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Vol. XVII, No. 283.

PRINCE RUPERT, B.C., SATURDAY, DECEMBER 3, 1927

Price Five Cents

STEWART RAILWAY HAS BEEN SOLD

LOCAL BOARD OF TRADE DISCUSSES THE NEW PROVINCE

New Province and Peace Railway is Discussed at Board of Trade Meeting

Committee Appointed and Matter Will be Further Discussed at Annual Dinner of Board Early in January

The question of the formation of a new northern province of which Prince Rupert will be a part will be taken up further by the board at its annual meeting early in January, which will take the form of a dinner. It was informally discussed last night and President W. O. Fulton expressed himself strongly in favor of it. He considered it both important and feasible. There would be revenue sufficient to justify a new province. He suggested that a resolution be passed referring the matter to a committee for investigation. The constitution would have to be amended in order to bring it about.

STRIKE TIES UP SHIPPING IN AUSTRALIA

Effort to Settle Fails and Miners Will be out of Work Pretty Soon

SYDNEY, Australia, Dec. 3.—Interstate and overseas trade were completely paralyzed as the result of a deadlock of negotiations looking to a settlement of the widespread miners' strike. It is estimated that 130 vessels are tied up at various Australian ports and it is believed that if the strike is prolonged there will be not only 25,000 miners in New South Wales out of work but also 20,000 other men.

BIG MISSOURI ROAD COMPLETE

Houses Being Built at Mine for Officials of Consolidated Who Own Mine

VICTORIA, Dec. 3.—The road from Premier Gold Mine to Big Missouri Mine up the Salmon River had been completed one day before the first heavy snowfall. The road was rushed by the Consolidated Smelters so that supplies could be taken into the Big Missouri all winter and shipments of ore started.

Construction of permanent houses for officials has started. Reports that the Consolidated had reopened the Sunloch Mine were denied today.

BANDITS KILL BRITISH CREW

Gunboats Proceeding to Scene on Yangtze River in China

HONG KONG, Dec. 3.—The British steamer Siantang, whose home port is at Shanghai, was attacked by bandits near Ichang on the Yangtze River. Some of the members of the crew were killed and Captain Lallor held for \$100,000 ransom.

McGEER AND SUTTON SAIL FOR ENGLAND TO FINANCE P.G.E.

VANCOUVER, Dec. 3.—G. G. McGeer and General Sutton sailed from New York Tuesday to negotiate with British capitalists for funds for the purchase of the Pacific Great Eastern Railway and its extension into the Peace River district.

There was a snowslide yesterday on the C.N.R. in the vicinity of Kwantlen. Railway officials report that it was not very serious and was soon cleared away.

NEW MEMBERS JOIN BOARD

Organization is Criticized but President Fulton Defends it

Thirteen new members joined the board of trade last night at the regular monthly meeting. They were Stanek, Smith, J. H. Thompson, F. E. Bush, Harold Ross, J. O. Fraser, Earl Barrie, J. J. Dore, George Hill, Thomas Andrew Tom Dychbach, Paul Armour, G. F. Brine and G. C. Walker.

President Fulton said the canvasser had met with some criticism, one of which was that the board of trade was a political organization. That he denied. Whatever the board might have been at one time it certainly was not that now. He hoped the addition of the new members would have a good effect and that the board would make the organization a more live one.

BONDS SOLD HIGH PRICE

Province Now Has Best Average Record of year of any in Canada

VICTORIA, Dec. 3.—An issue of a million dollars of thirty year four per cent bonds was sold yesterday on \$4.45 basis to a syndicate composed of the Royal Bank, A. E. Ames & Co. and Wood Gundy Co. At the time of the recent bond sale the government agreed to sell a million more debentures should the syndicate desire it and the price offered was satisfactory. The average cost of the money to British Columbia for the entire year has been reduced to 4.57 by this latest issue this being the lowest average of any province in Canada.

BAPTIST LADIES ELECT OFFICER

Mrs. P. H. Linzey Heads Organization for Coming Year With Mrs. Thurber Secretary

The Ladies' Aid of the First Baptist Church held their monthly meeting at the home of Mrs. P. H. Linzey last night. There was a large attendance and the annual election of officers took place. The following were elected for the ensuing year: President—Mrs. P. H. Linzey. Vice-president—Mrs. B. Morgan. Treasurer—Mrs. F. Morris. Secretary—Mrs. J. Thurber. Pianist—Mrs. Lemon. The retiring president, Mrs. W. J. Hammond, was appointed press correspondent.

CONFERENCE ADJOURNS

GENEVA, Dec. 3.—The preparatory disarmament conference adjourned today until March 15.

Railway offices this morning reported that forty-one cars laden with grain had arrived at the Alberta Wheat Pool. Prince Rupert elevator during the past twenty-four hours.

Captain G. W. Leary of the fisheries patrol at Cumshewa Inlet has returned to Vancouver where he will spend Christmas. The people of the Peace had more right to a railway than the Hudson Bay. He suggested that a committee be appointed to report at the next meeting. G. H. Arnold said he had tried to secure a copy of the Sullivan report but was told it was out of print. It was decided to ask that more copies be made and one forwarded here. A committee consisting of G. W. Nickerson, G. C. Walker, J. H. Pillsbury and W. H. Tobey be appointed to gather data and report to the next meeting. The president stating that the matter would be dealt with by one of the speakers at the annual meeting which is to take the form of a dinner.

Stewart Railway Is Sold by Sir Donald Mann to Old Country Syndicate

VANCOUVER, December 3.—The Portland Canal Railway has been sold by Sir Donald Mann who built in 1910 but never operated it, the slump in mining and other business at that time causing it to fall into disuse. An Old Country syndicate is the purchaser.

The Old Country interests have obtained large timber rights in the Bear Valley and it is stated here that they will recondition the line and extend it toward the interior with a view to marketing their timber.

Six months ago the deal was reported to have gone through but at that time it was denied. It had been suggested several times recently that a deal was in progress of negotiation.

ANNUAL BAZAAR ORANGE LADIES IS PROCEEDING TODAY

The Ladies' Orange Benevolent Association is holding its annual bazaar this morning in the Metropole Hall, a great array of useful and ornamental articles, tastefully arranged, being offered at the custom of many callers. Mrs. F. Barber is in general charge with assistants as follows: Sewing Table—Mrs. J. G. Viereck, rs. Rells and Mrs. Davies. Home Cooking—Mrs. Wright, Davies, and Mrs. W. F. Anderson. Candy—Mrs. S. V. Cox and Miss Elizabeth Jones. Raffles—Mrs. J. R. Murray. Tea Room—Mrs. V. Houston, Mrs. Sedes, Mrs. Guyan and Mrs. Eastman. Bran Tub—Mrs. Brewerton and Miss deHaffie.

OLD COUNTRY FOOTBALL ENGLISH LEAGUE

Division I. Birmingham 0, Leicester 2. Blackburn 0, Sunderland 0. Cardiff City 2, Aston Villa 1. Everton 0, Sheffield 0. Huddersfield 2, Arsenal 1. Manchester U. 0, Bury 1. Middlesbrough 5, Portsmouth 1. Newcastle 1, Liverpool 1. The Wednesday 2, West Ham 0. Tottenham 5, Burnley 0. Division II. Blackpool 1, Port Vale 6. Chelsea 6, South Shields 0. Grimsby 3, Barnsley 1. Oldham 4, Fulham 2. Southampton 0, Preston 0. West Bromwich 2, Notts Forest 3. Bristol City 2, Manchester City 0. Clapton 2, Leeds 1. Notts County 2, Swansea 0. Reading 2, Wolverhampton 1. Stoke City 3, Hull 1.

SCOTTISH LEAGUE

Division I. Aberdeen 0, Airdrieonians 0. Celtic 1, Motherwell 2. Cowdenbath 4, St. Johnstone 2. Dundee 4, Clyde 3. Falkirk 5, Dunfermline 1. Hamilton 1, Rangers 1. Hearts 5, Boness 0. Kilmarnock 2, Hibernians 1. Queen's Park 8, Raith Rovers 1. Partick 6, St. Mirren 2.

'PRINCE OF PACIFIC PORTS' IS CHOSEN

The committee met this afternoon and chose what they considered to be the best of the slogans submitted, the choice falling on one sent in by P. d. Linzey.

'The Prince of Pacific Ports' The committee that made the decision consisted of F. G. Dawson (chairman), Mrs. R. L. McIntyre, Miss Earle, Archie Sinclair, John Bulger, F. Dibb, W. E. Willisroft and F. W. Hart.

SIR HUGH DENNISON RESIGNS HIS POSITION

CANBERRA, Australia, Dec. 3.—The resignation of Sir Hugh Dennison, Australian commissioner to the United States is announced by Premier Bruce.

