

Our Cleaning Prices

On and after Feb. 1st, 1928
Suits steamed and pressed 75c
Suits cleaned and pressed \$2.00
Coat and vest \$1.25
Trousers 75c
Trousers, white \$1.00
Overcoats, steamed and pressed 75c
Overcoats, cleaned and pressed \$1.75
Trench Overcoats \$2.50
Raincoats \$2.00
Fancy Vests 50c
Boys' Suits \$1.00
Caps 35c
Silk Shirts 75c
Mufflers 25c
Ties 15c
Sweater Coats 75c

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(1921) Ltd.
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Waterfront Whiffs

Halibut Season Starting Well—Bounteous Run of Herring is Now on—Number of New Boats at Local Yards

The 1928 halibut season has opened auspiciously as far as landings at the port of Prince Rupert are concerned. During the local Fish Exchange opened on Tuesday when three boats—the first of the season—offered their catches. Incidentally, the American boat Onah, Capt. Harry Selig, which was one of the first to land a catch in Prince Rupert at the opening of the 1927 season, was one of the three first for this year. He brought in 8,000 pounds. The new Seattle boat Ilene, 64-feet long and owned and skippered by Capt. Matt Madsen, formerly of the Eagle, was one of the other first boats with 5,000 pounds while the third boat on the list and first Canadian of the season was the Unome, Capt. David Ritchie, with 5,000 pounds. While it was predicted that, on account of heavy cold storage stocks on hand, the opening prices might be low, the season has opened not so badly with bids of 15c and 8c for the two American catches and 13.8c and 8c for the Canadian. Prices receded, however, and on the second market day, Thursday, from 10c and 6c to 12.2c and 6c was paid for 55,500 pounds of American fish while a lone Canadian vessel received the figure of 10c and 6c.

Landings in volume from the opening of the season to yesterday were in excess of the figure for the whole month of February, 1927, as the season at least starts off ahead of last year. The total for the first week's business of this season is 169,500 pounds—140,500 American and 29,000 Canadian—as compared with the total for the first week of the 1927 season—76,500 pounds made up of 71,000 American and 5,500 Canadian.

Halibut landed during the first few days has been by smaller boats from close-in banks. By the end of the month catches from the westward banks of Kodiak, Portland, etc., are expected.

Good weather has prevailed for the opening of the 1928 season whereas when 1927 fishing started there were tremendous storms which virtually tied

Prices at Prince Rupert of the New

Chevrolet

Light Delivery Chassis \$631.00
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Front Bumper and Rear Bumperettes standard equipment on all Passenger Models.

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Third Avenue
J. B. Miller, Proprietor

NOTICE.

Re-Certificate of Title No. 2094 I to Lots five (5) and six (6), Block Nineteen (19), Section six (6).

Re-Certificate of Title No. 2901 I to Lots seventeen (17) and eighteen (18), Block twenty-six (26), Section six (6).

Re-Certificate of Title No. 8902 I to Lot nineteen (19), Block ten (10), Section seven (7).

Re-Certificate of Title No. 2447 I to Lots forty-three (43), forty-four (44) and forty-five (45), Block twenty-seven (27), Section eight (8), City of Prince Rupert, Map 923.

Whereas proof of loss of the above Certificates of Title issued in the name of Ira E. Mahon, has been filed in this office, notice is hereby given that I shall, at the expiration of one month from the date of the first publication hereof, issue a provisional Certificate of Title in lieu of each of the said lost Certificates, unless in the meantime valid objection as to any be made to me in writing.

DATED at the Land Registry Office, Prince Rupert, B.C., this 3rd January, 1928.

H. F. MacLEOD,
Registrar of Titles.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the Administration Act, and

In the Matter of the Estate of Sidney Scott Marsh, Deceased, Intestate.

TAKE NOTICE that by order of His Honor, F. McB. Young, the 14th day of February, A.D. 1928, I was appointed Administrator of the estate of Sidney Scott Marsh, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 14th day of March, A.D. 1928, 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 15th day of February, A.D. 1928.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the "Administration Act," and

In the Matter of the Estate of Alexander Cameron, Deceased, Intestate.

TAKE NOTICE that by order of His Honor, F. McB. Young, the 9th day of February, A.D. 1928, I was appointed Administrator of the estate of Alexander Cameron, deceased, and all parties having claims against the said estate, are hereby required to furnish same, properly verified, to me on or before the 10th day of March, A.D. 1928, 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 10th day of February, A.D. 1928.

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the contract by the federal department of public works, will be embarked upon.

If something is not done about it very soon, tourists from off the C.P.R. boats landing at the government wharf will think they are being landed in an old-fashioned jail yard instead of an up and doing town where virtue is dirt cheap and crime is at a premium. Such, doubtless, would be the effect upon the minds of those who should hap-

It is reported, at that, that a well known local young man, disembarking from the steamer Princess Beatrice early but not bright one Saturday morning, started uptown over the old familiar route only to stop, as luck would have it, a foot or so from the yawning abyss and rob Frank Morris or the Prince Rupert General Hospital of a neat little job.

Powerboat Pachena, Capt. Harvey Dumas, made a trip to Port Essington and the Skeena River Saturday, having on board Indian Agent W. E. Collison and Public Works Engineer Mackay.

Prince Rupert Boat House powerboat Pachena was called hastily to Butedale Thursday afternoon to pick up individuals from the steamer Venture who apparently wanted to get somewhere in a hurry. There were rumors that it might develop into an interesting story before it was over.

Capt. Robert Thomson is commanding C.P.R. steamer Princess Beatrice just now. Capt. Steve Gray having been transferred to the Princess Mary as chief officer for a few trips during the slack season.

