

NOTICE

TAKE NOTICE that an application was made to the Parliament of Canada at the next session thereof for an Act for the incorporation of a company known as The Alberta, Peace River and Pacific Railway Company, or such other name as may be given, to construct and operate a railway as follows:— Commencing at a point at or near the City of Lethbridge; thence in a westerly direction to a point at or near the Town of Medicine Hat; thence westerly parallel to the Calgary and Edmonton Branch of the Canadian Pacific Railway to a point at or near the City of Calgary; thence northerly and easterly to a point at or near Lacombe; thence northerly to a point at or near the City of Edmonton; or near the City of Edmonton by the most feasible route to and along the right bank of the Smoky River near its junction with the Wapiti River at or near the Town of Grande Prairie; thence south westerly through the Province of Alberta; thence south westerly to a point at or near the Town of Peace River; thence south westerly to the Province of British Columbia at the head of Portland Canal.

Waterfront Whiffs

Waterfront Business Picks up in Great Style—Ketchikan Also Busy These Days—No Sign of Herring Yet—Hunting Trips

Waterfront business picked up in great style during the past week according to unanimous report. On Thursday afternoon, when the Whiff man made his weekly calls, everywhere there was a hustle and bustle that it was good to see after the season of quiet. The dealers are happy in the general resumption of business and the fishing interests are looking forward to the opening of the 1928 season with their usual unquenchable optimism. If things nine months hence look half as bright as they do now, it will have been a successful enough season. Much stock in the way of equipment and supplies has been moving out and money, in some cases, is reported to have been fairly free. On the other hand, of course, much goods have been going out in the strength of the season's returns and it will, no doubt, take a lot of the boys time to catch up with the present outlay. However, 'tis said where there's life there's hope and since there is plenty of life here, hope is also abundant. The next thing will be to see them materialize at as early a date as possible. Certainly, the 1928 season is opening up with as much activity and as general promise as has any season of the past.

The Prince Rupert Boat House reports the sale during the week of an 8 h.p. Easthope engine for a new trolling boat which is being built at Warke Canal.

Capt. Graaf and officers of the Swedish ship Sagoland, which is in port loading cargo at the local elevator, are being given a royal welcome by the Prince Rupert community of Scandinavians. Entertainment in their honor included a motor drive around the city today to see the sights while tonight they will be guests at a dinner to be held in the Central Hotel. The Sagoland is one of the biggest and best appearing wheat ships that has yet visited Prince Rupert. It is expected that she will be ready to sail early next week. A quick job was done in lining the vessel and the grain is now being poured into her holds with the dispatch for which the local grain plant is fast acquiring distinction. Every master who has loaded wheat here this season has expressed pleasure with the manner in which his ship was handled. Capt. Graaf is no exception.

BUSY AT KETCHIKAN

According to word received from Ketchikan there is a busy scene at the various headquarters where halibut men gather these days in preparations for the coming season. In one store where several fishermen were assembled, however, it developed, on inquiry, that all was "not velvet" there.

For instance one skate of gear costs \$36, including gauges, twine, anchors, buoy kegs and lights, flags, bamboo poles, weight, rope, ground line, cork. For the larger boats a maximum of 50 skates of gear are carried. For a six man boat 2000 fathoms of buoy line is used, consisting of 11 coils, and each coil costs \$12.50. Even under the most favorable conditions, a skate of gear does not last more than a few months, and besides the natural wear and tear of the gear, it is lost by catching obstructions on the bottom and during sudden storms. Another considerable item of expense is

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There will be offered for sale at Public Auction at the Provincial Government Court House, Prince Rupert, B.C., on Monday, January 30th, 1928, at 2 o'clock in the afternoon, the following lots: Lot 14, Block 24, Section 1; Lot 7, Block 40, Section 7; Lot 13, Block 13, Section 2. Terms: Cash in full at time of Sale, or one-quarter cash and the balance in three equal annual instalments with interest on the deferred payments at the rate of 6% per annum. The Crown Grant for lot 14, Block 24, Section 1, is for 100 acres, and for lot 7, Block 40, Section 7, is for 100 acres. Plans showing the lots offered for sale may be seen at the office of the Government Agent, Prince Rupert, B.C., at any time. Dated at Prince Rupert, B.C., January 18th, 1928. NORMAN A. WATT, Government Agent.