STOCK PRICES WILD TODAY

C.P.R. Took Jump of Fifteen Points Yesterday and Active Again Today

NEW YORK, Dec. 3.—Speculation for advance ran wild again today on the stock market, the sales for the first hour reaching 700,000 with numerous issues jumping from one to eight points. C.P.R. was again featured after Friday's jump of nearly fifteen points to as high as 219, mainly on the reports of that company's various properties would be segregated, which was afterwards officially denied. This morning's reports attributed the movement to a belief held by speculators that the stock had been overlooked.

PORT WARDEN'S FEE SAME AS VANCOUVER

Close Vote in Board of Trade Meeting Adopts Report of Committee

On the part of the Port and Navigation committee of the Board of Trade, F. G. Dawson reported in favor of the adoption of the same port warden's fee for this port as for Vancouver. The board had been requested by the Marine department at Ottawa to adopt this fee. E. C. Gibbons suggested laying the matter over for a month and asking that the insurance rates and the matter of aids to navigation be coupled with this and the department asked to accede to the local board's requests in regard thereto.

PATTULLO COMING TO ADDRESS CLUB

The program committee of the Rotary Club telegraphed Hon. T. D. Pattullo asking him to address them on Thursday next at their luncheon and he has accepted. He will arrive here on Wednesday.

EDMONTON GRADS WIN BASKETBALL

EDMONTON, Dec. 3.—The Commercial Grads defeated Minnesota Bankers of Minneapolis in the first game for the International Girls' Championship, the score being 69 to 5.

VANCOUVER EXCHANGE

	Bid	Asked
Wheat	148½	
B.C. Silver	141	143
Big Missouri	30	30½
Coast Copper	15.00	16.00
Cork Province	10½	10½
Dunwell	22	25
Independence	05½	05½
Indian	06	07
L. and L.	09	09
Leadsmith	03½	05
Premier	233	236
Porter Idaho	41	41½
Richmond	11½	12½
Silvercreek	05½	06
Silversmith	21	22
Surf Inlet	01½	02

Cruise of Baychimo in Farthest North and Narrow Escape from Cruel Grip of Great Ice Pack

Wireless Operator Now at Digby Island Station Tells Story of Eventful Voyage in the Arctic in Summer of 1925

To see a great wall of rock ahead in the night and to feel the great cruel Arctic ice pack closing in and then to give death the slip with a merry ha ha, is an experience that does not come to many but it came to Donald Mitchell, wireless operator on the Hudson's Bay trading steamer Baychimo, in the summer of 1925, and now a wireless operator at Digby wireless station. It was a nerve-racking time and Mr. Mitchell tells the story clearly and well in detail as follows:

During the summer of 1925 I was attached as wireless operator to the S.E. "Baychimo," a small trading vessel owned by the fur trade department of the Hudson's Bay Company.

The voyage which ended in such a narrow escape from being caught in the grip of the Polar ice, began when the Baychimo left Vancouver, B.C., on July 8 loaded with stores for the company's trading posts along the northern coast of Canada.

Calling at the Island of Unalaska for bunkers, and Teller, Alaska, where we took a supply of reindeer meat and dog feed (dried fish), we reached Point Barrow on July 28. At Point Barrow we stayed a few hours and took aboard a number of Eskimos to assist in working the cargo. The Baychimo is the first steel vessel ever to navigate these waters and the Eskimos everywhere we went were extremely surprised and puzzled as to the reason why a steel ship did not sink.

Perhaps it would be well to explain here that to the north of Point Barrow (continued on page four)

WHIST DRIVE AND DANCE BY MOOSE LADIES SUCCESS

A whist drive and dance given last night by the Women of Mooseheart Legion was a most successful and enjoyable affair. There were some 150 couples present, all enjoying themselves to the full.

Winners at cards were as follows: Ladies' first, Mrs. Jos. Ratchford; ladies' second, Miss Bessie Derry; ladies' third, Mrs. William Doucet; men's first, Mr. Lemb; men's second, Nils Johnson; men's third, D. H. McDonald.

Delicious refreshments were served, after which dancing was enjoyed. Music was by Mrs. R. P. Ponder's orchestra and Gillis Royer was master of ceremonies. Mrs. F. M. Crosby presided at the door while the committee responsible for the success of the affair consisted of Mrs. Jack Ratchford, convener, Mrs. Joe Slaggard and Mrs. L. R. Parry.

EFFORT TO COLLECT MONEY FROM DOMINION

NEW WESTMINSTER, Dec. 3.—Efforts to collect from the Dominion government sums of money believed to aggregate several thousand dollars will be made by the Fraser Valley municipalities. The money is claimed as taxes on lands that revert to the soldiers' settlement board.

BAD WEATHER HOLDS UP CATALA SALVAGE

No Further Report up to Noon Today on Progress of Operations at Mist Island Wreck. Up to noon today there had been no further report on salvage operations at the wreck of the steamer Catala on Mist Island near Port Simpson. Bad weather is understood to have been seriously hampering the progress of the work.

CANADIAN SENATOR RECEIVED BY BRIAND

PARIS, Dec. 3.—Senator Raoul Dandurand was officially received yesterday by Foreign Minister Briand.

FAMOUS IS OFF

VANCOUVER, Dec. 3.—The tugboat Famous of Bellingham was refloated from a reef near Turn Point by the Vancouver salvage boat Skookum.

COUGHS AND COLDS DREADED BY MOTHERS

What a weight of responsibility rests on the mother of the family during the cold weather season. In every cough and cold she seems to hear the warning of serious developments. She dreads croup, bronchitis, pneumonia and consumption and realizes that these are the natural results of neglected colds. But Dr. Chase has provided a prompt relief for coughs and colds and a preventive of more serious ailments of throat and lungs, in his Syrup of Linseed and Turpentine. This medicine is so well-known that only a reminder is necessary to most people to recall its effectiveness in relieving croup, bronchitis, asthma and all forms of throat and bronchial troubles.

DR. CHASE'S Syrup of Linseed and Turpentine

THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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H. F. PULLEN - Managing Editor.

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DAILY EDITION

Saturday, Dec. 3, 1927

PRIZES GIVEN FOR HISTORY

Young Students and Teachers Gather in Booth School to Hear Addresses

In connection with Diamond Jubilee Celebrations the various provinces arranged for competitions in Canadian History and the prizes won by the Prince Rupert Schools in the British Columbia examinations were distributed yesterday afternoon at the Booth School.

H. C. Fraser, Inspector of schools was chairman of the meeting which was attended by the pupils of the First Year High School, and the senior grades of Borden Street and Booth Memorial Schools.

Others taking part were Rev. A. Wilson, Major S. D. Johnston of the school board, T. H. Peddie, Miss Mercer, Miss Mills, W. W. C. O'Neill and J. S. Wilson.

The meeting opened with the singing of "O Canada," after which the chairman referred to the object of the assembly, the distribution of medals to the winners in the provincial competition.

Mr. Peddie, principal of the High School spoke of profit to be gained from the study of history and to Canadians particularly of Canadian history. The two main objects were the better understanding of varying conditions and the progress made and then the benefits derived from the acquaintance with the lives of the men and women who figured in the country's progress.

Quoting the line of Alfred Noyes "There's a magic in the distance where the sea-line meets the sky," Mr. Peddie appealed to the pupils to have the vision. The four main fields were those of science, literature, mathematics and languages. Each of these became more interesting as the student advanced in its study. And there was an incentive to each pupil as he became acquainted with the lives of the great characters of history, literature, mathematics and science.

The audience then joined in the singing of "The Land of Freedom."

Rev. A. Wilson, of the First United Church, spoke on some phases of history. One of its most important lessons was that we learnt of other generations and learnt to respect other nationalities. The program of the human race as unfolded in history was productive of hope and gratification. In Roman history there is the fine story of their custom when on the return from a triumphal war the procession was headed by the veterans, who as they passed the balcony on which was the emperor called out "We have been brave." They were followed by the soldiers who had taken part in the campaign they were celebrating and these called out "We are brave." These were succeeded by

the recruits and young soldiers who sang "We will be brave." Just as the hope of the nation centred in the young manhood of the time, so our hopes centre in the youth of the present moment. His audience repeated the slogan of the young and the speaker appealed to them to live it. The splendid courage and vision of the pioneers and early statesmen of the Dominion was a call and a challenge to us, and it was our duty to respond to and accept it.

RUPERT DID WELL

Mr. Fraser explained the plan of the competition in Canadian History, and how there were three medals awarded for competition among all the pupils of the High Schools of the province. Of these Cecil Hacker, then a pupil of the King Edward School of Prince Rupert won the second prize.

Two gold medals were for competition among all pupils of the elementary schools of the province and William Hesson, Ocean Falls, won the one for the boy ranking highest.

