

WATER NOTICE

DIVERSION AND USE
TAKE NOTICE that Robert M. Currie, whose address is 1416-4th Ave. West, Vancouver, B.C., will apply for a license to take and use 20,000 gallons of water out of small creek...

Waterfront Whiffs

Preparations for Reopening of Halibut Season Now General—No Sign of Herring yet—Reveille Back From Seattle

Preparations for the opening of the 1928 halibut fishing season on February 15 are now fully under way at Prince Rupert. On all hands the rap of the hammer is to be heard and the rattle of the machine shops in general...

Bringing in two fifty-foot poles for M.H. Nickerson's radio station out in Westview, the Thelma H. Capt. Bill Hanson, arrived in port on Wednesday evening. How Mill got the sticks from float to dock and around the circuitous curves and corners of the west end of the Cow Bay is still a subject of wonder...

Galt freighter - Salvor, Capt. W. W. Rush, seemingly under steady contract to the local interests, is due next week from Vancouver with a cargo consisting of 200 tons of coal, 100 tons of cement and 50,000 feet of lumber for Albert & McCaffery.

The Frank Waterhouse motorship Arran Firth is also due in port with coal for local delivery and will load out a cargo of cottonwood logs from Terrace for the Laminated Materials mill at New Westminster.

The only towboat of the Rupert Marine Products fleet in service at the present time, power tug M.T. 3, Capt. Reg. Green, is making steady deliveries of lumber laden scows from Georgetown, most of which lumber at the present time is being used in construction of the new mill at Seal Cove.

Other boats of the R.M.P. fleet are being put in shape in anticipation of the reopening of the various branches of the fishing industry.

Boats on the Ward ways recently have included the halibut boats M.A.B. and Selma and the seiner W. and F.

GETTING ZAPORA READY

Capt. Lars Voge and his men are busy in the loft of the Nelson Trading Co. rigging gear for the halibut boat Zapora in anticipation of the opening of the season. While originally purposed for the halibut fishing, the opening of the 1928 season will see the Zapora making her first trip in this trade. All last season the vessel was engaged, under charter, in packing and seining.

Capt. Alex. Saint and Capt. Harvey Dumas are at present engaged in installing the fifteen horse power Advance semi-diesel engine, which recently arrived, in the seineboat K and S. Acquired by the Prince Rupert Boat House interests last fall after having been practically burned to the water's edge near Lowe Inlet, the K and S has been completely rebuilt and will be ready for operation again on the opening of the 1928 salmon season.

Work of re-decking that part of the C.N.R. wharf on which Shed No. 1 was destroyed by fire last fall is proceeding and the old charred planks, having been disposed of, were being carted away this week. The shed itself will not be rebuilt although the dock will be put in shipshape again. A good site for those desiring such a location will thus be offered.

John Dybavn, local member of the Biological Board of Canada, left yesterday for Vancouver to attend a meeting of the Pacific coast sub-committee on January 17 at which work to be taken up during the coming year will be outlined. Also attending the meeting will be D. B. Finn, director of the Prince Rupert Fisheries Experimental Station, who has been absent for several months engaged in research work at Winnipeg and who will return to the city immediately upon the conclusion of this conference.

H. N. Brocklesby, acting director of the Prince Rupert Fisheries Experimental Station, addressed the pupils of the King Edward High School on Thursday afternoon on the subject of vitamins. The lecture, through the telling, proved possibly more interesting than it would seem.

J. H. TODD & SONS, LTD. Applicant.

Dated December 12th, 1927.

"GOVERNMENT LIQUOR ACT"

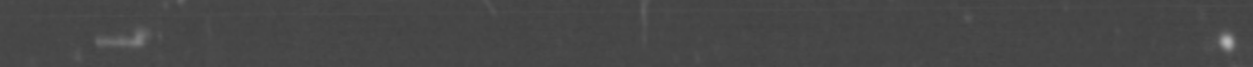
NOTICE OF APPLICATION FOR BEER LICENSE

NOTICE IS HEREBY GIVEN that on the 5th day of February next the undersigned intends to apply to the Liquor Control Board for a license in respect to premises being part of the building known as "Commercial Hotel" situate at the corner of First Avenue and Eighth Street, City of Prince Rupert. In the Province of British Columbia, upon the lands described as Lots Thirteen (13) and Fourteen (14), Block Nine (9), Section One (1), Map 923, Prince Rupert Land Registration District, in the Province aforesaid, for the sale of beer by consumption on the premises.

DATED at Prince Rupert, B.C., this 14th day of January, A.D. 1928.

J. H. TODD & SONS, LTD. Applicant.

for Thin Blood



MAGNUS HANSEN AND HIS CREW

Heroic Exploit of Halibut Schooner "Explorer" Told About in Seattle Journal

The following write-up from the "Pacific Fisherman" describing the heroic work of Capt. Magnus Hansen and his crew, all of whom are well known here in removing passengers from the wrecked steamer Northwestern on Cape Mudge recently with the halibut schooner Explorer should prove of interest to their many friends:

The fine spirit and seamanship prevalent in the Pacific halibut fleet were strikingly illustrated in the service performed by Capt. Magnus Hansen and crew of the Juneau halibut schooner "Explorer," in removing the passengers from the stranded steamer "Northwestern" off Cape Mudge December 11. In a heavy gale and blinding snowstorm, and under conditions which made the work not mere difficult but truly heroic, Capt. Hansen took off all the passengers and many of the crew with their baggage, and landed them safely in the neighboring port of Campbell River, on the east side of Vancouver Island some 200 miles north of Seattle.