Capt. Larry Thomson of the Federal Pilots of British Columbia left on Wednesday aboard the grain ship Ashby which he will take to Union Bay where she will bunker coal before proceeding to her destination of the United Kingdom or Continent. He will return to the city about the middle of next week.

Frank Waterhouse, freighter Robert H. Merrick, is due to Albert & McCaffery tomorrow with a cargo consisting of three hundred tons of coal and 15,000 feet of finishing lumber. The vessel will load out Terrace cottonwood logs from the dry dock for the Laminated Materials veneer mill at New Westminster.

As a means of working off the superfluous pep of a rising family of energetic boys, Doc Orme has purchased a 16-foot open boat with a two cycle engine from J. Barr of the Cold Storage plant. Doc is thus the latest member of the Prince Rupert Rowing & Yacht Club.

The launching took place on Wednesday of this week of the 28-foot trolling boat purchased from J. Svedmark of Cow Bay by Ernie Petersen, formerly of the Canadian National Railways. A 7 h.p. Regal engine has been installed in the vessel which will soon be ready for service.

The halibut boat Kaien is being given a thorough overhaul, due attention being given the engine at the Star Welding Works, and will be all ready to resume work upon the return to the city next month of Einar Hanson, part owner, who has been spending the winter in Norway. The other half owner of the Kaien is Capt. Ans Underdahl who will sail his fine new boat "Covenant," now nearing completion at the dry dock, this season.

COW BAY ACTIVE

Considerable activity is still prevailing in the Japanese boatbuilding establishments in Cow Bay, Prince Rupert, the construction of new vessels being embarked upon just as soon as others are completed.

K. Tsunuri, having turned over the new 40-foot halibut boat Helge H., completed to Maurelius Halkstad yesterday, will lay the keel next week for a 36 by 10 foot vessel of workboat lines for J. W. Collier who will use it in fishery patrol service. An old 12 h.p. Vivian engine will be installed in the boat meantime, the intention being to put in a new 27 h.p. motor of the same make next year. The boat will be similar somewhat but larger than the Kiki, a product of Tsunuri's.

Y. Suehiro, having turned over the new 42-foot halibut boat Southend to Anton Moen today, will immediately lay the keel for a 28 foot gillnetter as a stock model, the engine to be selected later.

At Suga's on Wednesday a combination fish packer and halibut boat named Antoinette was launched. The vessel, negotiations for the sale of which are now on, is 48 feet long with beam of 12' 6" and depth of 5' 8", power being derived from a 30 h.p. gas or oil engine. Suga has also finished a 33-foot trolling boat, powered with a 16 h.p. Regal engine for J. Keith, and the keel will be laid within a few days for a 31 foot combination gill-netter and trolling board ordered by J. Kjendahl, an experienced Great Lakes fisherman who recently arrived from Port William. An 8 h.p. Easthope heavy duty engine will go in this boat.

Smaller jobs in the Japanese yards include the putting in of a new deck, cabin and combing on a Port Simpson trolling boat by Tsunuri and thorough overhauling and partial rebuilding of the power cruiser Laura P., used by George Fritzel in ferry service between

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Prince Rupert and Skeena River canneries, at Suga's, where also M. M. Stevens' powerboat Vera S. Frye is having final touches put on following an extensive rebuilding job.

George Phillipson of North Pacific cannery is building a new trolling boat at that point. A rush order for a 6-8 h.p. Acadia engine, to be delivered within thirty days, has been placed with the Ward Electric & Marine Supply Co.

Centering in the vicinity of Port Simpson where the fish are reported to be so thick as to almost burst the seines, the taking of herring is now on in full swing in waters adjacent to Prince Rupert.

Capt. Ole Skog, with the Amurite, is selling intensively and the packers W. R. Lord and Grier Starret are making daily deliveries to Prince Rupert with their decks just showing, the fish going into storage at the rate of two hundred tons in 24 hours.

Other seineboats engaged in the taking of herring included the Anna S. Zanardi and Bethune.

The arrival of the fish in full abundance has given timely relief in the matter of halibut bait.

Norman L. Freeman, local representative of the International Fisheries Commission, returned to Prince Rupert on Wednesday after an absence of over two months, the most of which time he spent on a thirty-six day voyage with other members of the scientific staff of the commission from Seattle to the Kodiak banks and beyond. This was the third trip made by the Dorothy for the commission during the close season and, while not actual fishing was done as on the first two trips, it proved very successful in the taking of water samples at depth, water temperatures, spawn specimens, etc. It was on this trip out-bound that the Dorothy, at considerable risk in a rough sea, took a sick sailor from a freighting vessel and delivered him into hospital at Ketchikan. The Dorothy has now been released by the commission for the summer and it is understood that Capt. Ole Hvattum, the owner and master, plans to engage in halibut fishing.

Mr. Freeman will spend the summer between Prince Rupert and Ketchikan engaged in the work of the commission.

Pete Meuse, who returned to the city this week after spending the winter in Nova Scotia, collecting a bride for

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himself at Vancouver on the way home, has signed on for the season with Capt. Jud Thurber on the Muirneag.

BUSHBY RETURNING

After having spent the winter in Victoria, George G. Bushby, head of the Rupert Marine Products Co. Ltd., operating the reduction plant at Tucks Inlet in Prince Rupert Harbor, is expected to return to the city next week. During the winter it is understood Mr. Bushby became interested in a pilchard reduction undertaking on the west coast of Vancouver Island.

Power tug P.R.T., Capt. Harris Kerr, of the Bushby fleet, returned to Prince Rupert on February 22 from Vancouver where the vessel had a new 80 h.p. Fairbanks-Morse fuel diesel engine installed as well as undergoing a thorough overhaul, all combining to make the vessel as good and handy as ever she was with greatly accelerated speed.