Cove in a manner which made him think that it might not be a bad idea to consider the matter of moving the Court House, Post Office and the newspaper offices of course, to that quarter and get in on the city's real centre of business. Yes, folks out there are up and doing and it looks like a boom has hit at least one section of this little old burg. We should be proud to call it a suburb and a place where weary downtown mortals can get a little fresh air and a somewhat more optimistic outlook on life. With several new industries now going ahead, this particular district is even a more notable hive of activity than ever before and is becoming the profitable centre of quite a population. If the rest of the waterfront were going like it, Prince Rupert would be getting along in fine style. The Whiff Man got a hearty reception that will ensure his calling again and more often.

Skipper Moose McLean will shortly be putting his boat Spadrift, now tied up at the Seal Cove cannery, on the McLean Ways for caulking and a general going over. Having done his turn at both halibut fishing and salmon seining, Mac is reported to be considering the advisability of putting his hand to trolling this year.

Tom Moorehouse, chief engineer of the Cold Storage packer Chief Zibassa, has been spending his time and money this winter satisfying a craze for radio and has now developed a set which only Bob Blance can adequately describe though it is said that, if the amplifier is only allowed to do its stuff, all Tom has to do is open her up and there is a free concert for everybody in Sections 7 and 8. Nor has Tom got weary for the set is to be installed aboard the Zibassa and, as this set is reputed to work both ways, all he will have to do will be to whisper into the loud speaker and the whole world will know how much fish he is bringing home from Hippo Island or such far removed points.

HERRING RUN OVER Following a bounteous run of a month or more, herring were reported by the end of this week to have pretty well disappeared from close in waters contiguous to Prince Rupert. An adequate harvest is reported to have been taken, however, and, with the plant of the Canadian Fish & Cold Storage Co. obtaining its full objective of 1500 tons, it is anticipated that there will be plenty of these fish for bait purposes for the entire halibut season. On the other hand, there are certain circumstances that may contrive to make a greater demand than might have been anticipated.

In the first place, the herring pounds which in the past have taken care of much of the spring and summer bait demand, are reported to have practically no fish in them as a result of a recent westerly wind which struck Pearl Harbor and washed them clean. There had been a total of possibly six hundred tons stored up in the three pounds of Bradbury & Yelf, Gammon & Watt and the Skog brothers. New

regulations invoked meantime by the fisheries department prevented the refilling of these pounds with fish. It was a considerable loss for the operators involved. Another quantity, said to be three hundred tons or so was lost, when dogfish opened a seine near Metlakatla and released the fish impounded therein.

Owing to the fouling of grounds with dead fish from pounds in previous seasons, Ketchikan is reported to have a shortage of herring this year. Such a condition at Ketchikan would, doubtless, have the effect of increasing the demand upon Prince Rupert bait stores.

At Juneau and points further north, enough herring are reported to have been taken to meet the situation there.

At Butedale, south of Prince Rupert where the Canadian Fishing Co. has its cold storage plant and where halibut boats frequently call for bait, herring has been landed from Prince Rupert waters, one of the boats engaged in the packing having been the Bruce I., Capt. Brandy Newell.

The packers Grier Starrett and W. R. Lord, after having been steadily engaged in bringing in herring to Prince Rupert for the Canadian Fish & Cold Storage Co. since February 20, were taken off this work on arriving with loads on Thursday night of this week.

A BRILLIANT IDEA

The pilfering of the Skog herring seine in Metlakatla a passage by the dogfish recently has given birth to the brilliant suggestion that possibly Director Finn and his biological station staff might devise some scheme of encouraging catfish to come this way as an antidote. The assumption is, of course, that dogs and cats in the water will be like dogs and cats on men and women on land and that the cats will be able to keep the dogs busily engaged paying attention to them if they are not successful in driving them away.

The well known power boat Wake which was operated for years by Bert Kergin and Harry Fowler on the Anyox-Alice Arm ferry route, arrived last week-end and in future will make this her home port. The Wake, which was purchased a few years ago by the Big Bay Lumber Co., now belongs to Stub Sunbury, the mill filer, who has moved here with the rest of the personnel from the Georgetown plant. The Wake is now riding at anchor in Seal Cove.

