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ALL you've got to do is to look at a blackberry to see if it's "ripe". Of course, all coal is black, but there are certain grades which are immature or "unripe".

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True, lignite is a fast, free-burning fuel, yet its average heat content is approximately one-third less than that of bituminous coal, which is more aged, and contains less moisture and a much higher percentage of combustible matter.

Nanaimo-Wellington and Comox Coals are among the highest grades of bituminous coals in the world, because of their high average heat value.

The consumer's best value is Island Coal, because, in addition to its heat content, it costs less than the imported varieties.

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DENTIST

WATERFRONT WHIFFS

The Power and The Light—Halibut Boats Getting Ready—Scows Brought From Anyox

Lo, there was a young city of the west called Rupert after a Merchant Prince of that name. This city was builded near unto the place where a mighty river floweth into that sea wherein the sun sinketh and whence the rain riseth and; verily, it seemeth that the rain riseth and falleth more than the sun sinketh; even so that the river was named, by the dwellers of old of that place, Skeena, meaning River of Clouds.

Many things had this city, even such as an elevator, as a monument, wherein grain was stored to be sold, per-adventure at a great price at a much later day. A dry dock also was there on the waters of the harbor of the city, and when the dwellers in the city did see a boat thereon, great was the marvelling. And in the houses of those who came from that land where the people of the chosen tribe can gather no babies, great was the sound of rejoicing. Yea, even the governors of the land were at all times doing things for the profit of this jewel by the sea, this gateway of the west—and for themselves.

Blest was the city in many things but one thing did they lack, and that—the Light. For that Light which they had had was like unto the light carried by one of old, Diogenes, and moreover with not better reward.

Then said the City Fathers, that dwelt in the city and dealt in it and its perquisites, "Let us gather together and devise in what manner light may be given unto the people, that they may so guide their footsteps in the straight and narrow paths and read thereby the over-abundant signs on the walks on which none may walk, lest they fall into pitfalls and the utter darkness of the muskegs, remembering also those who confer with the spirits that dwell in the Temples of the Pig that sees not."

"Verily, verily," said one to another of the 'City Fathers, "The Power also must we have that those who come to make things may make them with speed, even their fortunes, yea, even ours also." Therefore did they seek far and near for those who were versed in the study of the Power and the Light.

Lo and behold, there came wise men from the East, with presents of gold for the franchise of the Power and the Light. They, looking wisely, did say to the City Fathers, "Give us then the right and we will make a way, and a path to that place whence come the mighty waters, and there will we build us a dam site better than those who came before."

Then was there much bargaining and each party did say, "Thus and so must it be." And in time it came to pass that so it was.

And the wise men sent other ones into the wilderness to prepare a way for others to follow. Some did go by land and some on the waters of the rivers wherein were many mud bars, which they of the Power Corp. did oft times find to their sorrow.

"Give us boats," they said. And boats of divers kinds did they have. But unto those who brought them the men of the Corp did say, "Nay, nay, bring us not your tide boats for we of the Corp can wait for no tides."

Then did the boat men of the Skeena and the Oxtail marvel amongst themselves saying, "O' Boy, what manner of men are these—verily are they wise ones!" And the men of the Corp did say one to the other, "Huh! These fellows of the West make even us tired."

Nevertheless did they work one with the other in accord and accomplish all that which they set out to do after many and divers troubles.

For the waters were ever undoing what had been done, even to throwing Rac-ee from the O-flis, out from the canoe and tearing the teeth from the head of him called Cal. Also was there much ice which did grievously annoy the men of the boats who carried the food that the men might work more by a dam site.

Many strange things were done that the Power and the Light might be brought to the people. Men of the Transit and rod continually did go through the wilderness crying, "Chain," yea and "Give us a sight," and the sound of the axeman was heard up and down the land that bordered on the rivers thereabouts. Even to this day are their hieroglyphics a marvel and a study to those who follow.

Snorting monsters were there also, used as beasts of burden, called "cats," and made to go hither and yon, by one called a "catskiner," ad more noisome names even than this were these things called.

And it came to pass that all things were accomplished as it was written in the blue print, according to the plan and the word of Jib.