Of the thirty silver medals for the thirty pupils next in order throughout the eighteen inspectorates of the province the Prince Rupert inspectorate won three, a very high proportion. These were won by Archie J. Thompson, Booth Memorial School, Prince Rupert; John Williams, Ocean Falls; Margaret Leask, Ocean Falls.

Each inspectorate was allotted nine bronze medals and of these the winners were: Minnie Fox, Borden St. School, Prince Rupert; Harold Eld, Anyox; Kennedy McSwan, Ocean Falls; Margaret Windt, Smithers; Jimmie Lee, Borden School, Prince Rupert; Beth Nutrie, Borden School; Earl Gordon, Booth Memorial School and Agnes Guyan also of Booth School.

Representing the School Board, Major S. D. Johnston made the presentations and congratulated the recipients on the honor they had brought to themselves and the city.

Mr. Fraser felt very proud of the fine record of the inspectorate and referred to the good impression that such a record created elsewhere. Miss Mills, Miss Mercer, W. W. C. O'Neill and J. S. Wilson also congratulated the pupils on their fine showing and the winners were accorded three very hearty cheers.

The singing of the National Anthem brought a very enjoyable function to an end.

Having been held up for a total of 48 hours at Juneau and Ketchikan waiting out storms, C.P.R. steamer Princess Mary, Capt. Arthur Slater, finally reached here from the north at 3:30 yesterday afternoon, sailing at 4:15 for Vancouver and Victoria. The vessel had a full passenger list including a number of Yukon pioneers going out for the winter.

Union steamer Cardena, Capt. A. Johnstone, arrived at 1:45 this morning from Vancouver and wayports, sailing at 9 a.m. on her return south.

Waterfront Whiffs

Local Station's Experiments With Dogfish Oil are Confirmed—Start to be Made on Scrap-fishing—Business Along Waterfront Quiet

Scientists at the Prince Rupert Fisheries Experimental Station of the Biological Board of Canada have been gratified to receive from Professor Asmundson, professor of poultry husbandry at the University of British Columbia, confirmation of the local station's preliminary experiments relative to the content of "Vitamin D" in dogfish liver oil. Professor Asmundson reports, as a result of preliminary experiments that he himself has carried out, that dog fish liver oil is equivalent in medicinal values to the best cod liver oil on the market. This checks up with findings made at the local station by Acting Director H. N. Brock-

lesby who has had the experiments personally in hand. Professor Asmundson has used chicks in his experiments while the experiments by Mr. Brocklesby were made with Albino rats. Both means served to fully establish the valuable "Vitamin D" content in dog fish liver oil. It is the eventual purpose of the experiments to establish the commodity as a commercial medicine. To that end there is much promise of success.

New office quarters for the International Fisheries Commission are being prepared in the Prince Rupert Fisheries Experimental Station. This will be a commodious corner of the basement of the building on which the necessary work is being carried out by P. W. Anderson. Norman L. Freeman, local representative of the commission, will take up his headquarters there next season.

Mr. Freeman is leaving for Vancouver where he will spend the holiday season. On his return to duty at the first of the year, he will join the staff of scientists aboard the schooner Dorothy which is under charter to the commission.

After having spent the summer engaged in salmon packing first on the Queen Charlotte Islands and latterly in the vicinity of Vancouver Island, Capt. Lars Voge with his fine new boat Zepora, built at the local dry dock last winter, has returned to Prince Rupert. He plans next spring on engaging in halibut fishing for which the Zepora was originally designed but in which industry she has not yet been employed, having gone on salmon packing charter soon after having been completed.

APPROVES IDEA

The Gloomy Gus Club, which hangs out at a well known local cigar emporium, after having given the subject due and deliberate consideration, has decided that the idea of establishing a capital, seaport and otherwise centre of the sun is not devoid of some merit. As a matter of fact, the decision was unanimous and harmonious with but one exception.

In consideration of the subject, spitoons have been extra busy and overflowing this week while billows of eloquence have rolled forth as the destiny of nations has been discussed. The only thing left now is to raise the money, all other matters of policy having been finally disposed of. That if the Board of Trade did act, the Gloomy Gus Club would, was the consensus of illustrious opinion.

Dr. R. G. Large and party of Port Simpson people arrived in port on Wednesday night on shopping bent, returning home the next morning aboard the Sunbeam III.

Louis Smith, biological station glue expert, will be seen in a new role next Tuesday and Wednesday night when he takes the part of primeval man in the Prince Rupert Players' Club latest production "Adam and Eva." If the silent Louis is a fair representation of our noted ancestor, it sure must have been pretty tough on poor Eva. No doubt, there will be a bumper audience to see tootle take his first shot at the histrionic art.

Rough weather last week-end by no means daunted all Prince Rupert nimrods. Several parties went out on Sunday after the big Saturday night storm had somewhat modified.

Jack Lindsay and party on the Irene L. had their usual horseshoes with them and brought back some thirty-five ducks as well as a goose or two from Delusion Bay.

Dave Stuart and Dr. Cade cleaned out the geese at Delusion Bay, getting a couple of nice ones.

Their destination Big Bay which nobody believes they actually reached, Jack Lawrence and Bill Williscroft were out from Friday to Sunday night on the Argo, bringing home four or five geese as well as a full bag of ducks.

Clarence Thomson, Tedcy Tite and Jimmy Parker, on the Sunbeam, Jr., journeyed to Tucks Inlet and got a dozen ducks.

George Bryant and Claude Kirkendall on the Harla bagged nine or ten ducks, the same duet going across the bay on Thursday afternoon to get nothing.

Pete Gamula was skunked on Sunday.

GASBOAT CHANGES HANDS

Jimmy Stewart of the fisheries patrol service has brought the 36-foot powerboat "Nunu" from Tommy McMeekin and Alex Finnie, the deal having been closed last week. The "Nunu" which has now been moved from the floats of the Prince Rupert Rowing and Yacht Club to the fisheries departments floats, is powered with an 8 h.p. Palmer two cylinder engine.

considerable commotion along the waterfront and, along towards morning, there was a great hubbub as engines were started and boats stood by to evacuate the floats should it seem advisable so to do. However, there was a timely subsidence of the gale and, as far as can be learned, there was little if any damage. Due to the good offices of Chef Thomson, not a line was broken at the Yacht Club although there was a good deal of bumping around.

C.N.R. steamer Prince Charles, which came off the pontoons at the dry dock this week-end after having been there for two weeks undergoing annual overhaul, is to be tied up at the pier of the dock for the next four months. Standing by the vessel are Chief Officer Mickey MacKay; Second Engineer McGregor White and Chief Steward Adam Ramsay.

George Kelsey has installed a Ford marine engine in his power cruiser which he built at Seal Cove and which is now in operation. It is understood that Dunc Kennedy will instal a similar motor in his boat which is a sister ship of the Kelsey craft.

DEVELOP SCRAP FISHING

Indications are that a start will be made this winter on the development of the cod and scrap fisheries out of the port of Prince Rupert. With the halibut industry, through the scarcity of fish, undoubtedly on the decline and the situation as pertains to salmon holding out few reassuring signs, the feeling is undoubtedly growing at this port that, if the industry is to be continued on a steady and profitable basis, it will be necessary to turn to something else besides these two varieties of fish which have been concentrated upon for so many years. In addition to generally supplementing the industry, the cod and scrap fishing would offer a winter form of employment, the need for which is ever becoming increasingly apparent if Prince Rupert is to realize the destiny of a real fishing port. Dealers have long seen great possibilities in this form of fishing. Only recently, however, have the fishermen been starting to seriously realize it. Already some boat owners are actively considering it.

Capt. Peter Byrne has outfitted the Dolphin for beam trawling and plans on starting out as soon as the present season of unfavorable weather has cleared. To the same end of cod and scrap fishing, Capt. Gus Slaney is outfitting his boat, Nuba, for line fishing. It is also understood that Capt. Lars Voge may try his new boat Zepora out in the same game.

A ready market is understood to be offering for such as cod, brill and sea bass. The Bacon Fisheries and Oscar Lillivick, the latter recently opened in Prince Rupert, are said to be open to purchase in quantities.

