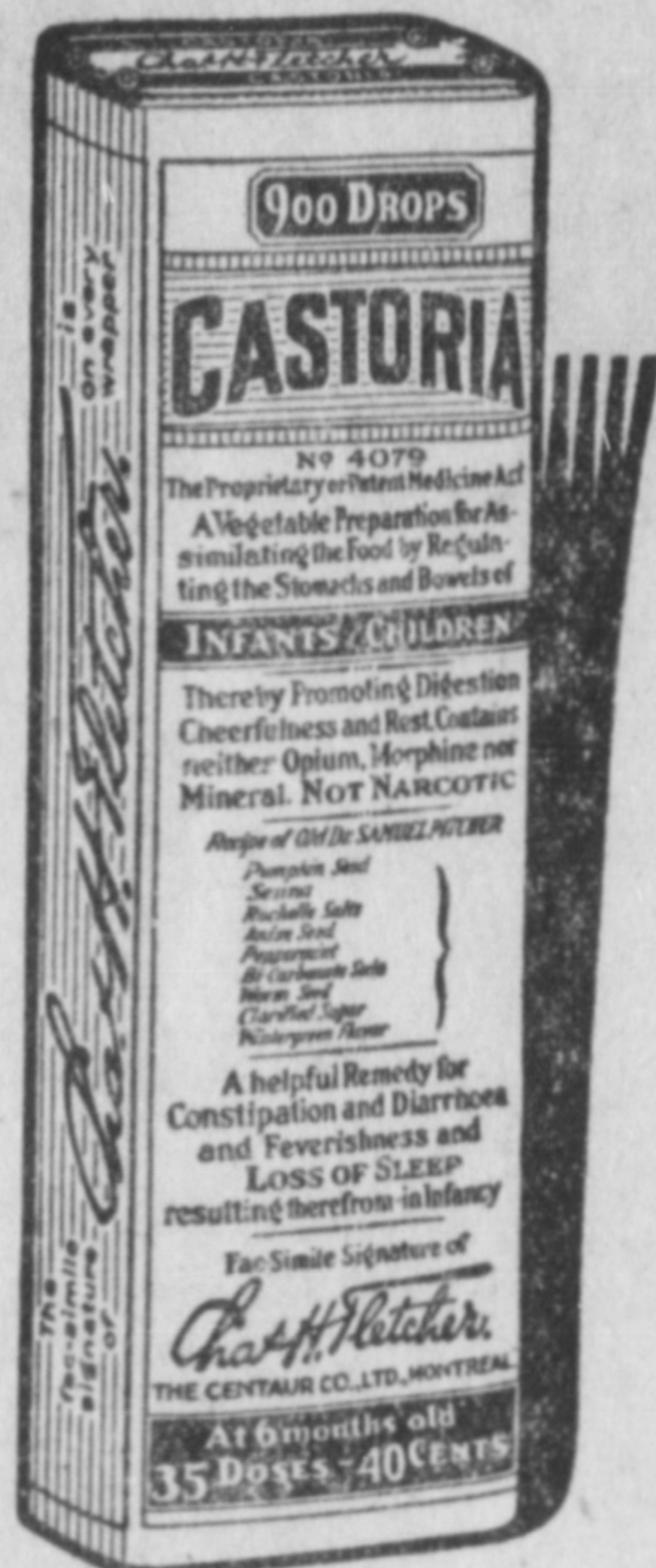


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A cry in the night may be the first warning that Baby has colic. No cause for alarm if Castoria is handy! This pure vegetable preparation brings quick comfort, and can never do the slightest harm. Always keep a bottle in the house. It is the safe and sensible thing when children are ailing. Whether it's the stomach, or the little bowels; colic or constipation; or diarrhea. When tiny tongues are coated, or the breath is bad. Whenever there's need of gentle regulation. Children love the

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PEMBINA EGG—Delivered, per ton ..... \$12.00  
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Special Prices On Your Winter Supply

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JUST ARRIVED, NEW SHIPMENT OF BIRCH AND JACK PINE  
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PHONE 580

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OPERATING G. T. P. 20,000-TON FLOATING DRYDOCK  
Engineers, Machinists, Boilermakers, Blacksmiths, Pattern Makers, Founders, Woodworkers, Etc.  
ELECTRIC AND ACETYLENE WELDING

Our Plant Is Equipped to Handle All Kinds of MARINE AND COMMERCIAL WORK  
PHONES 43 AND 385

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To Fit Your Pocket Book

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TERMS ARRANGED

TIRES—Can you use these sizes? Several good used 33x4 and 34x4½ tires at special prices.

