



# Waterfront Whiffs

### Doings of the Mosquito Fleet Which Is the Chief Source of Prince Rupert's Prosperity

## Strength

Strength of muscle does not indicate strength of nerves. On this account many people who look healthy enough suffer from nervous troubles and cannot understand what is ailing them. Sleeplessness and irritability are among the early symptoms. Indigestion and tired feelings soon follow.

Read this letter from an Ontario man:

Mr. W. L. Gregory, Charles E. L. Ingersoll, Ont., writes:

"I had been troubled for quite a while with indigestion. At times there would be a twitching of the nerves of my hands, and I also found it difficult to get a good night's sleep. I am a night worker and owing to the nature of my work my system became run-down. I had a treatment of Dr. Chase's Nerve Food, and found great benefit from this medicine. They did me a great deal of good. I have not been bothered at all with indigestion since, and can sleep peacefully. I have recommended Dr. Chase's Nerve Food to many of my friends, and I think it splendid for anyone who is nervous and needing a tonic."

Dr. Chase's Nerve Food, 50c a tin. All dealers, or Edmondson, Ltd. & Co., Limited, Toronto

## NOTICE TO CONTRACTORS.

SEA DISTRICT—FRANCOIS LAKE FERRY.

Sealed tenders will be received by the Marine Minister of Public Works up to 10 o'clock on Wednesday, the 14th day of December, 1921, for the construction of a pier at Wood Thrill, 66 ft. x 27 ft. x 4 ft. deep.

Plans and specifications may be seen at the office of the Marine Minister, 100-102, Victoria, B. C., the day before the date of the opening of tenders, or after the 23rd day of November, 1921.

Tenders must be accompanied by an amount of cash or a certificate of deposit for 10 per cent of the amount of the estimated cost of the work, which will be returned upon return of plans, or the tenderer refuses to enter a contract when called upon to do so. Bids completely the work contracted for.

PHILIP CHESLEY, Marine Works Engineer, Marine Works Department, 100-102, Victoria, B. C., November 19th, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted on the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

PHILIP CHESLEY, dated September 3, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, Philip Chesley, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted about one mile west of the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

PHILIP CHESLEY, dated September 3, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, Philip Chesley, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted about one mile west of the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

PHILIP CHESLEY, dated September 3, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted on the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

PHILIP CHESLEY, dated September 3, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, Philip Chesley, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the northwest corner of Lot 1037, thence south 80 chains, thence east 80 chains to point of commencement, containing 640 acres, more or less.

PHILIP CHESLEY, dated September 4, 1921.

## LAND ACT.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted 100 feet west of the 9-mile post on the Kitsungallum Lake Wagon Road, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres, more or less.

There is the usual "before Xmas" lull in activities around the Mosquito Fleet these days. The majority of the skippers in port are starting to overhaul their boats and several are already undergoing extensive repairs. Fishing for the past week has been exceptionally fine and several large catches have been reported during the week. There is an air of optimism prevailing around the waterfront these days, and it is the general consensus of opinion that with the election over and the advent of a new year business will pick up all around.

That a change of government will take place, no one committing themselves as to exactly what the change will be, is the general idea. One or two of the larger fishing boats are pulling out in the very near future for the deep sea fisheries to make one final haul before Xmas. The morale of the fleet has much improved, since last winter, the cold snap having passed, the crews are on deck in good time in the morning, get off to a good start, also visits up town are less frequent.

The Admiral and Commodore of the Mosquito Fleet are both absent from port on duty and the affairs of marine importance are left in the hands of the Chief Steno, to the Admiral, Flossie Flirt, who very graciously volunteered the following information. It is understood that all employees of the Admiralty in official positions are to be put through a course of nautical instruction, including boxing the compass, and in order to be properly prepared for the course in this art, the lady skippers, are going to spring a surprise for Xmas, and have started in to make themselves athletic clothing having written Jack Dempsey for patterns of his fighting garb, also asking him for tips on how to box. It is not known how well the compass can box but it is thought some good exhibitions of boxing will be put on. The rendezvous of the bouts will be the Mug-Up Stadium, which has a seating capacity of at least six persons, that is three sitting and three standing.

To test the alertness of the brains of the Mosquito Fleet crews, it is reported that the Admiral, with his usual careful thought, has set some questions to be answered. The following are a few of them taken from the question paper at random: If you had your choice of a Xmas present between a bottle of Scotch and a dead cat which would you take? Which did you do first in life, go to bed or get up? (Note—When answering this question remember that you had to get up to go to bed and that you had to go to bed to get up.) If fish rose to \$1.00 per lb. when would you wake up? If Stork and Peck were both elected, who would you say you voted for? What is the difference between a lion and the eclipse of the moon?

A cow giving three gallons of milk a day went twenty miles for a drink of water, on this assumption how far would you travel for a real drink if the Admiralty put up the price? (Note—Do not make the distance read too near Cow Bay.) It will be seen from the foregoing questions that the Admiral must have implicit faith in the shrewdness of his men. It would be interesting to read the answers after the examination has been held.

The only powder now in use in the Admiralty offices, so Flossie Flirt says, is gunpowder. You can believe it if you like.