Then did Jib pass up and down the land and waters, saying, "Here must we change this or that." Greeting each one according to his bridge complex and passing on did say "Cheerio," at one time on foot, at another on the boats of the Corp.

Many there were who did the work of the Corp and carried the word from one camp to another and did sleep where the cooking was best.

Then came the time when all did say, "When cometh on the Juice—for the dam is a dam well done, yea and the way of the Transmission enough a hard and rock road is even ready to carry the Power and the Light?"

Then came another from the East saying, "Let her go—step on the Juice!" And lo! there was great rejoicing throughout the city and the sound of the penstock, the turbine and the generator was heard—some say even by radio.

Per-adventure all these things came about according to the prophecy of one of old, a Medicine Man of the people of Tsimpsean, who seeing and hearing the mighty waters of the Big Falls did say, "Bow down! oh my buckos unto the power of the waters." And to this day have they left their writings on the rocks that border the waters, where pass the lines that carry the Power and the Light, yea and even their bones as an sacrifice.

Halibutters Getting Ready

Activity is general now among the many halibut boats of the port in anticipation of the opening of the 1931 fishing season on February 15, little more than two weeks off. The various grids and cradles along the waterfront are filled with boats undergoing cleaning, painting and hull repairs. Machine shops are also busy on the engines. During the past week, there has been a noticeable revival of activity along the 'front and this will continue until the boats start to leave, possibly in about ten days' time. There is confidence that the approaching season will turn out to be a better one than was the last when unsatisfactory prices were so general. Halibutting operations will soon be on again in full swing and then preparations will be made for the salmon fishing season.

Northward of Vanderhoof on the line of the Canadian National Railways stretch a series of waterways and lakes in which, it is said, may be obtained some of the finest trout fishing to be found anywhere in the world. Rainbows weighing over 12 pounds have been taken from the water while many of the fish that have been taken during the past few seasons have been averaging eight pounds. These fish are said to be great fighters. Living in waters that are fed by snowfields and glaciers, they are hard as nails and take almost any lure. Stuart Lake, Ecla Lake, Trembleur Lake, with half a dozen connecting streams between, form part of this Eden for anglers which, it might be said, is practically, as yet, unfinished.

The trolling boat Nifty I has been on the ways of the Pacific Salvage Co. during the past week for painting and hull work.

The new halibut boat Ethel S., owned by Capt. R. J. Selset, attained the position of high boat of the entire North Pacific halibut fleet in 1930, her first year of operation. There is no doubt but that the Ethel S., with shares of \$2,830, topped the list. The vessel is a 58-footer of seineboat type, powered with a 75 h.p. Atlas Imperial diesel motor. In addition to her master, she carries a crew of five. Capt. R. Blendheim's

Reliance I, which landed much of her fish during the year at Prince Rupert, was high boat of the Ketchikan fleet for 1930, making shares of \$2,114.80 for the season. Capt. Blendheim has owned the Reliance since 1924.

The Pacific Salvage Co.'s power tug Red 'Boy' left on Friday of last week for Anyox and returned on Sunday, having in tow two scows which have been chartered by the public works department from the Granby Co., for use in connection with the construction of the Gallo-way Rapids highway bridge here. After arrival here, the scows were towed around the island by the Billmor. In addition to these two scows, the public works department has hired a third one locally.

It is expected that the International Fisheries Commission in the near future will bring actively forward proposed new regulations for the conservation of the North Pacific halibut fishery in which there is still serious decline to be noted. If more drastic regulations are not imposed, the members of the commission feel, it will be a matter of a short time before the halibut become extinct altogether. Regulations have to be approved by both Canadian and United States governments before they can be imposed.

The provincial police boat P. M. L. 4 left on Tuesday morning of this week on her return to Ocean Falls, with Corp. Stone in command, after having spent several weeks here while the local boat, P. M. L. 8, was absent on work in connection with the Renahan search. Reporting a very arduous two weeks and a half, the P. M. L. 8 returned to port on Tuesday night and the officers on board were indeed glad to get back after a task which proved as monotonous as it was strenuous.

The Pacific Machine Works is installing a 14 h.p. Rap diesel engine in a trolling boat which has been purchased from Y. Suehiro, Japanese boatbuilder, by Rasmus Nakken. The new boat is 32 feet long and was built during the past winter.

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