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WATERFRONT WHIFFS

Halibut Landings So Far Are Light—Stormy Weather Interferes With Operations—Herring and Salmon Fishing

Halibut landings at the port of Prince Rupert up to and including yesterday, after ten days of fishing, had totalled only 140,550 pounds of which Canadian boats had landed 107,550 pounds and American, 33,000 pounds. Undoubtedly unfavorable weather was at least somewhat responsible for the lightness of landings. For the week ending yesterday, landings totalled 137,250 pounds of which Canadian boats had brought in 104,250 pounds and American, 33,000 pounds.

Prices started off at a fairly good level with the highest bid for Canadian fish 11.1c and 4c which the Melville received for 6,000 pounds. However, toward the end of the week, there was a falling off to 6c and 3c which was the prevailing price yesterday.

Only two American boats had landed catches at Prince Rupert up to yesterday, these being the Nordby, which was paid 8.7c and 3c for 21,000 pounds, and the Havana, which a couple of days later received 7c and 3c for 12,000 pounds. Owing to the low price situation two American boats—the Yakutat, with 35,000 pounds, and the Sunset, with 35,000 pounds, left Prince Rupert for Seattle to market their catches.

On Wednesday of this week 14 carloads of halibut were shipped by express from Prince Rupert—three cars being fresh and 11 frozen.

According to reports received from Ketchikan quite a number of the halibut boats there have signed with J. E. Berg, banker and fish dealer of that city, to ship their fish on consignment to the eastern markets, an advance payment being made when the fish is landed. It is simply another experiment towards the end of co-operative marketing. Mr. Berg, it will be remembered, was prominently identified last year with the efforts of the United Pacific Fisheries.

Hurry On Purchased

The British steel diesel ship *Hurry On*, a vessel of about 1000 tons, which some years ago was used in coast freighting by Canadian National Steamships and more recently has been operated on the Mexican coast, was recently purchased by the McGhie Transportation Co. of Vancouver and is to be placed in the carrying trade between fishery plants of Vancouver Island and the Queen Charlottes and the Pacific states. During the past winter the vessel has made several trips, taking two full cargoes of fish meal to Southern California, canned salmon and other products to Vancouver and Seattle, and bringing salt and fuel oil from California and miscellaneous supplies from northern ports for use in the fisheries. The vessel was recently at Seattle being equipped for more efficient service in these lines this year. The *Hurry On* is a modern and first-class freight-vessel and the principal improvement which has been made is the installation of tanks for fish oil with a total capacity of about 68,000 gallons. Much of the new tank capacity is located on deck and does not interfere with other cargo space below. It is expected that the *Hurry On* will be kept busy in this service practically all the year around.

Shipping Mild Cured Salmon

The Atlantic & Pacific Packing Co. has been making considerable shipments of mild cured salmon from Juneau, Wrangell and Ketchikan to the east through Prince Rupert during the past winter, the shipments being handled into here on the motorships *Norco* and *Northland* and thence east by rail. The mild cure from Wrangell and Juneau is repacked at Ketchikan before coming on here.

Edwin E. Edsall, secretary of R. J. Ederer Co. of Chicago, prominent manufacturers of linen and cotton netting, etc., was a visitor in Prince Rupert recently in the course of his annual tour to the Pacific Coast.

New type of aluminum painted refrigerator cars, which were used with much success last year in moving frozen salmon fillets and other special fish lines from here to the United States, will, it is expected, be employed even more extensively during the coming season. The special feature of these new cars is the refrigerator installation. These temperature indicating attachments permit of much more

effective and constant refrigeration. During the past season several of these refrigerator-equipped cars were loaded at Prince Rupert with salmon fillets. It is understood the experiment with aluminum paint applied to the roof of the refrigerator car resists heat much more efficiently than other paint. Regarding the present car service out of Prince Rupert, Col. J. W. Nicholls, comptroller of the Canadian Fish & Cold Storage Co., said recently that the service received from the Canadian National Railways, even with the older refrigerator cars, had been excellent and there had been no trouble at all in recent years with the company's shipments of frozen fish.

F. D. Mathers, former well known local official of the B. C. Packers, has joined the ranks of the canned salmon brokerage fraternity in Vancouver under the firm name of F. D. Mathers Ltd. Mr. Mathers' career of eighteen years in the canned salmon industry of the coast has been packed with experience and, although a young man, he advanced to a high place in the affairs of the B. C. Packers. His many friends along the coast are confident that he will be successful in his new venture.

