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AND HEELS

There's only one part of Europe that shows no trace of Phillips' Military Soles and Heels—and that's the English Channel! Wherever there's a British foot this imprint is a sign of miles of protection from wet- or extraordinary durability given leather.

You can have Phillips' Military Soles and Heels fitted to any style of shoe. The difference in comfort—in two or three times more wear—is amazing. Over a million and a half sets were worn in Great Britain last year.

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Phone 8
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Waterfront Whiffs

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

On behalf of the crews, the Admiral of the Mosquito Fleet, who is in port aboard the flag-ship, extends to the readers of Waterfront Whiffs the compliments of the season and good wishes for a bright and prosperous new year. In spite of storms, accidents, and other untoward happenings to the fleet recently, the morale of the crews is of a high standard and everything is being prepared to give them a real good time during the festive season.

A gloom has been cast over the entire Waterfront this week as a consequence of the fatal hunting accident to Captain Selig, late skipper of the Eagle. The loss of such a comrade is a sore blow to the fishermen individually. The late Captain Selig was a man of very high principles and outstanding character. He was always willing to help his fellowmen and evidenced this at the time of the recent storm in Cow Bay, when he worked night and day with his boat to help the distressed. He was a man who could always rise

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 16-mile post on the Kitsungallum Lake Wagon Road, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant.
Dated September 8, 1921.

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 1428, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres, more or less.

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to the occasion. The mosquito fleet has lost a true and trusted friend in the late Captain Selig.

Sympathy is also expressed among the crews for young Lockwood who is naturally much distressed over the tragic occurrence.

Fish arrivals have been very light during the week, few boats being out on the fishing grounds prior to Christmas. It is anticipated that after the New Year two thirds of the larger boats of the fleet will make for open sea again.

The idea of a breakwater out in the bay, is uppermost in the minds of the fishermen since the recent gale and several ideas have been put forward. One idea that seems somewhat feasible is that a breakwater of 100 to 150 feet long could be built outside the bay in the harbor at very little expense by using the residue of the two rock bluffs situated just behind Cow Bay. It is thought that these rock bluffs will one day be demolished, and that in this event the rock therefrom could be dumped in the bay thus forming a breakwater.

The Admiral of the Fleet is in Christmas humor these days and says that, in spite of prohibition, lack of ambition and other "illions," with a bottle of "the best" reclining handy on the shelf, a turkey roasting in the oven and a box of good cigars aboard the flag-ship, he will be found spending a real rollicking Christmas all by himself, perhaps.

The Wigwag, Captain Ketchum, came into port Thursday morning from Georgetown with a scow load of boxes for the Gold Storage, and a scow of box number, the former for the Royal Fish Company and the latter for the Georgetown Lumber Company yards at Cow Bay.

The Starston, Captain Harry Watson, left port on Thursday afternoon for the Smith Island Quarry.

The diving in connection with the raising of the ill-fated yacht Kelpie, owned by Captain Bill Shelim, which was sunk outside the floats at Cow Bay in the recent storm, was carried out by the owner. It was necessary to go down to Davy Jones' locker four times for the purpose of placing wire hawser slings under the vessel. The last dive caused a good deal of inconvenience to the diver, the valves to the air pump becoming clogged thereby cutting off the air, upon being brought to the surface Bill was a little short of breath. It took 75 feet of air hose to reach from the pump to the diving helmet when submerged, the Kelpie lying in about 65 feet of water. Captain Ketchum took charge of the diving operations, handling the life line and the signals. Four volunteer fish-

men worked at the pump, and otherwise assisted Bill night and day to help raise the boat. Captain Babington gave valuable assistance in lending the diving gear and the use of a scow, the Georgetown Lumber Company also very kindly loaned a scow to help the unfortunate skipper. It was necessary to employ two scows to lift the sunken craft, and after the hawsers had been placed in position the scows drew up one on each side of the wreck and gradually lifted her to a height of 10 feet at which depth the Kelpie was towed into the Dry Dock. It is understood J. H. Pillsbury of the Dry Dock is also giving aid to Captain Shelim in so far as he is watching the boat up sufficiently to enable her to be floated after which the owner will do detailed repairs himself.