AUTOMOBILE Engines at low prices suitable for conversion to boat engines.

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PRINCE RUPERT, B.C.

Early Ad. Copy is appreciated

## WATERFRONT WHIFFS

Storage Shed Being Erected For Benefit of Fishermen—Tahltan Ready to Go North—Who Will Enter Yacht Race?

The Home Oil Distributors Limited of this city has let the contract to John Currie & Son for the erection of a new warehouse at the dock which will be used by the company for the storing of gear by the fishermen. The building is a pretentious one 50 feet long and 36 feet wide and will give plenty of capacity for storage purposes. Speaking of it to the Daily News, T. W. McPherson, local manager for the company, stated that the idea of building this warehouse was his own. His company did a big business with the fishermen and this was to be a little recognition of the support they were receiving. No charge would be made for the service. Nets and gear would be stored there absolutely free of charge. The Home Oil Distributors have been extending their business both by providing distributing stations out at the fishing camps and also at a number of interior points.

Machine guns and rifles once again will be brought to bear on the schools of sea lions which congregate in B.C. fishing waters and cause destruction to salmon and other commercial fish. Authority has been received from Ottawa by Major J. A. Motherwell, chief supervisor of fisheries, for the annual expedition which has done much in the past few years to prevent wholesale slaughter of fish. The expedition will operate from the Dominion fisheries patrol vessel ss. Givenchy and machine gun operations will be in charge of W. Maiden, New Westminster, who has carried out this work for several years. Landings will probably be made on the Virgin and Pearl rocks, where last year a heavy toll was taken of the marauders. The ship will leave for the north shortly. Ravages of both fish and gear by sea lions has constituted an important problem to the fisheries department for many years. The voracity of the species is only too well known to fishermen on this coast and the department has instituted the annual hunt in response to many requests.

### Due Back Soon

Pacific Salvage Co.'s big power tug Salvage Princess, Capt. Frank Tyler, which went north 10 days ago with a cargo and scow of supplies for the new Tulsequah River mining district, is not expected back until early next week. After being delayed somewhat in passing the customs, the Princess unloaded her cargo at Taku Point at the mouth of Taku River. Soon after her return here, the Princess will probably make another trip to the Taku.

The power vessel Tahltan, originally built for service of the Hudson Bay Co. on the Stikine River and for the past two or three years used as a floating hospital on the Skeena River, completed reconditioning at the local dry dock at the end of this week preparatory to going north to enter service on the Taku River. Two Ford marine engines, brought especially from San Francisco for the job, were installed on Thursday. The Tahltan will be taken north at the first possible opportunity.

The Salvage Princess will be leaving about June 15 for the West Coast of Vancouver Island where she will take up a 90-day packing charter for the B. C. Packers.

Jack Lindsay's power cruiser Irene L. is among local boats that have been chartered for fishery patrol work in the district this season. Next month the Irene L. will leave the Yacht Club floats to take up her summer's work.

### To Douglas Channel

Pacific Salvage Co.'s power cruiser P. M. L. 8 left yesterday for Douglas Channel, taking T. J. Shenton, inspector of mines, on an official trip. The famous Drum Lummon as well as other mining properties will be inspected by Mr.

Shenton who will be away three days with the boat.

Pacific Salvage Co.'s chartered power tug Nishga, Capt. Dan McRae, left at 8 o'clock Thursday morning for Falls River with scows containing 75 tons of coal and lumber for use of the Power Corporation of Canada in its power house construction work. The Nishga returned to port the same evening.

The power company's Billmor and George Frizzell's Laura F. II were used on Thursday in taking a party of city council, Board of Trade and other representatives on a visit of inspection to the Power Corporation of Canada's power house construction work at Falls River. About 25 persons were taken on the trip, as guests of the power company, the excursion leaving at 9:30 in the morning and returning to port late at night.

Pacific Salvage Co.'s chartered power vessel Delphinium, under command of Capt. Norman Brodhurst, made a trip to the Skeena River on Thursday with supplies for the transmission line river crossing job which is being carried out by the Pacific Salvage Co. and the Carter-Halls-Aldinger Co.

### Tendering Job

Pacific Salvage Co.'s power tug Pachena, Capt. Charlie Larkin, is stationed on the Skeena River just now tendering the transmission line crossing job which is a big marine undertaking.