While on a recent visit to Seattle, W. E. Drake, local manager of Edward Lipsett Ltd., served as Canadian representative in parleys dealing with problems of the halibut trade.

Two of the best known vessels of the Canadian halibut fleet put to sea this season under new diesel power. The *Prosperity A.*, Capt. A. C. Christiansen, now has a 63 h.p. Union diesel engine while the *Pair of Jacks*, Capt. Axel Peterson, has a new 45 h.p. Western Enterprise diesel. The engines in both cases were purchased through the local branch of Edward Lipsett Ltd.

Co-operation Breaks Up

Co-operation between the American and Canadian halibut fleets, which was once so very close, seems to be gradually diminishing. The recent closing of the Prince Rupert branch of the Deep Sea Fishermen's Union was an evidence of this so far as the fishermen were concerned. There also appears to be a disposition on the part of vessel owners of the two countries to work out their destinies separately.

W. Hunter Wells Ltd., of Wells Ltd., sampling, strapping and labeling experts of Vancouver, has established a new commercial air service on this coast under the title of Wells Air Transport Ltd. The new concern has a six-passenger Fairchild seaplane and a Fleet one-passenger seaplane. These planes are available for charter service all along the coast.

The frozen salmon situation in the eastern markets of Canada and the United States is reported to be considerably better than is the case with halibut. While stocks of frozen halibut are materially below those of the year before in volume, sales are slow and the movement out of freezers is by no means fast. Salmon, on the other hand, is in fair demand and stocks are not

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high. Mild weather has permitted winter fish production on the Atlantic coast this year and this has tended to curtail demand for frozen halibut.

All phases of fishing activity at this port and in this district are fully reported upon for the year in the annual statistical number of the *Pacific Fisherman* which recently made its appearance. The issue is a very voluminous one, is attractively illustrated and is, as usual, a very valuable and useful publication. Among figures of the Pacific Coast fisheries who have their pictures in the issue are T. H. Johnson, manager of the Canadian Fish & Cold Storage Co. here, and John Dybbavn, president of the Royal Fish Co.

Local fish buyers have pointed out that they are this season paying in American, not Canadian, funds for catches of American halibut vessels landed at Prince Rupert. This means, therefore, that, owing to exchange conditions, the Americans are getting proportionately that much more for their fish than are the Canadian. With American fish being paid for in American funds here, there is, therefore, no financial advantage for the boats to go to Alaska ports, rather than come on to Prince Rupert, as has been suggested.

Orville Denstedt of the scientific staff of the Prince Rupert Fisheries Experimental Station is expected back next Wednesday from the Nanaimo biological station where he has been giving a course of lectures on various subjects to officers of the Dominion fisheries department.

Fisheries protection steamer *Malaspina*, Capt. Henderson, was in port on Thursday for bunkers. The vessel is at present engaged in patrolling of the halibut grounds hereabouts.

Harry Scott, who has not been in town since January 9, arrived on Thursday afternoon from his logging operation at Baker Inlet in Grenville Channel. He will be here for a two weeks' holiday. Coming in on Thursday his gasboat *Lila* received quite a dusting in a heavy southeast gale off the mouth of the Skeena River, two 100-foot radio poles which were in tow being lost after going adrift. "Undoubtedly we would not have got in at all if I had not been one of the better skippers," Harry averred with characteristic modesty. As a result of his season's operations, Harry now has 150,000 feet of sawlogs and 3,000 lineal feet of piling in the water at Baker Inlet. During his last absence Harry was compelled to shoot his faithful dog and constant companion which had taken ill.

Pilot Desmond Murphy of the Northern B. C. Airways, is expected to return here about May 1 from Camp Borden, Ont., where he is taking a special course in advanced aviation. On his return the Moth seaplane of the company will be recommissioned in local commercial service. The last flight of the plane was in November when it went to Echo Lake on the Yukon Telegraph line to bring out a sick operator.

The local halibut boat *Atli*, Capt. William Bussey, arrived in port on Wednesday with an initial season's catch of 10,000 pounds. The fish was purchased by the Bacon Fisheries for 8c and 3½c and shipped to the Vancouver market.