The Spencer, Captain Louis, left early Thursday morning for the deep sea fisheries, on his final run before Xmas.

Captain Kohrt did the diving in connection with the salvaging of the D.C.F., the fishing boat which was wrecked in the ice last week in Newcomb Harbor. The boat was successfully raised and all the gear on board was found to be intact. The salvaging was superintended by Captain Bahington who supplied all the necessary diving equipment and gear. Some \$800.00 had been spent on the D.C.F. just prior to her leaving port on her ill-fated voyage. It is understood that no very serious damage was done. The boat will be overhauled and will soon be in shape again to ply her trade.

The Ethel June and the Annie May are to be used in the near future for shrimp fishing around the Shawatlans Passage. The Fanny F. Captain Jim Hall, is tied up in Cow Bay undergoing an extensive overhaul. Both the engine and hull are to have attention and it is expected the work will take about a month to complete. As soon as the work is finished the Fanny F. will hit for the fishing grounds.

The Gifford, Captain Bob Hobbs, arrived in port on Tuesday with 15,000 pounds of halibut and reports good fishing and better weather. It is the intention of the skipper to do repair work now including the re-painting of the vessel.

The road work around Cow Bay is going along merrily, and a gang of some fifteen men are hard at work fixing up the grade. The pile driving is well under way.

The Gellie is expected to arrive from Vancouver at any moment, being a week overdue, with a cargo of tile for Albert & McCaffery. The tile on arrival will be used on the new court house.

The barge Louise is expected to arrive at the Albert & McCaffery dock any day with a cargo of lumber and coal for local requirements.

The Pair of Jacks, Captain J. Ivarsen, has returned to port after a fishing and hunting trip. The hunters were successful in getting two deer, and had them carefully stowed away, as they thought. However, sometimes the most carefully laid plans fail. The vigil on board was somewhat lax with the consequence that some person or persons unknown purloined the deer soon after arrival in port. Any information which will lead to the recovery of the spoils of the chase will be gratefully received by Captain Ivarsen.

Capt. W. Shelin, alias Bill the Diver, met with bad luck on his racing yacht Kelpie in an attempt to make the South Sea Islands, and Swanson Bay. Bill started out about two weeks ago with everything merry and bright, and excellent discipline prevailing on board among his crew of two. When well out to sea a storm of intense fearfulness hit the barque and from accounts to hand the skipper and crew had a hard fight to make the return trip. Engine trouble was also experienced and no amount of careful doctoring and nursing could bring its cheery voice back to life. The wind simply would not stop molesting the sails and in very short order tore the mainsail apart, which gave the graceful craft the appearance of a dry goods store after a fire. It was only by the skilful handling of the boat by the skipper and the staunch sup-

port of the crew, including the cook, that Davey Jones' locker was not contributed to. Although Bill has a sneaking regard for a more southern climate, Prince Rupert looks pretty good to him at the moment, even if it is necessary to have blankets on a bed.

The Joe Baker, Captain Blonidin, is undergoing a general overhaul and is being repaired. There is quite a lot of work to be done yet, however, and it will be early in the New Year before the captain will be able to go fishing again.

The Mayflower, Captain Jud Thurber, is being lengthened by 6 feet and the engine is being thoroughly cleaned and necessary repairs executed.

N. M. McLean is busy making an extension to his dock on Cow Bay for the purpose of accommodating boats for the winter.

To have a grave dug to receive one's mortal remains and all hope of life to be despaired of by eight American doctors was the unhappy experience of Jack Toner while working on the construction of the Panama Canal in the early days. There is a fight sequel to this story and this is how it happened. Jack and four of a crew, sailed a new American barge from Newport News, Virginia up to the Panama Canal site on the Atlantic side. On arrival at the Canal he was transferred to a sand-sucker, the Culebra, which was then working on the Pacific entrance to the Canal. After putting in about three months work typhoid fever struck the outfit and Jack, together with four others, fell sick in the same hour.

All five patients were speedily shipped to the hospital at Panama, and Jack lay for three months paralyzed with the fever. Things looked pretty black against his chances to remain much longer on this earth, so much so that the well intentioned attendants had the usual foreboding screens placed around Jack's bed and the doctor sent for a minister. The first minister to arrive on the scene was the Rev. Johnson, who tried to comfort our hero and lighten his passing out. However Jack, being of Irish descent, did not favor the minister but signified that he wanted a priest of his own faith. The authorities, being indulgent in what they thought to be a last request, sent for the desired priest, who upon arriving on the scene was found to be a Spaniard who could not speak a word of English.

This put Jack right up against a proposition, and seeing there was some difficulty in getting the necessary religious touch to the proceedings, he decided to get better, and as a consequence was discharged to convalescence in three weeks. Naturally a lot of Jack's chums had been given to believe that he had passed out. A Dane by the name of Sylvus afterwards met him in San Francisco just prior to leaving for New York, and on arrival in New York chanced to meet some of Jack's old friends in a much frequented house where liquor was dispensed. In course of conversation the Dane happened to mention that he had met Jack Toner just before leaving San Francisco, to which remark one of the company took exception, saying: "Why that guy cashed in weeks ago in Panama and I put flowers on his grave." The Dane got all hot up in a minute and called his doubting friend a "d— liar." Of course that started something, and in the heat of the moment they got tightly embraced, with the ultimate consequence that Sylvus got his nose broken. As the Dane said to Jack some years afterwards when recounting his experience in New York: "You're the stiff that caused me to get a broken nose. If you'd gone and died according to the schedule I'd be a better looking guy now," and of course Jack felt ashamed of himself.

