

RETURN OF TWO FILMS

"One Night of Love" and "Happened One Night" To Be Seen Here Again by Special Arrangement.

Two memorable pictures are being brought back to the Capitol Theatre for return engagements by special arrangements on Monday and Tuesday of next week in "One Night of Love," starring the glamorous Grace Moore, and "It Happened One Night," featuring Clark Gable and Claudette Colbert. Both were listed among outstanding prize-winning pictures of the past year by the Academy of Motion Picture Arts and Sciences. Probably the most of people who saw these pictures when they were here before have heard so much about them that they will not pass up this fortunate opportunity of enjoying them.

Five major awards were given "It Happened One Night." It was voted the best all round picture of the year while Gable and Miss Colbert received the respective awards of the best performances by male

and female players. Frank Capra received an award for the best direction of the year and Samuel Hopkins for the best adaptation. "One Night of Love" ran "It Happened One Night" a close second of the best all round pictures and was easily proclaimed the outstanding musical film. As is well known the glorious singing of Miss Moore is the outstanding feature of "One Night of Love" although there is also some excellent dramatic work.

Hotel Arrivals

Prince Rupert
V. A. Rollins, Vancouver; M. W. McKenzie, Kamloops; T. W. S. Parsons, Victoria; Mr. and Mrs. Ed. Pongs, Massett
Central
N. Carlson, city; J. Hadland, Oona River.
Knox
D. W. Webster, Victoria; Frank Major, New Westminster; G. Taylor, Edmonton; A. Johnson and S. Smith, city.
Mr. and Mrs. Joe Slaggard sailed last night on the Princess Adelaide for a trip to Vancouver.

WATERFRONT WHIFFS

Area No. 3 Likely to Remain Open Until November 1—Fish Oil Varnish Samples Sent Out—Halibut Landings For Week

With only 10,528,183 pounds of the year's quota of 24,300,000 pounds as set by the International Fisheries Commission having been taken up to the end of August, Area No. 3 on the Pacific Coast, where a few of the Canadian halibut boats and a considerable number of American vessels are operating, will probably continue open to fishing until November 1 and possibly later. Last year Area No. 3 closed on October 26 by which time the quota limit had been reached. At the discretion of the International Fisheries Commission Area No. 3 may be kept open as long as the quota has not been reached although that portion of the area between Cape St. Elias and Ocean Cape, known as the Yakutat spawning ground, must automatically close to fishing on November 1.

Miss Dorothy Myers of the Seattle office of the International Fisheries Commission, after spending a couple of weeks in the Prince Rupert office of the Commission, left this Tuesday on her return to Seattle. Miss Winnie Tucker of the Prince Rupert, having spent a couple of weeks at Seattle office at the same time, returned to Prince Rupert last evening on the Princess Adelaide.

Canned samples of varnishes made from pichard oil are being sent by the Prince Rupert Fisheries Experimental Station to various paint manufacturing companies for inspection and practical test. The varnishes thus made are declared to be quite as effective in practical use as other types of varnish and can, it is said, be produced more economically. It looks like another important fishery by-product may soon become established.

The halibut boat White Hope, Capt. Pete Thompson, left Prince Rupert Thursday night to take up a salmon packing charter between the Queen Charlotte Islands and the B. C. Packers' salmon cannery at Namu on the mainland.

Harry's Crowning Folly
His head hanging in shame after the crowning folly on Thursday afternoon of his current visit to Prince Rupert, Harry Scott, grand potentate of the district hand loggers, is preparing to leave these parts. On the said afternoon Harry essayed to race his Leila against the June of the Armour Salvage Co. fleet with Capt. Henry Hansen at the helm but it turned out to be a pitiful competition. Soon the June was so far ahead that Leila was lost sight of and Skipper Hansen thought he had better turn back to see if he could give a hand. So abashed was Harry by this time that he turned into the Trotter Dock and soon was lost sight of. Harry, who had been evidently enjoying his visit up to the time of this unfortunate race, did not confirm the report that his Leila slows up a mile each year. It is understood he will pay a visit to the Queen Charlotte Islands before he returns to the scene of his industrial activity down Grenville Channel.

Capt. Hans Underdahl returned to port this week with the Covenant from Vancouver to which port he delivered his last catch of halibut. He will be leaving this weekend for the Area No. 3 fishing grounds.

The Johanna, Capt. John Wick, left on Tuesday for a halibut fishing trip to Area No. 3. The Johanna

may also do some black cod fishing.

C. P. R. steamer Princess Adelaide, Capt. Anderson, arrived in port at 6 o'clock last evening from the south and sailed at 10 p.m. on her return to Vancouver and waypoints.