In a blizzard which obscured all lights ashore, the Northwestern, bound from Seattle to Alaska, was carried slightly off her course by the treacherous tidal currents which sweep through the narrow southern entrance to Seymour Narrows, for which she was headed, and went aground about 5 a.m., going hard and fast on a bed of boulders. A line was put ashore at daylight, but it was impossible to make a safe landing, as the beach was lined with heavy driftwood which the waves were throwing high in the air. At the call for help tugs were sent to the rescue, but were unable to come alongside because of the shal water and rocks, over which heavy seas were constantly breaking. By noon the lower holds were flooded, with waves reaching the decks; and the passengers, though not considered in immediate danger, had put on lifebelts when, about 1 p.m., the Explorer hove in sight. While no real alarm had been felt, her timely appearance was hailed by those on board as providential.

With admirable courage and seamanship, Capt. Hansen brought his vessel to the lee side of the steamer and made fast. Down a rope ladder, with the aid of life lines, women and children were lowered to the deck of the fishing schooner. The men of the passengers followed, with a number of the steamer's crew. The work was much hampered by icy wind and stinging snow, as well as the movement of the vessels; but by 2:45 the transfer was completed, and all were landed at Campbell River about an hour later. The passengers alone numbered 112 and, as it was deemed unsafe for them on deck, they were placed below in the fore-cabin, fish-hold and engine room of the 65-ft schooner; young children being accommodated in the captain's cabin. There was no doubt some discomfort, but it is to the great credit of all concerned that nobody was hurt, and none of the passengers were even wet.

A second trip was made to take off food for the passengers, and the Explorer then returned and stood by the Northwestern all night and most of the next day. On Monday, with the weather moderating and other help at hand, she quietly resumed her homeward voyage, reaching Juneau on the 16th.

COURT PRESENTATION REGULATION CHANGED

Wives of High Commissioners Will Present Women From Dominions at Coming Season

LONDON, Jan. 21.—Those Canadian women who hope to secure the privilege of being presented at court during the coming season will be interested in the regulations which the Lord Chamberlain has already issued concerning the preliminaries. The applications of those from the Dominions who desire to be presented are usually passed through the office of the High Commissioner of the Dominion in question. Although nothing has yet been announced upon the matter, it is probable that two Courts will be held in May and two in June. Applicants from the Dominions would be best advised to make application for presentation either at the second Court in May or the first Court in June.

An interesting departure will be made this year in regard to presentations from the Dominions. They will in future be presented by the wives of their respective High Commissioners, and not, as formerly, by the wife of the Secretary for the Dominions and Colonies.

The Lord Chamberlain announces that a person presented for the first time can only present her daughter or daughter-in-law on the occasion when she is presented.

Wives must be accompanied to court by their husbands if the latter have been presented. Those who wish to be accompanied by their husbands should state the fact in their applications, and they should also state if the women desire to present wish to be accompanied by their husbands. It is essential that the husbands full title and designation be given. Once the summons has been issued the amending of a summons card in order to include the husband can only be permitted under the most exceptional circumstances.

Summons are issued about three weeks before the date on which attendance is required. Any person who has attended Court within the last three years should state when applying the year she last attended, and whether she was presented on that occasion or attended to make a presentation.

J. C. Brady, M.P. for Skeena, left on this morning's train for Ottawa where he will attend the session of Parliament opening next week.

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were to remain with the ship. We loaded approximately 140 persons, besides all the hand baggage and what mail had been saved.

"At 4 p.m. we arrived at Campbell River, discharged our passengers and headed back for the scene of the wreck. We stood by that night and by Monday morning the storm had subsided and the skies were clearing. Monday afternoon two tugs and a barge were transferring mail and freight; and that evening, as they intended to remain at the wreck, we left for Juneau, our work being completed."

EXPLORER A NEW BOAT

The Explorer, 65 by 17 1/2 by 8 feet, is a husky long liner, built on Puget Sound in 1926, and an account of her equipment appeared in "Pacific Fisherman" for October last year. Her power plant is a 125 h.p. Western-Enterprise diesel engine, which is served by a De Laval fuel oil purifier, the first installed for that purpose on a Pacific Coast fishing vessel. The engineer is Johannes Hansen, brother of the skipper, Capt. Hansen states that the vessel has given excellent service, and has landed 14 trips of halibut since leaving Seattle, September 4, 1926; the quantity landed totalling 490,000 lbs., giving the nine men aboard shares of \$3,713 each.

Capt. J. Livingston of the Northwestern and officials of the Alaska Steamship company give unstinted praise to Capt. Hansen and the members of his crew, all of whom showed the greatest courage and loyalty. The nerve, seamanship and helpful spirit displayed are valued even more highly than the actual service rendered; and the comment is made that "when the big ships get in trouble in out-of-the-way places it is the fishermen, especially the halibut fishermen, who can be counted on to get there and stand by to the last, and give all help in their power under all conditions."

HOTEL ARRIVALS.

Prince Rupert: E. F. Jones, Prince Rupert; A. Fisk, Prince George; A. G. Annan, Endako; E. Woodworth, Smithers.

SAVOY

Victor Niman, Porcher; A. M. Pryce, Central; J. Portelance, Vancouver.

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