Herring Coming Again

After having been temporarily interrupted owing to stormy weather, herring has been again coming to the Rupert Marine Products reduction plant in Prince Rupert harbor since Wednesday from the Pearl Harbor seining grounds near Port Simpson. Gammon & Watt's seineboat *Zenard* is catching the fish while Rupert Marine Products packers are bringing them in at the rate of about two scowloads daily.

The Canadian Fish & Cold Storage Co. has now put up its bait requirements for the year and the seineboat *Fredelia*, Capt. Ole Skog, has ceased operations.

The Balsac, Capt. John Orvik, and *Ania S.*, Capt. Eli Skog, are both seining at Pearl Harbor to supply fresh bait direct to the halibut fleet as long as the herring run continues.

Salmon trolling operations in Prince Rupert district will probably attain some volume about the middle of March when weather conditions improve somewhat and the run increases.

The end of February sees only a handful of hand trollers operating

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Monday & Tuesday — "WEST OF BROADWAY"

off Port Simpson, some two or three white fishermen being out and the remainder natives from Port Simpson.

Many of the natives, who usually engage in fishing at this time, are at present working on the construction of a new bridge in the village. The conclusion of this job will see quite a number of the natives going out fishing, it is expected.

The Prince Rupert market was paying 14c and 10c for spring salmon. Flewin & Brown and Capt. John Clausen have not as yet started packing operations.

Billy Green of Port Simpson was in on Thursday with 450 pounds and Richard Bryant, also of Port Simpson, on Wednesday with 350 pounds. Bad weather hampered trolling operations to some extent during the week.

Up to Thursday of this week, the Bacon Fisheries had cooked and dehydrated 1500 pounds of halibut livers for shipment to the Abbott Laboratories near Chicago where they are being used in manufacture of a new medicinal preparation.

It is rumored here that Vancouver boats tendered lower than those of Prince Rupert for the charter of a fishing vessel to the International Fisheries Commission for use of the scientific staff on the halibut grounds and that a southern boat will probably be chosen. It is understood the Vancouver tenders were as low as \$20 per day. Several Prince Rupert boats tendered but the lowest bid was \$25 per day.

Bad Weather Delays Fleet

Stormy weather of the past week delayed a number of the local halibut boats in leaving on the first trips of the season to the fishing grounds. Several of the vessels will be getting away this week-end.

Capt. George Cook was all ready to depart this week-end for his first trip of the season to the halibut banks with his boat *Teeny Milly* which was resplendent in a brand new coat of paint throughout which was administered during the past week at the McLean shipyard at Seal Cove.

The local halibut boat *Johanna*, Capt. John Wick, got away to the fishing grounds for her first trip of the season on Wednesday of this week. It was the second start for the *Johanna* which developed a leak on going out at the opening of the season and had to return here to be repaired at the dry dock.

Will the halibut fishermen wear strings of pearls as they follow their hazardous calling on the briny deep this season? No less a problem than this is worrying George Johnstone, popular salesman for Stewart & Mobley, local wholesale firm, these gloomy February days and it is a long way from being answered yet.

even though much time and thought has been given the question of the day. In other words, George has been trying to put on the sophisticated manager of the local outfitting establishment such as Mill Nickerson and Drake a new line of soap flakes. The particular attraction of which appears to be that, when you buy a package, you get one of these strings of pearls (genuine, of course) free for nothing. The fishermen, it is reported, can be induced to buy the soap flakes but not to wear the strings of pearls—that's the question! George thinks it would be a great public achievement on behalf of the flakes if every halibut fisherman would wear at least one string of pearls while at work. The effect, he thinks, would be particularly striking when the wind blows and neckties would waft gracefully in the breeze. Those neckties even play a tune. While this much to be done yet, George's terminated, indeed hopeful, may yet make the boys of the fleet truly pearl-necked and take their minds off the hard task which are vexing everybody deeply in these extreme days of dark depression.

Billy Richards has returned to town with his gasboat *Ella R.* after spending the winter at Anson and has resumed his machine shop business on the local waterfront. Great is the wonder of Billy's friends as to what the attraction at the smelter town may be.

The local halibut boat *J. B.*, which was badly burned in the harbor recently, has been abandoned by its underwriters to the salvage company. It is understood full insurance claims are being paid up on loss of the vessel.

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