Capt. Ivor Wick's tidy troller Seminole is again flying the Canadian Government flag and is tied up at the fisheries float on the local waterfront. The vessel has again been chartered for fishery patrol work this summer.

The well known local halibut boat Helen II returned to port on Thursday after her first trip to the fishing grounds under command of her new skipper, Capt. Peter Byrne, who bought her some time ago. The vessel, which was built and formerly owned by Capt. Chris Hovmuller, who is now in Iceland in the service of the Danish government, brought in a catch of 9,500 pounds for which she was paid 11.3c and 6c.

The big Seattle halibut schooner Dorothy, Capt. Ole Hvatum, after having spent a few days in port outfitting for the voyage, left yesterday afternoon on a month's cruise to the Aleutian Islands and the Behring Sea for the International Fisheries Commission. The vessel will engage in fish tagging and other scientific operations. The scientific party on board is headed by H. A. Dunlop and among its members is John L. Kask, one of the members of the local staff of the Commission.

### Coming North

Capt. Brandy Newell is due in port at the first of next week from Vancouver with his fish packer Bruce I and will spend the season in northern waters under charter to the Canadian Fishing Co. packing salmon from the Queen Charlotte Islands to Butedale and Prince Rupert.

Capt. George Fritz, who has just had a new 105 h.p. high speed three cylinder Superior diesel engine installed at Vancouver in his Margaret I, has not returned to port as yet from the south although it was expected that he would have been

## NERVES WERE BAD Could Not Sleep Tired All Day Long

Miss Florence Coutier, Bark Lake, Ont., writes:—"I was troubled with my nerves, could not sleep at night, and felt tired all day long. A neighbor came in to see me, one morning, and advised me to take



"The first box did me good and after the sixth box I was able to go back to my work."

Price, 50c. a box at all druggists and dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

back ere this. It is reported that he may not go halibutting for the present but, instead, will engage in salmon packing.

Dr. R. G. Large's power cruiser Sunbeam II, which has been here for the past week since the doctor's departure last Sunday for a trip to Vancouver, will be taken back to Port Simpson tomorrow but will be back here again a week from Sunday to meet Dr. Large who will be returning north then.

There is still uncertainty as to whether or not Prince Rupert should be represented, as it surely should be, in the international power cruiser marathon next month from Seattle to this port. There is plenty of talk, however, of at least one boat going south to make the race and the local Yacht Club is offering every inducement possible to have at least one entry though two or more would be preferable. Unlike many of the wealthy Seattle yachtsmen, it is necessary for the most of our local boat owners to engage in the serious business of earning their daily bread and the summer, with most of them, is a busy time. Inability to spare the time at this season to be absent is, apparently an obstacle in the case of many from finally deciding to make the trip. Included in the list of boats which it is yet possible might go are Dr. W. T. Kergin's Full Moon, Alex Macdonald's Vacuero, Dr. R. G. Large's Sunbeam II, George Frizzell's Laura F. II and the Anglican Mission boat Northern Cross, Skipper (Rev.) W. B. Jennings.

### New Yachtsmen

M. Valentin of dairy fame and Jack Joy of laundry note are the latest new members of the Prince Rupert Yacht & Rowing Club and pleasure boat owners, both having recently taken on the responsibilities of this pleasant if sometimes irksome adjunct of life in Prince Rupert. Skipper-Potential Valentin has purchased William Gilchrist's 18-foot open boat which is equipped with a 4 h.p. Kermath engine while Capt.-Designate Joy has acquired the 20-foot boat, powered with a Ford Marine engine, which was formerly owned by Art Kerr and more recently the property of Verge Moore.

George Bryant's power cruiser Harla was in the Suga boat yard this week undergoing painting and general hull work.

### To Victoria

With the head of the company, George G. Bushby, on board, the Rupert Marine Products power tug P. R. T., under command of Capt. Harris Kerr, left on Thursday evening at 6 o'clock for Victoria to pick up a tow of scows which will be brought north for use in connection with the Tucks Inlet reduction plant. The P. R. T. expected to return to Prince Rupert with her tow in about two weeks' time. Mr. Bushby expects to return north by steamer.

The Suga shipbuilding works, Prince Rupert, reports the sale of a 28-foot stock model gillnetter, equipped with a 7 h.p. Easthope engine, to John Bjornd and a 26-foot gillnetter with Ford Marine motor to Charlie Macdonald. Under construction at the Suga yard now is a 30-foot gillnetter for the B. C. Packers.