LAND ACT

NOTICE OF INTENTION TO APPLY TO PURCHASE LAND. In Range 5 Land Recording District of Prince Rupert, and situated at the northerly end of Telegraph Passage, Skeena River. TAKE NOTICE that J. H. Todd & Sons of Victoria, B.C., occupation salmon canners, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the northwest corner of Lot 21, Range 5, C.D.; thence 35 chains east; thence 20 chains north, more or less; thence high water mark to the point of commencement, and containing 50 acres, more or less. J. H. TODD & SONS, LTD. Applicant. Dated December 12th, 1927.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA. In the Matter of the Administration Act; and In the Matter of the Estate of John Johansen, otherwise known as Johan Kraakay, Deceased, Intestate. TAKE NOTICE that by order of His Honor, F. McE. Young, J., the 30th day of January, A.D. 1928, I was appointed Administrator of the estate of John Johansen, otherwise known as Johan Kraakay, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the last day of March, A.D. 1928, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith. NORMAN A. WATT, Official Administrator, Prince Rupert, B.C. Dated January 23rd of January, A.D. 1928.

was found recently to be settling. Preparatory to the underwater work, a cofferdam is being put down involving pumping and diving operations. The diving work has been carried out by the B.C. Towing & Lightering Co.

The new thirty-two foot trolling boat built at the old marine ways at Seal Cove for Stenar Torgelson is now nearing completion and a 12-16 h.p. Acadia engine has been purchased from the Ward Electric & Supply Co. for installation therein. The boat should be ready in about a month's time for the early trolling season.

Hubert Ward has on order a 12-16 h.p. Acadia engine which will be installed in his pleasure boat Bonanza, replacing a 10 h.p. Palmer. Delivery should be made about the middle of March. The new motor will considerably increase the speed of the Bonanza in time for the heavy demands of the yachting season.

The halibut boats Yule and Zero are off the Lipssett ways where they have been undergoing copper painting.

A new Ford engine is being installed at the Lipssett floats under the direction of Kenny Rood in the Digby Island pleasure boat Victory.

Having brought their piledriver and equipment in during the week from Port Simpson where they have been engaged for the past month or more in wharf rebuilding work, John Currie & Son are now preparing to move the outfit to Bella Bella where they have been awarded another contract by the federal department of public works for wharf rebuilding at the Indian village. Piles from the old quarantine wharf at Digby Island, which is gradually being taken down, will be used on the work. The Salvage Princess, which brought the piledriver in from Port Simpson, will likely tow it on to Bella Bella, as well as the piles in about a week's time as soon as they can be taken out and rafted. The Bella Bella job, it is estimated, will take about six weeks to complete.

NOT SKUNKED, ANYHOW

One goose and one duck is no bag to be sneered at, especially when they take so much pains and so many sleepless hours to get as it did Doug, Stork, Harbor Master Elfert, Ole Rolag and Chief Wireless Operator H. D. Tee (Digby Island) over the last week-end of the hunting season. One goose and one duck are better than a goose egg any day and, at that, the brave quartette was not overly rewarded for its efforts to say nothing of its judgment in attempting to navigate the icebound waters of Khutzamaten Inlet at this time of the year. No, the game was not taken there for, after having negotiated some eight miles of ice, the going became even thicker and not nearly so attractive with six miles yet to do so, before the channel froze up again, return was made to Pearl Harbor and there it was that success, such as it was, was finally had. The trip was made on the Salvage Princess.

Lighthouse tender Newington, Capt. Harry Ormiston, left on Friday morning for the southern extremity of her district, Egg Island in Queen Charlotte Sound. All the lights between here and there will be tended during the trip and the Newington will probably be absent for the next couple of weeks.