Armour Salvage Co.'s power tug Daly, Capt. John Desmuller, returned to port yesterday afternoon, having completed a charter to the B. C. Packers for salmon packing from the Queen Charlotte Islands to Namu cannery. The Daly will be leaving soon for Vancouver with a tow of lumber from Georgetown but will first go to Anox at the first of next week to pick up a scow which the company has purchased from Granby.

Major Disaster Feared

The Vancouver fish packer Southseaman, with her owner and skipper, Capt. Gerald B. Hamilton and two members of a crew on board, is believed to have been lost out of St. John Harbor on the Bardwell group of Islands in Milbank Sound, about 150 miles south of Prince Rupert, constituting one of the major marine disasters of recent years on the Northern British Columbia coast. The Southseaman, heavily laden with salmon, left St. John Harbor on Friday, September 13, to run north to Butedale cannery but was not seen again. Search by surface and aircraft was commenced this week and the discovery of empty oil barrels and a large patch of oil on the water not far from St. John Harbor by search vessels lends support to the fear that the Southseaman met with difficulties not far out and possibly foundered with those on board. The weather had been very stormy and, due to overloading, it is believed she may have met with disaster. The Southseaman was 33 feet in length and was built at Vancouver in 1930, being registered out of Galiano Island by Capt. Hamilton whose home was at Fulford Harbor.

The full effect of the closing of Area No. 2 to halibut fishing on September 6 was felt at Prince Rupert during the past week when landings fell to a total of but 233,000 pounds of which 47,000 pounds was from Canadian vessels and 186,000 pounds from American. This brought the landings for the year to date up to 9,544,650 pounds of which 4,656,350 pounds was from Canadian boats and 4,908,300 pounds from American. With the landings becoming lighter, prices showed a tendency to improve. The top price of the week for Canadian fish was 9.5c and 6c received by the Vera Beatrice for 7,500 pounds and the low 6c straight paid the Bayview for 2,000 pounds. For American fish the high price was 9.7c and 6c paid the Atlas for 35,000 pounds and the low 7.7c and 5.5c which the Arrow received for 32,000 pounds. On several days during the week there were no landings at all, one of the blank days having been yesterday nor was any halibut in today.

All salmon seining areas in

Prince Rupert fisheries district with the exception of Bella Bella and Queen Charlotte Islands are now closed although gill-netting is still being carried out on the Skeena and Naas Rivers and at Rivers Inlet. Chums are showing up well on the Queen Charlottes and in fair quantity in Bella Bella waters while there is a medium run of cohoes. Klemtu and Butedale canneries on the coast having now closed leave Namu on the mainland, Lagoon Bay on the Queen Charlotte Islands and Inverness and Claxton on the Skeena River the only canneries still in operation. The trollers are also doing fairly well with cohoes just now.

A recent 2 1/2c per gallon drop in the price of gasoline here was welcomed by the fishing fleet and waterfront community generally. Now the hope is that it won't go up again before the next season comes around.

C. P. R. steamer Princess Louise, Capt. S. K. Gray, arrived in port at 7:45 this morning from Vancouver and sailed at 9:15 a.m. for Skagway and other northern points whence she is due back here next Wednesday afternoon southbound.

Algie Back From Islands

Armour Salvage Co.'s new power tug Algie returned to port at 7 o'clock last night with Capt. Paul Armour in command from the Queen Charlotte Islands, having in tow an empty scow on which she delivered a 20-ton tractor to Massett for a gold mining concern as well as the Union Oil Co.'s oil barge from North Island. The oil barge was taken over by the company's tanker Unacana, Capt. Powers, leaving at midnight last night for Vancouver where the outfit will be tied up for the winter. The Armour Salvage Co. will shortly be moving its suction dredge and other equipment to Stewart where there is an important dredging contract to be carried out.

Coming in here instead of first making her calls in the Skeena Slough, Union steamer Cardena, Capt. Ernest Georgeson, originally reported due at 7:40 this morning from the south, arrived at 11 o'clock last night and sailed at 12:30 midnight on her return south. The change of arrival time was due to the vessel coming here before going into the Skeena.

James Boyd, supervisor of fisheries for District No. 2, returned to the city by train or Tuesday night of this week after a trip to Babine Lake to inspect the government hatchery there. The Canadian Airways plane on which he flew from here to Babine returned from Burns Lake overland to Swanson Bay, its base in fishery patrol service.

Motorship Bellingham arrived in port at 5 o'clock last evening from Ketchikan and, after discharging four carloads of mild-cured salmon for transshipment East over the Canadian National Railways, sailed at midnight on her return north.