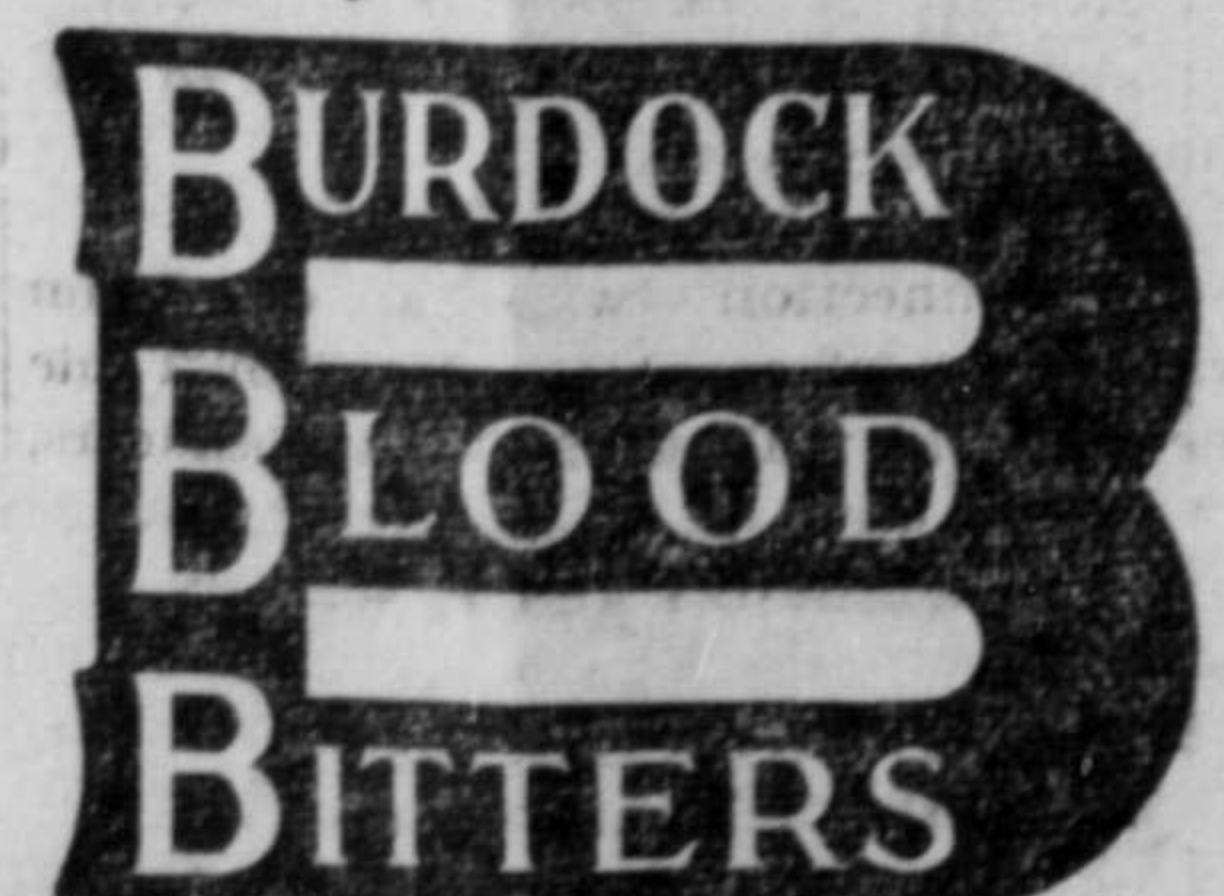
Some of the halibut boats are, however, taking occasion by the hand to get necessary work done in anticipation of the opening of the season before the spring rush sets in. The halibut boats P. Dorreen, Capt. Leon Sandvar, and Oslo, Capt. Axel Olsen, are having annual overhaul carried out in Cow Bay while similar work is being done on the Toodle, Capt. Lawrence Newell, at the dry dock.

Dr. W. T. Kergin is contemplating renovation of his big power cruiser Pull Moon, the probability being that the work will be carried out during the spring. Plans include, it is reported, the raising of the pilot house and a change of engines.

After a four-day hunting trip up Portland and Observatory Inlets, the halibut boat W. T. Capt. Charlie Edwards, returned to port Wednesday.

Dyspepsia Troubled Him for Many Years

Mr. J. Savoy, Loggieville, N.B., writes:—"I have suffered for many years from dyspepsia and could not seem to get any relief. One day I told my wife I thought I would try a bottle of



and when I had half of it taken I felt a lot better, so I continued until I had taken two bottles, and now have no pains and no coated tongue, and feel that I am completely rid of my trouble."

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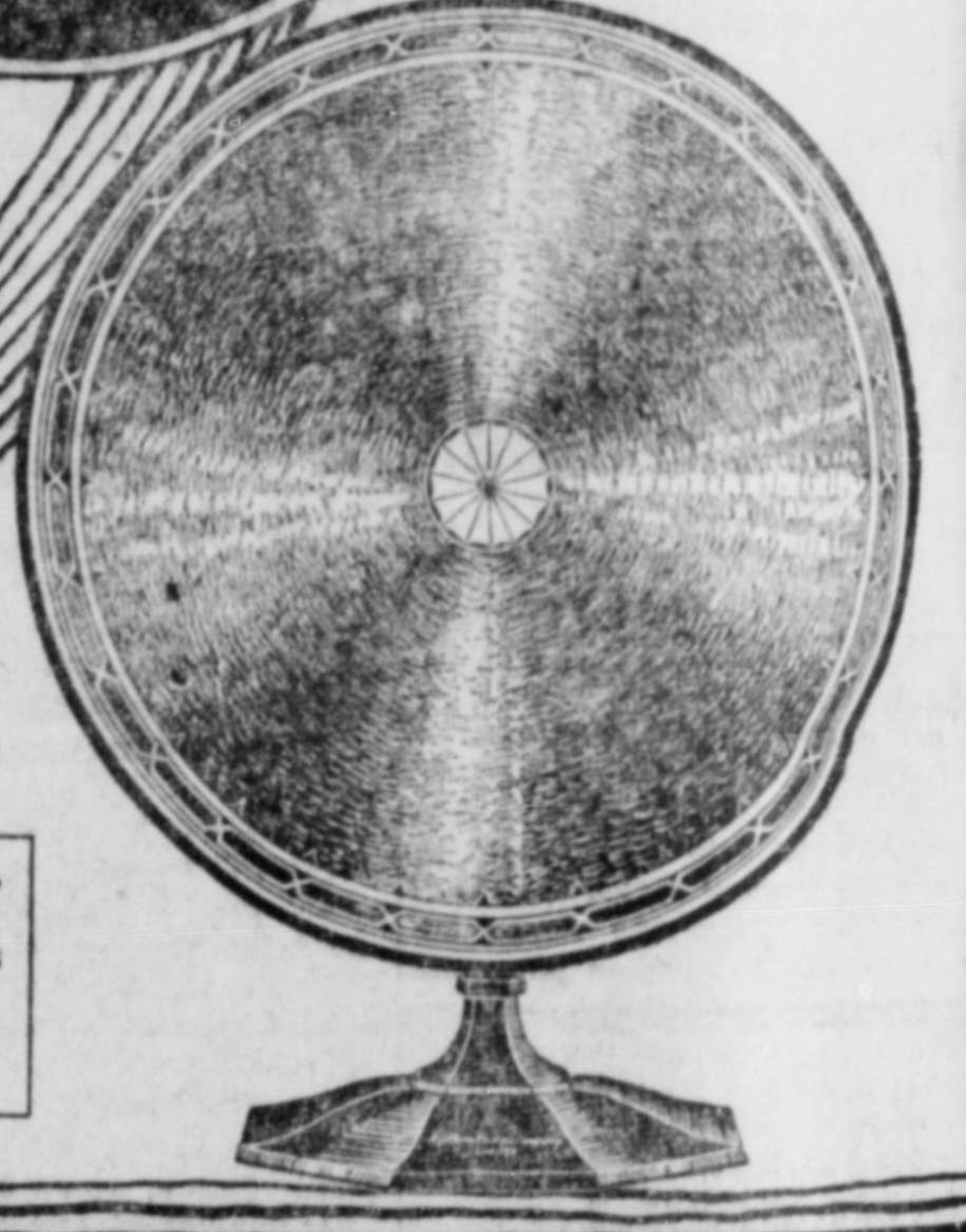
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What Shall We Give?

BACK through the centuries Christmas has always been a time for the giving of presents—big or little things to delight and gladden the hearts of children and their elders.

But where are the Christmas presents of other years—the toys, the useful things? Broken—worn out—forgotten.

Keep alive the spirit of your gift. Let it bring happiness and contentment from year to year—add a Royal Bank Savings Book to your list of Christmas presents.

Christmas Presentation Covers are provided for Gift Books.

