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—The "Phillips" Way  
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On every side today people are being urged to alkalize their stomach. And thus ease symptoms of "acid indigestion," nausea and stomach upsets. To gain quick alkalization, just do this: Take two teaspoons of PHILLIPS' MILK OF MAGNESIA 30 minutes after eating. OR — take two Phillips' Milk of Magnesia Tablets. Relief comes almost at once — usually in a few minutes. Nausea, "gas" — fullness after eating and "acid indigestion" pains leave. You feel like a new person.

Try this way. Get either the liquid "Phillips" or the remarkable, new Phillips' Milk of Magnesia Tablets. Each one equals a teaspoon of the liquid. Only 25¢ a box at all drug stores.

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Each tiny tablet is the equivalent of a teaspoonful of genuine Phillips' Milk of Magnesia.

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## Waterfront Whiffs

Canadian Halibut Landings at Prince Rupert Highest in Five Years Despite Lower Total—Individual Boat Records For Season

The grand total of halibut landings at the port of Prince Rupert for the 1936 fishing season was 11,768,100 pounds as compared with 11,916,150 pounds in 1935, 14,365,265 pounds in 1934, 13,389,200 pounds in 1933, 14,650,350 pounds in 1932, 16,036,940 pounds in 1931, 24,638,000 pounds in 1930, 27,807,250 pounds in 1928 and 25,135,950 pounds in 1927.

American landings for 1936 tallied 5,807,000 pounds as against 6,587,300 pounds in 1935, 8,470,000 pounds in 1934, 8,180,000 pounds in 1933, 10,508,100 pounds in 1932, 10,339,140 pounds in 1931, 18,192,500 pounds in 1930, 20,354,500 pounds in 1929 and 19,554,700 pounds in 1928.

Canadian landings for 1936 aggregated 5,961,100 pounds, the highest total in five years. In 1935 the Canadian total was 5,328,850 pounds; in 1934, 5,895,265 pounds; in 1933, 5,209,000 pounds; in 1932, 4,142,250 pounds; in 1931, 5,697,800 pounds; in 1930, 6,445,500 pounds; in 1929, 7,452,750 pounds, and in 1928, 7,481,800 pounds.

To the railway tie-up of almost two months in June and July may be attributed the responsibility for the shrinkage of American landings this year. Had it not been for that, the grand total of landings at Prince Rupert for 1936 would undoubtedly have been heavier than in the year previous in spite of the voluntary curtailment plan which continued to permit many of the Puget Sound boats, which at one time used to land all their catches here, to run through to Seattle from the northern banks with their fares.

Happily, the 1936 season was marked with continued improvement as far as the financial position of the fleet was concerned. This improvement has been steady although not spectacular for the past three years and there is every reason to expect that it may continue next year. Weather conditions on the banks were very favorable this year and the volume and average of catches for the fleet, as a whole, showed a marked improvement over last year. Once again the contention of the International Fisheries Commission that the fish are becoming more plentiful and the catch per unit of gear higher appears to be substantiated.

Casualties to the fleet were at a minimum throughout the season and the Canadian vessels, although many continued fishing late into the fall, were singularly free of major mishap.

Capt. Tony Martinussen's new

### LAND ACT

Notice of Intention to Apply to Lease Land  
In the Prince Rupert Land Recording District of Range 4, Coast Land District and situate approximately one mile in a southerly direction along the coast line of Princess Royal Island from Red Fern Point, said Red Fern Point being approximately four miles in a westerly direction from Barnard Cove.

Take Notice that Hans Hansen of Prince Rupert, B.C., occupation Fish Packer intends to apply for a lease of the following described lands.—Commencing at a post planted at high water mark on the shore-line in the middle of a bay being approximately one mile South of Red Fern Point thence three chains North-East; thence fifteen chains East thence five chains South, thence fifteen chains West, thence Northerly to the nearest point at low water thence following low water to a point opposite the initial post and containing five acres, more or less.

HANS HANSEN  
Dated 13th day of October, 1936

### "GOVERNMENT LIQUOR ACT" (Section 27)

NOTICE OF APPLICATION FOR A BEER LICENCE

Notice is hereby given that on the 23rd day of December next, the undersigned intends to apply to the Liquor Control Board for a licence in respect of premises being part of a building known as Knox Hotel, situate on First Avenue Prince Rupert, British Columbia, upon the lands described as Lots No. 13 and 14, Block 2, Section 1, Map 923, Prince Rupert Land Registration District, in the Province of British Columbia, for the sale of beer by the glass or by the bottle for consumption on the premises or elsewhere.