Capt. Charlie Edwards has joined the staff of the Armour Salvage Co., taking over command of the Daly in place of Capt. John Desmuller who becomes skipper of the company's new power tug Algie. The Algie is leaving for Namu to take up a brief salmon packing charter from the Queen Charlotte Islands. The Pachena, Capt. Henry Hansen, leaves on Monday for Stewart with the company's suction dredge plant which is to carry out a contract there.

The Kaien Hardware, for installing an oil burner without a permit, was fined \$1 in city police court by Magistrate McClymont yesterday.

MONDAY & TUESDAY **CAPITOL**

NOTE: This 3 1/2 hour program will be presented daily as follows:
Matinees—Mon.-Tues. at 2 p.m. Doors open, 1:30.
Nights—Mon.-Tues. one show nightly starting at 8 p.m. Doors open 7:30.

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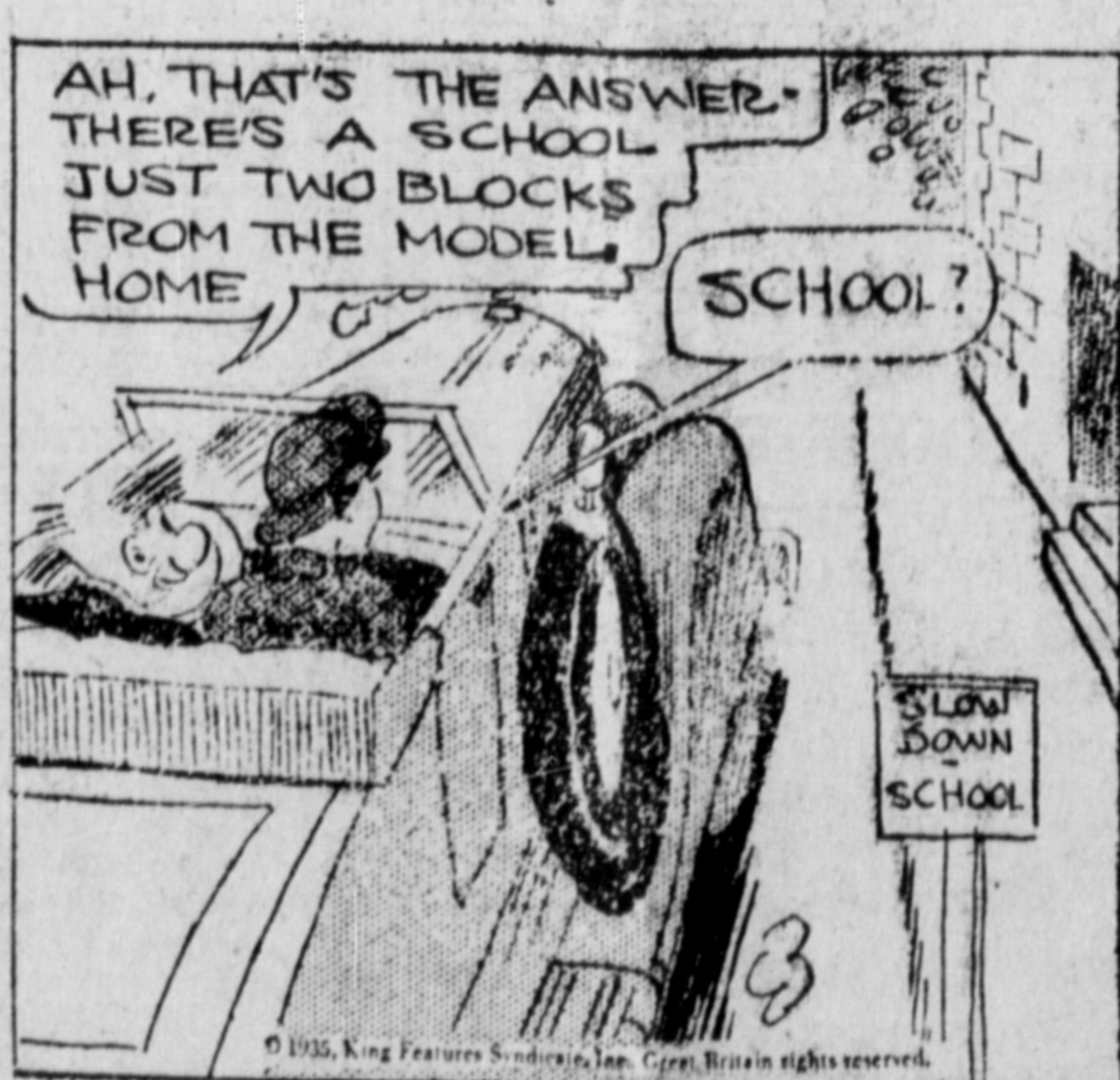
PRINCE RUPERT, B.C.

Tonight's train, due from the East at 10:20, was reported this morning to be on time.

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