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Prince Rupert Branch F. E. Robertson, Manager

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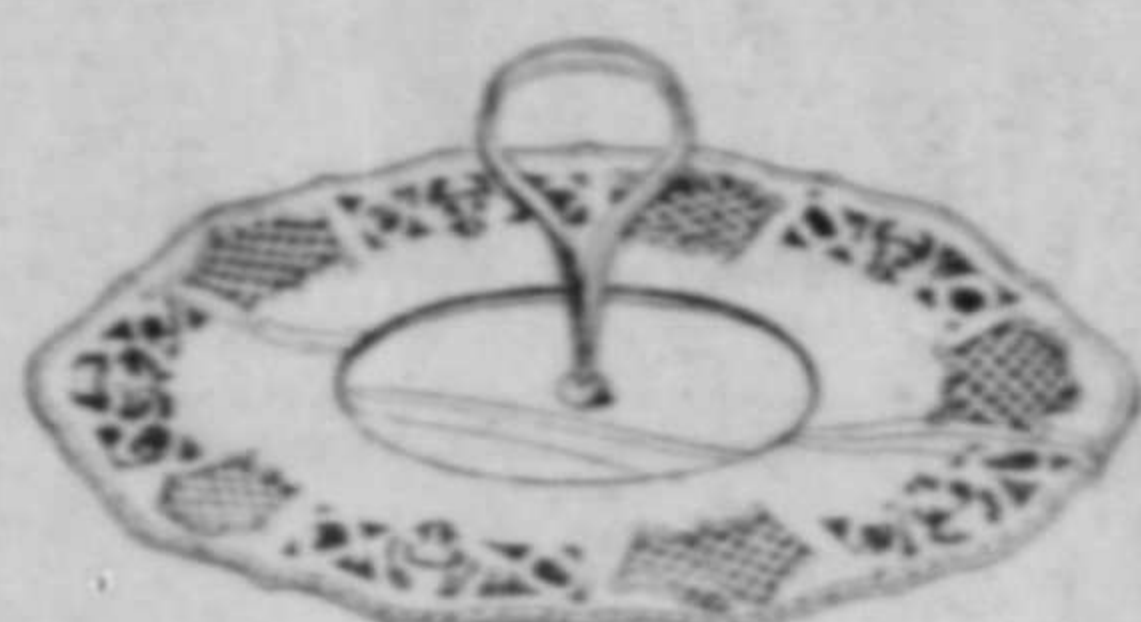
Saturday night's souwester caused

BRINGING UP FATHER



By George McManis

Special Value



Sandwich Plate \$6.50

This new article is good quality silver plate and the handle screws off so it can also be used with a small glass dish in the centre for olives or crackers and cheese, or a plain cake or sandwich plate. Send for our new catalogue.

JOHN BULGER JEWELLERS THE STORE WITH THE CLOCK

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CRUISE OF BAYCHIMO IN FARTHEST NORTH AND NARROW ESCAPE FROM CRUEL GRIP OF THE GREAT ICE PACK

(continued from page one)

(the most northerly point of Alaska stretches a vast unexplored continent of ice, extending presumably as far as the North Pole. Now in the short Arctic summer the effect of sun and ocean currents tends to lift the ice off the coast and its southerly edge becomes broken up and is pushed northward. Unfortunately though broken up in this manner there is no outlet from this part of the Arctic Ocean and through the months of July, August and September these floes of ice, some small, some very large, are carried east and west with variable currents created by the different winds from day to day. Even in the middle of August a change of wind might bring large floes of ice pressing in on the coast and it would fare badly with any ship that might be caught in this pressure jam, and ships' captains in these waters must be ever on the alert. As a general rule the ice shuts down on Point Barrow about the third week in September and the official sailing guide gives September 15 as the limit for safe navigation. After this the winter freeze-up sets in and this part of the Arctic is not navigable.

AMONG ICE FIELDS To return to my narrative, we left Point Barrow the same evening and owing to occasional fog and the fact that we had so worn our way through several fields of ice it was not until July 30 that we reached Herschel Island. While working through one of the icefields the ship punched against a particularly heavy patch of ice and a few plates on the starboard bow were somewhat, but not seriously, damaged. From this point onward the voyage ran smoothly and we called at the posts on the route covered, landing stores at each post and collecting the furs they had accumulated during the previous two years. It is worthy of mention that the schooner "Lady Kindersley" which was to have made the same voyage the previous year was caught and crushed in the ice off Barrow and this meant that no supplies had reached the company's posts for two years. It will therefore be readily understood that our arrival was a welcome advent to the men at these lonely outposts of civilization as most of them were badly in need of provisions and fuel. Aler pens than the present writer's have already described this part of the arctic so I will not attempt to do so. The whole district, however, is still a more or less unknown land and full of interest to the explorer and the prospector.

On August 19 we reached Cambridge Bay, Victoria Land, the most easterly point of the voyage. The Baychimo has the distinction of being the first steamship to negotiate the Dease Strait which lies between Victoria Land and Kent Peninsula. Three days later we turned west again and calling at several of the posts enroute arrived safely back at Herschel Island on August 31. This far we had been favored with extremely mild weather and from Herschel eastward had found the waters remarkably clear of ice. The ship had covered a greater distance than any other vessel had done previously in the short season of navigation that prevails in this region. In the ordinary course of events we still had two clear weeks in which to round Point Barrow and the distance from Herschel is but a two days' run if clear of ice, so there was every reason to be optimistic for a safe passage back to the Behring Sea.

BARRED BY ICE PACK On September 1, having completed her business and with a valuable cargo of skins aboard the Baychimo left Herschel Island at 2.30 p.m. on the last lap of the homeward journey. From the time we left the shelter of the sandspit at the S.E. point of the island the ship had to buck her way through heavy ice. Working in and out we got almost around the island but on the northwest point heavy impassable ice was packed tight onto the shore and completely barred the way. Reluctantly, therefore, we were forced back to shelter under the lee of the S.E. sandspit as we could not remain in our position off the island for fear of being crushed in the lee-pack should the wind change and bring more ice-floes pressing inshore. On the morning of September 2 a S.E. wind sprang up and commenced to open up the ice. We left our anchorage at ten a.m. and got safely round the island, there we waited for the ice to



open up more. At two p.m. we tried to continue on our way but the wind swung quickly round to the west and commenced to pile in the ice and for the second time we were compelled to return to our anchorage. All through the night a violent westerly gale blew and piled the ice in tight on the coast and we were thus compelled to wait and hope for a change of wind to open it up again. September 4 and 5 we attempted to get through but the ice barrier remained solid and impenetrable. On September 6 we tried yet again but though conditions were much improved we were still unable to get through and the following day a westerly wind piled in the ice yet again. GOT MESSAGE THROUGH The Baychimo was by this time the only ship in the western Arctic and to clear radio messages I had to work across the high mountains of Alaska and pick up some ship in the Pacific or one of the U.S.N. coast stations on the Pacific shore of Alaska. Owing to very

adverse static conditions, the shortness of the Arctic night at this time of the year, and the fact that I had but a 1 1/2 kw spark set to work with, I had for the past week or so been unable to effect communication with the outside world. Our position was now becoming critical and on the night of September 11 the captain gave me instructions to transmit the "SOS" signal to attract attention. I gave the set a much bigger load than it was ever intended to carry and was fortunate in having my coils picked up by several stations. Thanks to the co-operation of the U. S. navy stations at Cordova and Kodiak, and a number of ships trading on the Alaskan coast, I was able to maintain fairly regular communication from this date. While anchored under the lee of the southeast sandspit each day a party would set out from the ship and cross the island hoping to find an improvement in the ice conditions. Day by day our chances of getting through were dwindling and Captain Cornwell commenced to make arrangements for all hands to live ashore should the ship get frozen in. PREPARED TO WINTER On Sunday, September 20, we left our anchorage for another attempt to get through and by noon were thirty miles west of Herschel Island, here alas, our progress was again barred and as it would have been unsafe to anchor in such an exposed position we again returned to our old anchorage. By now there were few among us had any hope of getting clear this year, and having to winter as far north as this was no pleasant prospect. Winter in this barren land away north of the timber line is much too cold to live aboard a

steel ship, so quarters had to be found for all hands, 30 in number. There is a small mission station at Herschel that is unoccupied during the winter and arrangements were made for some of us to live there. There are quite a number of native huts that are vacant during the winter when the natives are out hunting foxes, and Inspector Caudkin of the Royal Canadian Mounted Police kindly offered accommodation in the police barracks to a further number. The few Eskimo women on the island were busily engaged making skin clothing and mukluks (seal-hide boots) for us, and once we definitely abandoned all hope of getting clear expeditions would immediately be organized to hunt caribou in the mountains on the mainland. These mountains are but ten miles or so from the coast and there the natives from Herschel hunt and lay in a store of meat for the winter. The meat is then stored in "dugouts" in the ground which a few feet down is permanently frozen and provides a natural icebox.

READY TO START As the month of September drew to a close, young ice began to form each night on the surface of the sea, snow fell and it really seemed that winter was setting in. Yet the 25th, 26th and 27th were fine mild days and on the 28th a party which had crossed the island returned to the ship reporting very little ice and lots of open water. Coming so late in the season the news was hard to believe but Capt. Cornwell (the master), and Capt. Foellmer (the ice pilot), held a consultation and it was decided that if the wind remained favorable we would make our final attempt the next day. Meanwhile the captain purchased as many stores as the Herschel trading post could spare as a precaution should we get trapped and compelled to winter up the coast between Herschel and Point Barrow.