Dated this 31st day of October, 1936.  
Applicant—GEORGE L. RORIE,  
Trustee of Knox Hotel Company  
Limited in Bankruptcy.

DELICIOUS  
SUMMIT ICE CREAM  
In ½-Gallons and Gallons  
VALENTIN DAIRY  
PHONE—657

boat Dover B. was the heaviest individual lander of halibut at Prince Rupert this season, bringing in 260,000 pounds in thirteen trips. The Cape Beale, Capt. Edgar Arntott, was second with 231,000 pounds in seven trips and the Capella, Capt. Dan Larsen third with 219,500 pounds in fifteen trips.

The Takla, Capt. Chris Parkvold, which was late in starting fishing this year as a result of a serious accident at the closing of the 1935 season, again took the position of highest average lander per trip this year, her average on the four trips she brought in being 36,000 pounds. The Cape Beale's average of 33,000 pounds for seven trips was second and the Dover B.'s 20,000 pounds in thirteen trips third.

The Capella made the greatest number of trips—fifteen for a total of 219,500 pounds. The Dover B. made thirteen trips with a total of 260,000 pounds while the Oslo, Capt. Axel Olsen, landed twelve catches for a total of 171,000 pounds.

### American Fleet

For the American fleet the Takla maintained her position of the last few years as heaviest lander of halibut at Prince Rupert, bringing in a total of 159,000 pounds in eight trips. The Excel was second with 138,000 pounds in six trips and the Rainier II third with 102,000 pounds in four trips.

The Visitor again landed the greatest number of catches at Prince Rupert for the American fleet—having called eleven times with an aggregate of 73,500 pounds. The Viking, Frisco and Zarembo each landed nine catches with totals of 100,000, 99,100 and 118,500 pounds respectively.

The McKinley and Liahona had the highest individual catch averages for the American fleet at Prince Rupert, both 40,000 pounds, the former in one trip and the latter on two. Next in high average was the Doric, 39,500 pounds in one trip.

Number of trips, aggregate catch and trip average of each vessel of the Pacific Coast halibut fleet at Prince Rupert during the 1936 season were as follows:

Trips	Total lbs.	Ave. trip
Atl.	11 142,000	12,909
Alken	7 81,500	11,643
Aleve	3 24,500	8,167
Annabelle	7 65,500	9,357
Bayview	10 61,000	6,100
Borgund	3 13,300	4,433
Bobbie	4 29,500	7,375
Balsac	4 73,000	18,250
Bum	9 60,500	6,722
Cape Spencer	10 99,500	9,950
Cape Beale	7 231,000	33,000
Capella	15 219,500	14,633
Clipper II	11 113,000	10,273
Cape Race	9 44,500	4,933
Cape Spear	10 111,900	11,190
Covenant	10 164,500	16,450
Charmine C.	2 17,200	8,600
Carol	1 9,500	9,500
Domino II	6 46,000	7,667
D. S. T.	7 49,100	7,014
Drott	1 8,000	8,000
Dovre B.	13 260,000	20,000
Dickie Boy	3 12,000	4,000
Edward Lipsett	7 91,000	13,000
Embla	3 34,500	11,500
Essential	1 4,800	4,800
Fanny F.	5 25,500	5,100
Penella	11 98,400	8,945
Gibson	5 51,000	10,200
Gulvik	5 59,000	11,800
Gony	7 80,500	11,500
Helen II	6 63,500	10,583
Hope of Sechart	1 15,000	15,000
Ingrid H.	10 102,500	10,250
Inez H.	1 11,000	11,000
J. R.	4 29,000	7,250
Joe Baker	8 73,500	9,175
Johanna	6 59,000	9,833
Jessie Island	1 6,000	6,000
Johan W. I.	6 122,500	20,417
Kalen	8 104,000	13,000
Kyrelle	11 108,000	9,817
Lake Biwa	2 5,500	2,750
Melville	11 207,800	18,891