The following fishing boats are at present in port at Cow Bay: Doreen N., Aunaka, Bob, West-erner, Widreon, Birdie B., Laura L., Lovera, Towena, Iris, Ethel June, Annie May, Cedric, Lillian F., Edna H., Siljan, White Lily, Gray, Violet, Lancelot, Kobe, Joe Baker, Fisher, Texts T., Mayflower, Viola, Helen D., Lillian M., Speculator, Gifford, Verna, N. & S., Alliance No. 1, Kaien, Rosepit, Wanderer and P. Doreen.

Advertise in the Daily News.

**MACDONALD'S**  
**Cut Brier**  
MORE TOBACCO FOR THE MONEY

*The Tobacco with a heart*

- Canada's Best Buy -  
**THE ECONOMY PACKAGE**  
**1/2 lb - 85¢**

## SPECIAL SUNDAY DINNER AT THE ST. REGIS CAFE DINING ROOM

- \$1 PER PLATE**
- Soup
  - Chicken Broth with Rice.
  - Salad
  - Fresh Crab Salad
  - Boiled
  - Chicken Fricassee, St. Regis Style.
  - Roast.
  - Spring Chicken, Sage Dressing.
  - Prime Ribs of Beef, Yorkshire Pudding.
  - Vegetables
  - Cauliflower in Cream.
  - Mashed or Baked Potatoes.
  - Dessert.
  - Apple Pie or Plum Pudding.
  - Tea or Coffee.
  - Westhorne Orchestra, 6 p.m. to 8 p.m.

## CARLTON RESTAURANT

- Third Avenue
- SPECIAL SUNDAY NIGHT, DECEMBER 4**
- Soup
  - Puree of Split Pea.
  - Fish.
  - Smoked Black Cod.
  - Boiled
  - Chicken and White Sauce.
  - Roasts.
  - Roast Beef and Yorkshire Pudding.
  - Roast Lamb and Mint Sauce.
  - Vegetables
  - Cauliflower.
  - Baked Brown Potatoes.
  - Mashed Potatoes.
  - Apple, Lemon and Custard Pie.
  - Steamed Date Pudding.
  - Peaches with Whipped Cream and Cake.

## PRINCE RUPERT TIDES

Saturday, December 3.

High	3:58 a.m., 19.6 feet.
	15:37 p.m., 20.1 feet.
Low	9:37 a.m., 8.0 feet.
	22:12 p.m., 5.1 feet.

Sunday, December 4.

High	4:39 a.m., 19.1 feet.
	16:20 p.m., 19.1 feet.
Low	10:21 a.m., 9.6 feet.
	22:50 p.m., 6.1 feet.

The time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight.

The table given is for Port Simpson but the time for Prince Rupert varies only a few minutes on some days and on others is the same. The range of the tide may be computed as 5 per cent greater at Prince Rupert than at Port Simpson both at springs and neaps. Therefore the rise in the Prince Rupert harbor is slightly greater than Port Simpson.

The height is in feet and tenths of feet above the average level of lower low water.

## NOTICE.

In the matter of an application for the issue of a Provisional Certificate of Title under the Duplicate Certificate of Title Act, City of Prince Rupert, Map 22, Section 4, satisfactory proof of the loss of the above duplicate certificate of title having been produced, it is my intention to issue after the expiration of one month from the first publication hereof a Provisional Certificate of Title covering the above lots, in the name of Victor Blanes, which certificate was issued 28th January, 1914, on application received 27th January, 1914, as No. 51244.

Dated this 10th day of November, 1921. Land Registry Office, Prince Rupert, B. C. H. F. MacLEOD, Registrar of Titles.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the N. E. corner of Lot 1732, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 3, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the N. E. corner of Lot 1732, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 3, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the N. E. corner of Lot 1732, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 3, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted on the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 3, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted 200 feet west of the 7-mile post on the Kitsungallum Lake Wagon Road, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted 100 feet west of the 9-mile post on the Kitsungallum Lake Wagon Road, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the S.W. corner of Lot 4003, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 3, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted at the S.E. corner of Lot 977, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted on the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted on the northern boundary line of Lot 1427, thence south 80 chains, thence east 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted 200 feet west of the 7-mile post on the Kitsungallum Lake Wagon Road, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.

LAND ACT. PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST RANGE 5. Take notice that I, H. D. Cameron, of Vancouver, occupation miner, intend to apply for a license to prospect for petroleum and natural gas on the following described lands: Commencing at a post planted 100 feet west of the 9-mile post on the Kitsungallum Lake Wagon Road, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant. Dated September 2, 1921.