On the afternoon of September 29 we said farewell to Herschel and started off at full speed. At 7 p.m. we anchored 20 miles off the island as there was still some ice around and it is unwise to attempt working through it in the dark. Early next morning we again proceeded at full speed, meeting very little ice. By 2 p.m. we were 150 miles from Herschel and though the wind had become strong westerly we could not turn back as we were just as liable to be trapped trying to get back to Herschel as we were trying to go on to Point Barrow. To be caught in our present position would mean abandoning the ship and attempting, inexperienced of real Arctic conditions as we all were, to walk the 200 miles along that barren icy coast to Point Barrow or back to Herschel, and everyone aboard fully appreciated the danger we were in. All through that night we continued steaming ahead and the next day, October 1, will be forever engraved in our memories. The wind had become strong northwest and would be slowly but surely pushing down the heavy packs of ice to the north of Barrow.

RACE WITH ICE It had now become a race whether we could get round the Point before the ice was down, rendering it impassable. Each hour brought us nearer the goal and towards nightfall large pans of ice were sighted. Dodging first to port then to starboard between the ice our stout little ship plied steadily against the wind. The stokers were working at a tremendous pitch and the chief engineer had opened the engines to such extent that despite the headwind the ship was making 11 knots, against her usual speed of 9 1/2. Darkness came upon us and a blinding snow-blend wind cut the faces of the anxious watchmen on the bridge. About midnight the engines were suddenly stopped and a few seconds later the telegraph rang for "full astern" ahead of us lay a solid wall of ice. Rising an average some twenty feet or more above the sea level was a sheer barrier of ice that would have crushed the strongest ship afloat. This was the "Polar Pack," dread by all Arctic navigators, for in its relentless grip many stout ships have been crushed, and many gallant men have perished.

OFF POINT BARROW "Where are we?" "Are we trapped?" and similar questions passed from one to the other. For a few minutes we remained motionless, trying to realize exactly the position we were in, when faintly over the erie stillness of the night was heard the piercing howl of a husky dog. Never was the howl of a husky more welcome than that one to our ears. Somewhere not far away was a camp or settlement. Turning southwest and steaming slowly along the edge of the ice after a little while a faint glimmer of light appeared which gradually became clearer, till eager eyes made out the lowly contour of northern Alaska and houses dimly illuminated. It was Point Barrow, the most northerly settlement of America, and 4 a.m. found us safely anchored, on the western side of the point. Away in the distance loomed the ice-pack slowly drawing inshore but it held no perils for us now. Ahead lay a clear run to the Behring Sea and Pacific Ocean, and thus it happened that our gallant little vessel had been saved from the clutches of the Arctic and had rounded Point Barrow on October 2—the latest date on record that any ship had passed this point from the eastward. With a thankful heart I merrily pounded the key in the radio cabin and informed the men on watch at Cordova and Kodiak, who were standing by keenly listening in to our progress. "OK Baychimo safely rounded Point Barrow. All well," and one can easily imagine the relief to all our loved one when the good news was flashed home.

MISS KATE RYAN, noted pioneer woman of the north whose heart and home has warmed many a green chukcho, who has roughed it in the wilds and tramped many a forest trail and rode tens or perhaps tens of thousands of miles of desolate northlands in dog team and otherwise, is going "north" again. Soon she hopes to revisit those many familiar scenes down the Yukon River to Dawson than which she herself is no less known. Miss Ryan sailed yesterday afternoon on the Princess Mary for Vancouver and Seattle. She is to visit the latter city in connection with court actions arising out of the sinking in 1919 of the steamer Princess Sophia aboard which she lost a nephew—one of her four "boys" whom she raised herself. In about a month's time, Miss Ryan will face north again and will not stop until she reaches Dawson which place she lived in for an even twenty years, going in over the "All Canadian" route via Telegraph Creek and Atlin with the "Rush of 98" and leaving on Armistice Day 1918—nine years ago. Miss Ryan will spend two months in the Yukon and will be accompanied by her "bodyguard"—her two husky nephews, John and Charles Ryan, Stewart packers. The boys are going south with her. "If we can't all afford to go we all stop" says Miss Ryan, "and I won't let them work while I am holidaying." Miss Ryan was for fifteen years lady gold inspector in the Yukon. But that was only a part of her picturesque career—such a one that will probably stand unrivalled by any other Canadian woman. And Miss Ryan says she is "through" now. "I have stopped working now and the boys will have to keep me" says this wonderful woman. Miss Ryan will return in the spring to Stewart where she has resided for the past several years—a pioneer town such as she knows so well and loves so much. J. C. Langley arrived in the city from Ketchikan on the Princess Mary yesterday afternoon.

PAIN from Bladder Irritation Soon eased by SANTAL MIDY Beware of Imitations Look for the word "MIDY" Sold by all druggists Relieved by

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HOUSES FOR SALE SIX ROOM MODERN HOUSE... \$2,500.00. Cash \$1,000. Balance ranged. Five Roomed House with Good condition and location. \$2,200.00. Cash \$100.00. Balance ranged. G. F. TINKER & CO. LTD.

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 For quickly saving 43,
 And 9 more "poker hands" says he
 Will bring a pack of cards to me.



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UNIVERSITY LECTURES IN THE DISTRICT

Board of Trade Turns Communication Over to Parent Teachers for Action

A letter received by the board of trade in regard to University extension lectures is being passed over to the Parent-Teachers' Association. It was read at the meeting of the board last night and so disposed of. It came from Terrace board of trade and was as follows:

"This board is desirous of taking advantage of the generous offer of the U.C. University Extension Committee to provide without charge a series of lectures during the winter months. We find, however, that it will be necessary for a number of districts in this north country to make application for the lectures before they can be undertaken owing to the cost. We have asked to be provided with lectures on hygiene with special reference to child life, and also on dairying, and also on some subjects likely to be of interest to miners and prospectors. I enclose an extract from the secretary's letter showing just what the financial proposition is, and what should be glad if you would intimate your desire to arrange to have some of these lectures delivered locally if that turns out to be possible.

"If you would be good enough to write Mr. O. J. Todd, secretary, University Extension Committee, Victoria, B.C., he will be glad to give you all information. As the lectures are to be

given between December 12 and 22 and from April 16 to 28, it would be well to let Mr. Todd know what subjects you would prefer, that is if you feel disposed to arrange for them. I should like to be apprised of your decision in the matter.

"H. Y. HALLIWELL, Secretary." Extract from letter written by O. J. Todd, secretary, University Extension Committee, Victoria, B.C., dated September, 1927, and received by Terrace Board of Trade—

"While the funds at the disposal of the Extension Lecture Committee are limited, it is hoped that the committee will be in a position to defray the travelling expenses of the lecturers. The lecturers give their services voluntarily, but the organization submitting a request for a lecture is expected to make provision for the necessary accommodation and for incidental expenses such as those of advertising. In the case of expenses such as those of advertising, in the case of illustrated lectures the local organization is expected to provide an operator for the lantern. The lantern itself can normally be provided by the University. It is to be understood that, as the services of the lecturers are given gratuitously, the lecture is to be open to the general public free of charge."

COLD STORAGE AND GRAND TERMINALS CLOSE BILLIARDS

Cold Storage is now tied with the Maple Leafs, who are leading the Billiard League, as a result of defeating the Grand Terminals in a closely contested tournament last night by an aggregate score of 222 to 227. The Cold Storage won three games and the

feature game of the evening was that between A. Murray and J. Andrews, in which the former won for the Cold Storage by the scant margin of one point. The high break of the evening was 34 by W. H. Long.

Individual scores were as follows: W. H. Long (Cold Storage), 185; F. G. Pyle (Grand Terminals), 200; Andy Murray, 200; Jimmy Andrews, 199.