The American registered schooner Sumner, Mingo Soriano, owned by the Canadian Fish & Cold Storage Co., is expected to arrive within the next few days from Seattle. The vessel, which has been spending the winter at the Puget Sound port, will pick up her gear here and outfit for the first trip of the season to the fishing grounds.

The first halibut boat of the season to leave Prince Rupert enroute to the grounds will be the American vessel Tahoma, Capt. Winnie Pierce, which it is expected will get away tomorrow. The Tahoma will have some work done at Ketchikan and will proceed either from there or some further north port on her final dash to the banks.

The halibut boat Wabash, Capt. Ernie Pierce, arrived on Thursday morning from Ketchikan to finally outfit here before proceeding on her first trip of the season to the fishing grounds. Coming down, the Wabash is reported to have had a narrow squeak from being cast up on Halliday Island with possibly serious results. Prompt running up of a jib sail is credited with having saved the vessel by mere feet when her engine broke down with a dirty wind blowing.

The fact that the geese were flying so low and hit it may possibly account for the fact that Johnny Wilson lost his gun overboard at Big Bay last Sunday. While Johnny asserts that he merely got excited and dropped it, other members of the party were evidently not unanimous in supporting his version of the story. In any case, the musket was lost but not, however, before Johnny had taken his honker, allegedly by hitting it between the eyes with the butt end of the artillery. Though some of his friends thought that a gun would be no more good to Johnny anyhow as the season was nearly ended, better counsel was taken and the weapon retrieved when the tide went out. Next season, however, Johnny is resolved that a dip net will do just as successful hunting as a shotgun if the geese come back in as abundant quantities as they were on this occasion.

Members of the party were, besides Johnny, Jack and Joe Lindsay, Don Cramer, Dave McCulloch and Jim Bacon. The trip was made on the Irene L. and the bag consisted of seven geese and some forty ducks, which was not so bad even if these boys never did miss a practice all season.

Boats on the Ward Ways during the past week have included the halibut boats Marguerite, Verna and D.C.F.

Work is proceeding at the dry dock on the putting in of new footings for the big 50-ton crane, one leg of which

Having broken down while bound from Seattle to Ketchikan where she plans finally outfitting for the approaching opening of the halibut season, the American fishing schooner Wilson put in to Prince Rupert Thursday night for repairs.

HOTEL ARRIVALS SAVOY Rev. I. N. Johansen and Miss E. Mathison, city; M. C. Nelson, Edmonton. Central J. H. McLeod and Z. P. Gagne, C.N.R. Y. Ritchie, city. Prince Rupert Allan Falconer, Alice Avas; I. C. Eard-

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well, A. M. Firby, W. R. Bucknall and C. J. Rowbotham, Vancouver.

Man in the Moon

IF you have never yet discovered what bare knees look like, just watch the girls play basketball.

UP to the day of his death Oom Paul Kruger believed the world was flat, and Jake says he knows it is crooked so there you are. Possibly these scientists don't know everything.

TRY not to slide back. The splinters hurt.

WHEN a mine is being financed, new strikes of ore are found almost every day. Oh well!

WHY can't someone write the right kind of slogan that will make us all rich and happy and land us at last in Olympus?

WHY not just write a slogan A pithy, meaty thrust That will make Prince Rupert either Be prosperous or bust? Just place the words together And give them the right turn Giving to all and sundry A sentence that will burn.

DEMAND

"Rupert Brand" Kippers

"THE DAINTIEST BREAKFAST FOOD."

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Prince Rupert, B.C.

Ten Years Ago

in Prince Rupert

FEBRUARY 4, 1918.

Mrs. Barber of Terrace, who has been

visiting with her daughter, Mrs. Peter Black of the Central Hotel, left on this morning's train on her return to the interior.

Dr. Gould, who preached last evening in St. Andrew's Anglican Church, left today for Hazelton. From there he will proceed to Edmonton.

Mr. and Mrs. G. A. McNicholl left on today's train for a trip East.

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