H. Mochida is the latest Seal Cove business man. Having purchased the old pool hall building, he has established a grocery store and restaurant therein and is adding a second floor to the structure which will be occupied by rooming quarters. The store and restaurant are now open for business and the Whiff Man on Thursday afternoon enjoyed Mochida's hospitality in the eats emporium.

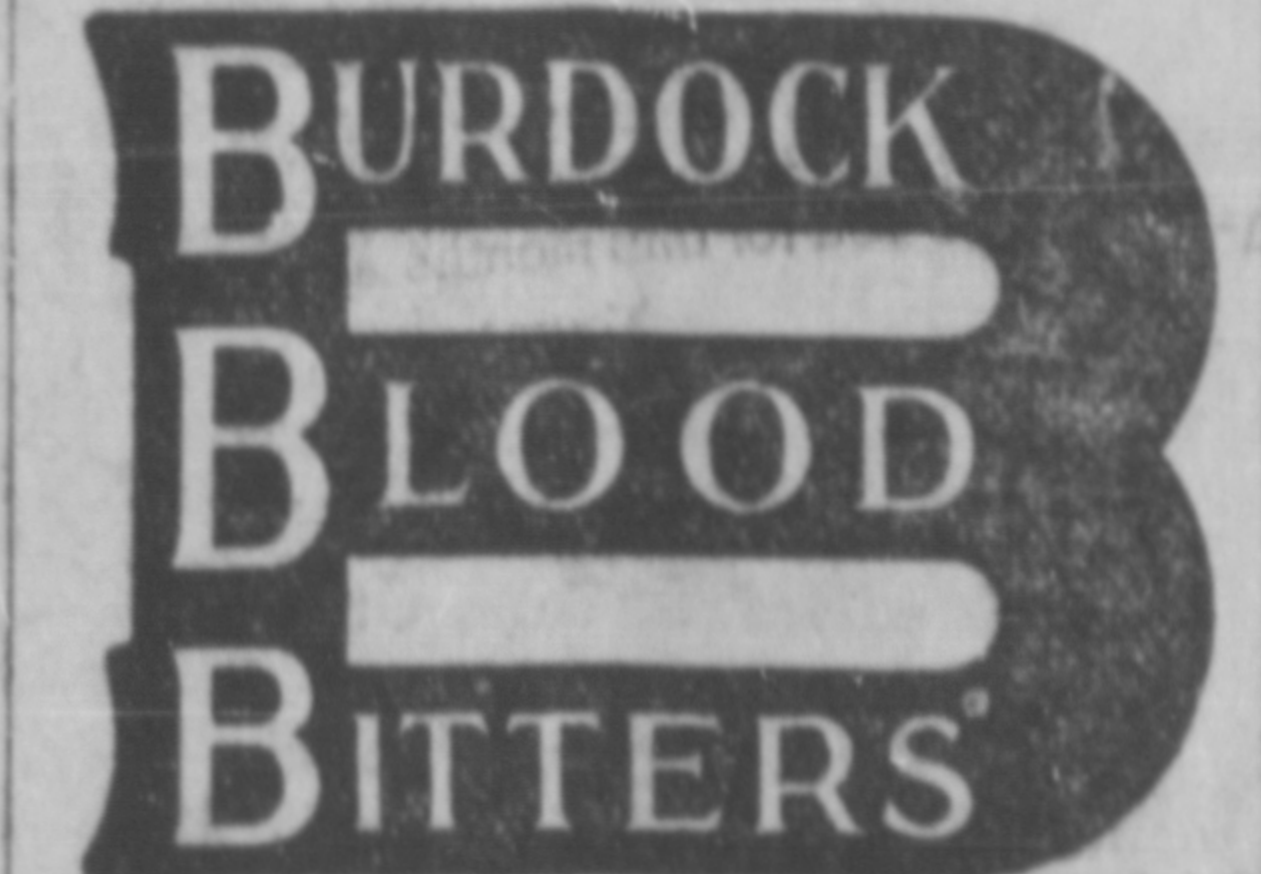
Oscar Lillivik, who had visions during the winter of a flourishing retail fish market in the old McLean shipyard at Cow Bay, has left the city and Charlie Nelson has taken over the premises and established residence therein.

The halibut boat Muirneag, Capt. Jud Thurber, has been on the McLean Ways at Seal Cove this week-end for removal of gunwood and recaulking.