Trips	Total lbs.	Ave. trip
Margaret I.	8 114,500	14,313
Minnie V.	5 34,500	6,900
Morris H.	7 79,000	11,286
Mother II	6 64,000	10,667
Margalice	10 59,300	5,930
Mae West	3 14,500	4,833
Mary F.	1 8,000	8,000
North Forland	9 47,500	5,278
Nornen	7 51,000	7,286
Oslo	12 171,000	14,250
Pair of Jacks	11 147,000	13,364
Palander	1 3,500	3,500
P. Dorreen	8 115,500	14,438
Prosperity A.	8 140,500	17,563
Port Essington	1 17,000	17,000
R. W.	7 73,500	10,500
Relief	11 148,500	13,500
Rio Rita	1 2,500	2,500
Sea Maid	6 117,000	19,500
Southend	8 90,000	11,250
Signal	10 161,000	16,100
Svalbard	1 14,000	14,000
Sonny Boy	3 28,000	9,333
Toodie	12 116,000	9,667
Tramp	10 128,500	12,850
Teeny Milly	11 122,500	11,128
Thrasher	9 53,500	5,944
Tugwell	5 11,300	2,260
Takla	4 144,000	36,000
Unome	11 70,800	6,436
Viking I	9 122,500	13,611
Vera Beatrice	8 72,500	9,063
Valentine	1 2,000	2,000
White Hope	5 98,500	19,700

Trips	Total lbs.	Ave. trip
Alki	5 61,000	12,200
Avona	2 28,000	14,000
Arcade	3 32,000	10,667
Arctic	3 89,000	29,667
Atlas	7 209,000	29,857
Augusta	4 68,000	17,000
Arrow	4 141,000	35,250
Al Junior	2 20,500	10,250
Akutan	2 61,000	30,500
Addington	1 24,000	24,000
Baltic	4 57,000	14,250
Betty	10 140,000	14,000
Blance	1 11,000	11,000
Banner	2 31,000	15,500
Bravo	1 13,000	13,000
Bremerton	2 18,500	9,250
Bonzanza	3 71,000	23,667
Betty J.	1 17,000	17,000
Condor	4 45,500	11,375
Chelan	5 106,000	21,200
Cora	3 29,000	9,667
Chum	1 9,500	9,500
Constitution	1 39,000	39,000
Diana	1 9,000	9,000
Eureka	3 36,000	12,000
Emma	4 43,500	10,875
Excel	6 138,000	23,000
Estep	3 70,000	23,333
Explorer	3 84,000	28,000
Fremont	3 39,500	13,167
Frisco	9 99,100	11,011
Fern	1 13,000	13,000
Friendly	2 30,000	15,000
Federal	1 15,000	15,000
Garland	2 24,500	12,250
Gunvor	1 8,000	8,000
Glacier	2 23,500	11,750
Grant	1 39,000	39,000
Hyperian	2 26,000	13,000
Hazel H.	5 84,000	16,800
Hi Gill	4 47,000	11,750
Havana	1 13,000	13,000
Huskie L.	1 4,000	4,000
Hoover	1 20,000	20,000
Judith	2 19,200	9,600
Jane	1 10,000	10,000
Kitty J.	1 14,000	14,000
Kodiak	1 33,000	33,000
Kanaga	1 27,000	27,000
Lancing	3 38,500	12,833
Lumen	2 23,000	11,500
Lituya	2 38,000	19,000
Lenora	1 12,000	12,000
Liberty	1 38,000	38,000
Liahona	1 40,000	40,000
Lively	1 18,000	18,000
Leviathan	2 56,000	28,000
Majestic	2 48,000	24,000
Middleton	5 106,000	21,200
Midway	5 65,000	13,000
McKinley	2 80,000	40,000
Mary R.	2 16,700	8,350
Mitkof	1 33,000	33,000
Mars	1 14,000	14,000
Mermald	1 13,000	13,000
Norland	5 65,500	13,100
Nordby	2 66,000	33,000
Neptune	2 46,000	23,000
National	1 15,000	15,000
Neptune	2 46,000	23,000
Oceanus	1 16,000	16,000
Onah	6 77,500	12,917
Oceanic	6 87,500	14,584
Pierce	7 100,000	14,286
Prosperity	5 94,000	18,800
Pioneer III	4 76,000	19,000

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Roy Fisher is leaving on the Catala tomorrow night for Stewart.

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