The work on the new roadway around Cow Bay is going along at a merry clip, and good progress is being made. Some fifteen men are engaged on the work and the grading is pretty well completed. Considerable blasting has been going on during the week.

The Ringleader, Captain Leon is tied up in Cow Bay, and will remain in port until after the festive season, when it is the intention to take out and do a little fish collecting.

Jimmy Thomas, first officer on the Wigwag, met with hard luck during the recent local election campaign. Without going into any details as to Jimmy's political opinion, suffice to say that he laid odds that his pet candidate would make the grade by a certain majority. However, something untoward happened to his calculations with the result that Jimmy had to "come through." If it had not been for the tide turning against his ambitions it is likely the new yacht which Jimmy had visions of building, would be well under way with all the fancy fittings of a millionaire's joy riding craft.

The Pioneer, Captain Hansen, is still on the dry dock, and the repair work will take longer than was first anticipated. It will be after the New Year before this well known fishing craft will be able to ply her trade once again.

The St. Eloi, Captain Perry, is in Cow Bay being cleaned up and undergoing a general overhaul. The St. Eloi recently suffered some damage during a storm in Mink Tran Bay.

The Canadian Biscuit team piloted this year to England by Colonel Peck, V.C., sure overlooked a crack shot, right in our midst too, in the person of Captain Tommy Watts. An episode of his shooting qualifications is well worth recounting.

It happened quite a while ago but nevertheless is a true story. Tom was out seining herring in Butler's Cove with a party of salmon trawlers when during the operations a bald headed eagle of gigantic proportions hovered overhead watching a chance to pounce on the water and grab a herring, the herring at this period were swimming close to the surface. Tommy chanced to spy the eagle, and if there is one thing on this earth gets his goat it is a bald headed bird of prey. However the eagle gave a swoop and snapped up a herring and commenced eating the fish from its claw. This was too much for Tom who swore vengeance on the bird, and hastened below to get his gat yelling "I'll get that blankety blank bird or bust." Up came Tom with the gat duly primed and taking a quick aim at the eagle pulled the trigger. When the smoke of battle had cleared low and behold the eagle was flying high but the herring had been directly hit from its claw and came twisting to the surface of the water. The reader will admit that was some shooting.

The Dixie Rupert, Captain Newcombe, recently returned to port from a trip to Vancouver. While there has been considerable talk around the waterfront as to what the Cap's business was so far south the fact remains that Cap returned all alone, and the secret service branch of the Admiralty has failed to locate any confetti on board.

Flossie Gilt has already been the fortunate recipient of many beautiful Christmas gifts from those of the fishermen who think

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PERSONAL ATTENTION GIVEN TO SPECIAL ORDERS
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SAUSAGE ROLLS AND MEAT PIES FRESH DAILY
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AT THE ST. REGIS
CAFE DINING ROOM

SUNDAY, DECEMBER 25

\$1 per Plate

Soup
Consomme Julienne,
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Young Chicken, Celery Sauce,
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Local Chicken Fricassee, Parisienne Egg Dumplings,
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Stuffed Young Turkey, Cranberry Sauce,
Domestic Goose with Baked Apple,
Stuffed Young Chicken, Celery Dressing and Jelly,
Roast Duck with Green Peas,
Prime Ribs of Beef, Yorkshire Pudding,
Vegetables
Brussels Sprouts, Mashed or Baked Potatoes,
Dessert
English Plum Pudding,
Hot Mince Pie,
Tea, Coffee,
Westholme Orchestra from 6 till 8 p.m.

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HOWARD DAWSON CAMERON, Applicant.
Dated September 8, 1921.

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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 a point 2 miles up the west shore of Kitsungallum Lake, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement, containing 640 acres, more or less.

HOWARD DAWSON CAMERON, Applicant.
Dated September 10, 1921.

PRINCE RUPERT LAND DISTRICT—DISTRICT OF COAST, RANGE 5.

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HOWARD DAWSON CAMERON, Applicant.
Dated September 9, 1921.

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Guaranteed to be free from rock and clinkers. Almost sootless and smokeless. Small moisture content. \$13.00 per ton delivered in sacks. \$12.00 per ton delivered in bulk.

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