J. Hillman, 200; W. E. Willisroff, 145; A. Mcnald, 174; Ben Self, 200; Johnny May, 200; Joe Beesley, 188. League standings to date are as follows:

Played	Total	Aver.
Maple Leafs	3	2845 948
Cold Storage	3	2845 948
Gyro	2	1817 909
Groto Club	3	2637 879
Grand Terminals	3	2579 860

INDIVIDUAL AVERAGES

Col. McMordie (M.L.)	3	600 200
G. Howe (M.L.)	3	600 200
J. Hillman (C.S.)	3	600 200
M. M. McLachlan (M.L.)	2	400 200
Ben Self (G.T.)	2	400 200
F. Williams (M.L.)	1	200 200
C. Youngman (G.)	1	200 200
J. May (C.S.)	1	200 200
D. Brown (Groto)	2	397 199
F. G. Pyle (G.T.)	3	598 198
G. Waugh (Groto)	2	396 198
J. Hamilton (M.L.)	3	585 195
A. Murray (C.S.)	3	576 192
W. J. Nelson (G.C.)	3	574 191
A. Macdonald (C.S.)	3	559 190
C. Balagno (G.C.)	3	557 188
W. H. Long (C.S.)	3	552 184
J. Beesley (G.T.)	2	362 181
G. A. Woodland (G.C.)	3	534 178
John Bulger (C.S.)	2	348 174
E. Morgan (G.S.)	3	519 173
W. E. Willisroff (G.T.)	2	345 173
J. Andrews (G.T.)	3	494 168
J. Judge (Groto)	2	339 165
J. Brown (G.)	1	165 165

G. Krause (G.T.) 1 159 159
 M. Andrews (M.L.) 3 460 153
 G. P. Baker (G.C.) 3 453 151
 R. Young (Groto) 1 130 130
 F. Ziemann (G.T.) 1 117 117

SMELTER SITE IS NOT NEEDED AT PRESENT

The Consolidated Mining Company is not at present proposing to erect another smelter, according to a letter received by the board of trade from the manager and read at the meeting of the board last night. However, the board will take the matter up further. The letter follows: "I beg to acknowledge your letter of November 4 re smelter site on the Pacific coast. It is too early for us to pick a smelter site at the present time and a great many things would enter into such a selection: the in and outgoing freight, the question of possible smoke damage and of good water and power supply as well as the cost of the site.

"If your board wish to secure the plant the best service you could give would be to try and aid the company in securing these rights at a reasonable price, if possible, if and when the company are able to consider any location in your vicinity."

HOTEL ARRIVALS

Prince Rupert
 Mrs. Ira Reid and George McAfee, Georgetown Mills; Wallis S. George, Juneau; W. H. Manuel, C.N.R.; Joseph S. Rogers, city; James Donaldson and M. Carter, Port Essington; Rev. F. W. Cassillis-Kennedy, R. C. Dagg and H. M. Burritt, Vancouver.
 Central
 D. W. Morrison, government road; D.

McLennan, city; Mrs. A. Moore, Vancouver.
 Savoy
 H. Spaner and A. Ericsson, Vancouver; C. P. Bussinger and family, Juneau.

Waterfront Whiffs

(continued from page two)

They brought back a fine collection of fossils of the animal which, from a paleontological point of view, possess great value. The party also made a geodetic survey of Welcome Harbor, and are of the opinion that the name is a misnomer. They suggest that it should be changed to the devil's hole. They however established the exact position of all the larger rocks, but the staunch craft, "The Rosina B.," kindly loaned the party by Oler Beeser, proved equal to the strenuous occasion and, after a tempestuous voyage brought the party safely back to Prince Rupert.

LANDSMAN ON HALIBUT BANKS

By Howard White
 The unit of halibut gear as used by vessels of the type of the Ingrid H. is the "skate", consisting of six "ground lines" of 48-lb. tarred hemp line. Each line is 50 fathoms long, making the entire skate 300 fathoms or 1,800 feet. In preparing or "sticking" the skate for use in fishing, a piece of "becket twine" about a foot long is put through the strands of the ground-line at intervals of 13 feet, and hitched, leaving a loop projecting about 4 inches. Thus each line carries 20 to 22 beckets, making about 120 to the skate. Each hook is seized to the end of a piece of "gangion" (16-lb. tarred cotton or hemp line) about 5 ft. long, with linen sal-

mon twine which has been treated with pine-tar and wound on a short stick for convenience. The other end of the gangion is then attached to a becket on the ground-line with a "becket bend."

When preparing gear ashore, before attaching the gangions the ground-line is run through a ring and coiled, which takes out some of the twist and allows the line to coil and handle more easily. When prepared on board, if the line is "cranky" and does not coil readily it is towed at full length, then hauled in with the power gurdy and coiled down. The towing is believed to weaken the line by taking out some of the twist, so lines that do not require such treatment are preferred.

A loop is spliced in each end of each line, by which the six lines are fastened together to form the skate, which in turn has a loop at either end for attaching the buoy line. The ground-line is said to be "stuck" when the gangions have been attached. A "string" of gear is two or more skates fastened together and set out to end.

In baiting the line, a whole herring, either fresh or frozen, is attached to each hook. Slices of salmon or pieces of devilfish—the halibut's delicacy—of about the same size as a herring are sometimes used. The line is carefully coiled as it is baited, the hooks being placed inside the coil, so that each hook will go out separately and not catch in the coils when being run out over the chute. The necessity of care in this matter was shown one morning when a number of coils went over the chute together causing a snarl which looked utterly hopeless at first, and took Fred Lindquist and me an hour to straighten out. To do this, all gangions were first removed, then the line was untangled.

Other items of gear vary somewhat on different vessels, but those used on the Ingrid H. are typical of the general

practice. The end of a buoy line is bent to the end of the first skate to be set, with a 25-lb. anchor attached to the buoy line close to the end, and a glass ball float 15 fathoms from the anchor keeps the slack from dragging and chafing on the bottom. Buoy line is kept in 25-fathom coils, of which two or more are used with each "string" gear, depending on the depth of water and run of tide. To the upper end of the line is attached a bamboo pole about 12 feet long, with a red flag at the top, eight 6-in. corks lashed to the middle and a 5- or 6-lb. sash-weight attached to the bottom, causing the pole to float upright. About three fathoms distant is attached a buoy, consisting of a keg or a canvas bladder. Before attaching the buoy line, the first skate of gear is placed in the bottom of the chute, with the end passed through the mouth of chute and around the side of the boat. The chute standing in the stern, is a distinctive feature of Pacific halibut boats engaged in long-line fishing.
 (To be continued)

Delay in the construction of the new overhead pedestrian bridge connecting the foot of McBride Street with the west end of the government wharf has been caused by reason of the fact that provincial public works and railway engineers have been unable to agree on suitable plans. However, it is hoped the matter will soon be settled so the interrupted and much delayed work may proceed.

The Massett seineboats Adelaide J. and Chief Weah, owned by George Jones and Matthew Youmans respectively, arrived in port yesterday after having spent the summer operating in the Vancouver Island region. Both will continue their voyage to the Queen Charlotte Islands as soon as weather permits.

Fishermen

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ATTENTION Once More

We want to remind you that we still have quite a large assortment of dry goods for Xmas Gifts. This must be sold regardless of cost before stocktaking at the end of the year. We courteously invite you to look these over before purchasing your requirements.

Including TOYS, CROCKERY AND XMAS CARDS we also have a few RUBBER RAINCOATS of the finest quality, sizes 34 to 38, regular price \$9.75, to clear at each

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BASKETBALL IS EXCITING

Senior and Ladies' League basketball matches last night were rattling good games which kept the fans on their feet vociferously cheering almost all the way through.

Again Senior League honors were won by the margin of a single point, the Elks nosing out over the Grand Terminals by a score of 33 to 32. It was a hectic struggle, fast all the way, with never more than point or so dividing the two rivals. At half time, the score was 15-14 for the Elks. So keen were the players that four were ruled off the floor for personal fouls—Will Lambie, Eddie Smith and Doug. Frizzell of the Elks, and Pol Howard of the Terminals. The Ladies' League game was no less exciting and the supporters of either side were ever on their feet lending their encouragement. Leading 7-5 at half time, the High School maintained the margin and emerged on the long end of a 12-9 score.

The Intermediate League game, in which High School won 32-11 over the Elevator boys, was not such a close affair as the other two. "Curly" Donald of the Elevator was ruled off for personal fouls.

Details of scoring follow:
SENIOR LEAGUE
Elks—W. Lambie, 11; D. Balfour, 17; George Mitchell, 2; E. Smith; A. Phillips; Doug. Frizzell; M. Budnich, 3. Total, 33.
Grand Terminals—Jack McNulty, 13; Ralph Smith, 4; A. Slocumb, 10; J. Casse, 2; Pol Howard, 2; Bronson Hunt, 1. Total, 32.
Referee—R. B. Skinner.

Wood

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To Belfast, Liverpool
Dec. 30, Jan. 27 Minnedosa
Jan. 13 Montclair
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Dec. 22, Jan. 20 Melita
Jan. 6 Montrose

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Timekeeper—G. E. Gullick.
Umpire—E. A. Mann.
Scorekeeper—Oke Jackson.
LADIES' LEAGUE
High School—Phyllis Harvey; Ida Boddie, 3; Nellie Gurrich, 4; Velma Walters; Helen Sim, 5. Total, 12.
Drill Team—Laura Frizzell, 7; Cathie Irvine; Evelyn March, 2; Ada Mengzohr; Evelyn Dalby; Chrissie McLeod, Total, 9.
Referee—R. B. Skinner.