If anybody is to be given the contract, as suggested, for the cleaning up of Cow Bay, Murdoch McLean, the Seal Cove shipbuilder, thinks his qualifications should be outstanding so he will, doubtless, apply for the job of wiping out the boneyard. Mac got abundant experience in such work in the preparation of the ground for his new plant. No less than thirteen old shacks and a slough of decrepit

For Six Years PIMPLES Covered Her Face

Mrs. Albert Stubbs, Newbury, Ont., writes: "My face was covered with pimples and was as bad I was ashamed to be seen. I suffered in this way for six years, until one day a friend told me to use



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boats and scows had to be cleared from the landscape before building operations could proceed.

MILL OPENING SOON

With orders piling in and the management anxious to get going, the Big Bay Lumber Co. expects to have its new mill at Seal Cove on the site of the old Prince Rupert Spruce Mills in operation within a fortnight's time although there is much preparatory work yet to be done before steam may be turned on.

Construction work on buildings—sawmill, boiler house and machine shop—is now practically complete and installation of machinery throughout is proceeding apace. The planing mill is yet to be installed but that can proceed after the sawmill proper is in operation. The burner conveyer was being erected this week.

The work of renovating machinery from the old mill here coupled with the setting up of that brought over from the Georgetown mill has proven a heavy task but the job has been carried out with a will and some semblance of order is now to be observed over the chaos. It will probably be some time, however, before the mass of old debris, with which the place is littered as a result of the two big fires in the old mill, is cleared away.

Well over fifty men are now being employed on the ground and George McAfee, manager of the company, is actively directing the work.

Meanwhile, the former Seal Cove Lumber Co.'s mill, also now the property of Big Bay, is being operated turning out lumber for fish boxes as well as for the local trade. This little plant is said to be cutting ten thousand feet per day.

The Big Bay Lumber Co. has purchased the old boarding house, originally erected during the building of the Cold Storage plant, and will house its Oriental workers therein.

The sale is reported this week of the well known halibut schooner Sitka, of American registry, by the Canadian Fish & Cold Storage Co. of Prince Rupert to Capt. William Doucett, who has been operating the vessel for the past few years, and Isadore Goldstein, well known Juneau (Alaska) merchant. The Sitka, which will in future make her headquarters at Juneau, is a vessel of 85 feet length and has a capacity for 95,000 pounds of halibut. She was built in 1914 in Seattle and is powered with

a 110 h.p. full diesel engine which was installed in 1924. The vessel has been landing catches for many years at Prince Rupert and will continue to do so it is expected.

COLD STORAGE ROUTES

Salmon packers of the Canadian Fish & Cold Storage Co. will be assigned to the same routes this year as last season.

The Chief Zibassa, Capt. Fred Walters, which is being given annual overhaul now, and the W.R. Lord, Capt. E. Sanderson, which is finished herring packing, will ply between Prince Rupert and Hippo Island.

The Chief Legaic, Capt. Emil Svendsen, will operate to the Skeena River and the Grier Starrett, Capt. W. Dahl, to Canoe Pass, the Naas River and Dundas Island.

The Fredella is being kept as a spare boat and may possibly be chartered out.

The Chief Legaic is now in operation again following the installation during the winter of a new 60 h.p. Fairbanks-Morse semi-diesel engine as well as an auxiliary compressor. The vessel turned up a speed of 9 1/2 knots on her trials and her chief engineer, Victor King points with pride to the performance. The 40 h.p. Standard engine, which was taken out of the Legaic was placed in the Fredella whose former engine was sold.

The Legaic also had a new pilot house built under the direction of the company's chief carpenter, Duncan Kennedy, and alterations were also made to the fish room.

Persistent rumors are heard at Prince Rupert that the Miller Canning Co. will operate both its canneries in the harbor this season. The report lacks (continued on page six)

Prices at Prince Rupert of the New

Chevrolet

- Light Delivery Chassis \$631.00, 1-1/2 Ton Truck Chassis \$800.00, Roadster \$808.00, Roadster Delivery \$808.00, Touring \$808.00, Coupe \$931.00, Coach \$931.00, Sedan \$1030.00, Cabriolet \$1030.00, Imperial Landau \$1086.00, Front Bumper and Rear Bumperettes standard equipment on all Passenger Models.

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Kaien Garage

Phone 52

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