### Halibut Landings

Canadian halibut landings at the port of Prince Rupert for the week of May 10-16 inclusive were the heaviest for any week since the opening of the 1930 season, totalling 360,400 pounds and bringing the Canadian total for the season to date up to 2,175,000 pounds. Oddly enough, American landings of the week were the lightest but one of the season, totalling 230,700 pounds

## OUTLOOK IS NOT BRIGHT

Prince George Editor Makes Suggestion For Restoring Tie-Making Industry

The outlook for the tie-making industry in Central British Columbia is not very bright says the editor of the Prince George Citizen. This is one of the chief industries of this section of the province and has been so since the construction of the Grand Trunk Pacific Railway but signs indicate that it has passed its zenith. Treatment of ties with creosote has prolonged their life and the orders of the railway company for ties are being curtailed each year. There was a marked cut in the contracts for the past season and the big operators have received word to prepare for a further cut in the contracts next fall. The effect of this will, doubtless, be the retirement of the big contractors and the leaving of the field to smaller operators. It is not this change in the industry which affects the people of the central interior but the threatened disappearance of an industry which, in the past, has been one of their mainstays. It is safe to say they are more directly interested in the immediate future of the tie-making industry than they are in the Dunning budget.

What can be done about it? It is needless to hope that the management of the Canadian National Railways will contract for more ties than it is likely to require for new work or maintenance but there is a change that, having the development of this portion of the province in mind, the C.N.R. might be induced to get into the business of selling railway ties to other companies requiring them. If this were done, considerable additional employment might be found for tie-makers and the C.N.R. would secure the business of hauling the ties to the marketing point. This is a matter which the Prince George Board of Trade might interest itself in and secure the co-operation of affiliated boards in the northern association. In any event, it would not cost a great deal to bring the matter to the attention of the C.N.R. management and see if a market could not be found for the ties of the district to take the place of, or at least supplement, the falling market which in the past has been supplied by the requirements of the Canadian National Railways.

## READY TO SHIP ORE

Work Continuing on Rocher de Boule Property at Hazelton Under Duke Harris

Although actual shipping has not yet started in view of the poor road conditions, W. S. Harris, states that they now have approximately 75 tons of well sorted ore sacked ready for shipment at the Rocher de Boule mine near Hazelton. This close-sorting is expected to result in high returns for the shipment.

Five men are employed at the mine where this ore is being mined, and they have been working continuously for some months.

When this old property went into control of a syndicate including Mr. Harris, men were put to work to open up some of the tunnels on which a small amount of work has been performed but from which very little of the ore had been taken when the property closed down.

They are now engaged on the 300-foot level of the No. 2 vein with good results, although at a later date the operations will be transferred to several of the other workings showing still more and richer ore.

and bringing the season's total to 4,589,100 pounds. The grand total of halibut landings at Prince Rupert up to May 16 was 6,764,100 pounds, the week's total having been 641,000 pounds.

Prices did not ascend to a very high level during the week. The top bid for Canadian fish was 12.8c and 5c which the Toodie and Tern were paid for catches of 8,000 and 7,000 pounds respectively. The minimum Canadian price of the week was 9.8c and 5c which the Takla received for a load of 24,000 pounds. The high bid of the week for American fish was 14.9c and 7c which the Cora was offered for 2,700 pounds and the low, 10.4c and 5c which the Liberty and Rainier received for catches of 28,000 pounds and 21,000 pounds respectively.

THURS., FRI. and SAT.

Ken Maynard

## 'The Wagon Master'

PART TALKING AND SINGING  
Cowboy Songs and Action



Talking Comedies—  
"DEAR TEACHER" and "DAD'S DAY"  
Also a "SCENIC"

Admission — 20c and 65c  
TWO SHOWS, 7 & 9 P.M.

SAT. MATINEE  
At 2:30—15c and 40c

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FOR FRIDAY, SATURDAY AND MONDAY

- White Flour—All brands 98's, per sack \$4.75
- White Flour—All brands 49's, per sack \$2.45
- White Flour—All brands 24's, per sack \$1.30
- Dr. Middleton's Whole Wheat Flour—24's per sack \$1.65
- Dr. Middleton's Whole Wheat Flour—10's per sack 70c
- This Flour is 100% Pure for Health
- Wild Rose Pastry Flour—49's, per sack \$2.35
- Wild Rose Pastry Flour—10's, per sack 50c
- We believe this price will be advanced soon on account of duty
- No. 5 Good Chicken Wheat—per sack \$2.75
- Tilson's Quaker Oats with premium, per pkg 30c
- Mixed Candies—per lb. 25c

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