INTERMEDIATE LEAGUE
High School—H. Macdonald, 14; D. Morrison, 5; Allan Cross; Bronson Hunt, 13; Robert Stalker, Total, 32.
Elevator—C. Donald; V. Meagher, 6; W. Murray, 2; A. Murray, 2; McLeod, 1. Total, 11.
Referee—R. B. Skinner.
Umpire—Oke Jackson.

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Third Ave. and McBride Street

STOLEN GOODS CHARGE HEARD

Magistrate McClymont Dismisses Case Against Haecker With Warning to Dealer and Boys

On the understanding that he will 'keep' books giving all details of goods he purchases, their description, price, etc., as well as notifying the police specially of any outstanding purchases he makes, Charles Haecker, junk dealer, was dismissed with a warning by Magistrate McClymont in city police court this morning on a charge of receiving stolen goods, knowing them to have been stolen.

Seven boys fourteen years of age and under appeared as witnesses, only two of them being called upon to give evidence. Both told of sales they had made to accused of copper wire. They had obtained it near or from the city's workshops, telling Haecker, however, that they got it at the sawmill. Once one of the boys testified, accused had told him to burn the insulation of the second boy testified that Haecker had not asked him where he got the wire, nor had accused stated that he did not want stolen goods.

Sergeant Hannah told of a complaint that had been made by the city utilities foreman as a result of which Haecker's place had been searched. Among other things, a sack containing fifty water faucets and electrical fittings had been seized. On being duly warned as he was taken under arrest Haecker had said that he had never done anything wrong. He had stated that he never asked any questions. That was none of his business. If he did ask questions, it would kill his business. Sergeant Hannah presented a shipping bill he had found. This related to a shipment made by accused in November to a Vancouver junk company, the total proceeds of which were \$61.92. In the shipment was included 593 pounds of copper wire at 10¢ a pound. Haecker had said that he had not shipped anything for a long time.

HAECKER TESTIFIES

As to the purchase of copper wire, Haecker stated that he had asked one of the boys where he had obtained it and had been told that he got it from his father who was an electrician. The faucets, Haecker stated, he had obtained some five or six years ago when a plumbing concern went out of business. He never had anything that he knew to be stolen. He did not make it a business to buy stolen goods. He knew, however, if he asked where goods offered him were obtained, he would not get the truth in reply. If he asked one who came by the goods legitimately, he would be insulted. He did not uphold thieving and was trying to make an honest living. His place was always open for inspection by the police. He had told the boys time and time again that he did not want anything that was stolen. He believed that the wire brought by the boys came from the sawmill. It looked like it had been burned, some of it was washed out of the water. He paid a license of \$26 a year.

The magistrate found that there was no evidence to show that accused knew goods he had received to be stolen. He was, therefore, going to take his word for it and dismiss the case. He advised, however, accused to keep a book recording all goods he purchased so they could be traced if necessary. Of any big purchase, he should notify the police. The result of the present case was that the boys had been guilty of stealing. Accused's business was making thieves of them.

The magistrate also handed out a word of warning to the boys. If they continued to steal, it would be necessary for him to send them to the industrial school.

NAVIGABLE WATERS' PROTECTION ACT.

Revised Statutes of Canada, Chapter 115
BRITISH COLUMBIA FISHING & PACKING COMPANY LIMITED, HEREBY GIVES NOTICE that it has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the office of the Registrar of Land Titles at Vancouver, British Columbia, a description of the site and plans of a cannery, cannery wharf and pier to be situated on the said site and plans and for leave to construct the said cannery, cannery wharf and pier on Lot 1295 and Lot 1455, Range 3, Coast District, in the Province of British Columbia, which said Lots are situated at Johnson Channel in the said Province.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice, British Columbia Fishing & Packing Company Limited will, under Section 7 of the said Act, apply to the Minister of Public Works at his office in the City of Ottawa for approval of the said site and plans and for leave to construct the said cannery, cannery wharf and pier.

DATED at Vancouver, B.C. this 15th day of November, 1927.
JAMES H. LAWSON,
1318 Standard Bank Bldg.,
510 Hastings St. W.,
Vancouver, B.C.
Solicitor for the said Company.

REVISION OF MUNICIPAL VOTERS' LIST FOR 1928

TAKE NOTICE that the Court of Revision to correct and revise the above Voters' List will sit on December 10, 1927, at 2 p.m., in the Council Chamber, City Hall. The said Court will hear and determine any application to strike out the name of any person who has been improperly placed on said list, or to place on said list the name of any person improperly omitted therefrom.

E. F. JONES,
City Clerk.

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80-90 California Prunes—
Per lb. 10¢
25 lb. Box only \$2.15

Sunmaid Seedless Raisins—
In bulk, per lb. 15¢
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Cor. Fulton St. and Sixth Ave.

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We Can Give You Still Lower Prices by Using the Coppers

Granulated Sugar, 10 lbs. for 73¢
Pacific and St. Charles, talls, per tin 11¢
B. & K. Rolled Oats, 7½ 57¢
Pastry Flour, 10's 57¢
Robin Hood Flour, 49's \$2.59
Market Day Raisins, 4 lb. for 59¢
Cluster Raisins, 25¢ pkg. for 19¢
Currants, re-cleaned, per lb. 17¢
Bulk Dates, per lb. 11¢
Glace Cherries, ½ lb. pkg. ... 23¢
Shelled Walnuts, per lb. 49¢
Sago and Tapioca, per lb. ... 9¢
Old Dutch Cleanser, per tin 10¢
Corn Flakes, per pkg. 10¢
Graham Wafers, 1 lb. pkg., each 24¢

Weston's Oval Arrowroot, 1 lb. pkg. 43¢
Comb Honey, each 29¢
Fresh Ground Coffee, per lb. 49¢
Selected Ceylon Tea, per lb. 59¢
Orange and Lemon Peel, per lb. 29¢

Citron Peel, per lb. 39¢
Cowen's Cocoa, ½'s 21¢
Fresh Prunes, 4 lb. for 39¢
Campbell's Assorted Soups, per tin 14¢
Heinz Catsup, per bottle 29¢
Sterling Catsup, per bottle ... 19¢
Shamrock Hams, whole or half, per lb. 33¢
Cooked Ham, per lb. 49¢
Capitol Butter Bricks 43¢
14 lb. box for \$5.89
E.C.D. Butter Bricks 47¢
14 lb. box for \$6.39

Brunswick Sardines, 3 tins for 19¢

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RIFLE SHOOTING.

Following are the scores made last night at the miniature rifle range shoot:

W. Brass 97
A. Wylie 94
M. M. Lamb 92
B. Wilson 80
H. B. Eastman 78

LOCAL NEWS NOTES

Rev. F. W. Casillis-Kennedy, superintendent of Anglican Oriental Missions, who is here on official duties from Vancouver, is the guest of Mrs. F. H. DuVernet, Fourth Avenue East.

Wallis George of Juneau reached the city on the Princess Beatrice yesterday afternoon from the north and sailed this morning on the Princess Beatrice for Seattle.

W. H. Tobey, C.N.R. divisional superintendent, left on this morning's train for a trip over the line as far as Jasper on official duties. He expects to return to the city on Tuesday.

Mrs. Virginia Riel returned home on the Princess Beatrice this morning from an extended holiday trip in the course of which she travelled as far south as California.

Charlie Brown, manager of Dido Gurvich, is in receipt of a telegram from George Corke stating that the latter will meet Gurvich here on the terms of \$250 and expenses win, lose or draw. In Anyox, Corke offers to meet Gurvich on the basis of \$250 winner-take-all. Brown states that he has no intention of coming to terms on any such basis which he states is grossly unfair to the local boy.

WESTHOLME THEATRE TONIGHT ONLY

at 7 and 9

John Barrymore

in "The Beloved Rogue"

A spectacular, dramatic, costume photo-play.
MARCELINE DAY, CONRAD VEIDT, HENRY VICTOR, SLIM SUMMERVILLE, MACK SWAIN, BETRAM GRASSBY, JANE WINTON, and many others.

COMEDY — "PASS THE HAT."
PATHE REVIEW

Admission - - - 50c and 25c

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The wise shopper shops early! Our complete stock of Hardware offers a range of Gifts that are both beautiful and useful. We invite you to call and inspect our specially selected stock of Christmas Gifts!

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Hair Dryers
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Waffle Irons
Egg Beaters
Toasters
Carving Sets, etc.

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Parcel 1—90 acres \$1000 for whole parcel
Parcel 2A—21 acres \$ 500 for whole parcel
Parcel 30—10.6 acres \$ 500 for whole parcel
Parcel 19—304 acres \$25.00 per acre

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To Vancouver, Victoria and Seattle—November 2, 16, 30; December 21, and January 4.

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