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and
FARMERS' MARKET.

Halibut arrivals have been well maintained during the week and prices have taken a jump in the right direction. The supply of Atlantic coast fish to the eastern market has dropped off considerably of late and this has affected prices in favor of the Pacific coast fishermen. It is reported that a number of the large American schooners have again got "bunched" together in northern waters and that heavy landings may be expected early in the coming week when the fleet chugs in. Arrivals started off well on Monday when 309,800 pounds of halibut was marketed. While on Tuesday and Wednesday the landings dropped somewhat prices jumped from 9c to 16c, for American and from 9c to 13c for Canadian first class catches. On Thursday three American and four Canadian schooners put 147,500 pounds of fish over the "plate" which included 65,000 pounds brought in by the Canadian Fish & Cold Storage Co.'s steam trawler G. E. Foster. Summing up the halibut situation both the fishermen and fish buyers are satisfied with the amount of business accruing during the week which is well up to the average for the time of year.

Salmon trolling is well under way now and practically the entire Mosquito fleet proper are out on the deep endeavoring to lure the wily spring salmon on to the hook. The salmon troller Taplow, of Port Simpson, brough in 1,600 pounds of red spring salmon on Wednesday morning and drew down 23c, yesterday a shade less than 25c was paid for a catch. There are still one or two trollers fixing up in Cow Bay and these will join the fleet within the next few days.

Light landings of fur have been reported this week brought in by native boats.

The presence of the four United States round-the-world flying machines caused a great deal of interest along the waterfront from Sunday until Thursday morning when they rose from the water at 9.30 a.m. on their second hop to Sitka. Captain Claude Ketchum assisted by Capt. George Newcomb, skipper of the launch Dixie Rupert, and skipper Jack Cook, of the launch Joy Bird, did the water honors for the American pilots while in port. They were responsible for the re-fueling of the air machines and their safe custody while moored to the buoys at Seal Cove. All arrangements went off according to Hoyle and Major Martin, in command of the American flying squadron expressed appreciation for the efficient tender service rendered.

Beaver Cove Fixing

The power boat Beaver Cove, Capt. Casbear, is in port being fitted with an Atwater-Kent ignition system. Ray Love, the electrical wizard, is doing the installation. The Beaver Cove is engaged in logging operations on Pitt Island in the interests of the Georgetown mill. The Beaver Cove will leave for the logging site over the week end.

Notice to Mariners

Queen Charlotte Islands-Graham Island--Massett Inlet Buoy established off Stubbs rock. Position about one cable south of the rock. Lat. N. 53.44.35. Long. W. 132.16.20 taken from Canadian Hydrographic Survey chart No. 305. Description—large steel drum painted red. Buoy placed and maintained by the Massett Timber Co., Ltd.

The power boat Viner, Capt. J. Thomas, left port on Wednesday evening for the scene of the wreck of the steamer Admiral Rodman, which stranded on the mainland in Grenville Channel, with Capt. T. M. Wilkie aboard representing the marine underwriters.

Young Boatbuilder

The youngest boatbuilder on the waterfront is Jack Clapperton, the six year old grandson of "Doc" Clapperton. Jack has nearly completed a nifty little model one mast sailing craft called The Fairy. The design is entirely original and the little fellow has done all the work on it himself, which is a silent testimony to the future field of endeavor of this budding nautical architect. The boat tapers from the bow to a square stern and the mast is situated in the forepart of the model. Jack's idea of the square stern is that it will permit of an "engine" being installed there, should the owner so desire. The model is a dandy for one so young to have made and provision has even been allowed in the mast for wireless or radio equipment. The little craft measures about 12 inches long and has a tapering beam of half an inch to 6 inches. The chief difficulty Jack has to contend with now is obtaining material for a sail and it is on the cards that grandpa will be minus a silk handkerchief before the good ship is finally launched.

Fresh Herring Bait at Captain's Cove and Jap Inlet.

The keel of the new 63 foot Canadian halibut schooner, which is being built for Pete Jensen and Ted Shrubsall at the McLean yards, arrived in port early in the week and the work of building the new boat has commenced. It had originally been intended to instal a 50 h.p. Skandia engine in the boat but the order has been changed to a 60 h.p. engine of the same make. This will give the boat a considerable increase in speed. It is expected that the new schooner will be ready for the fishing banks early in June.

Fish Business

During the week 523,000 lbs. of halibut has been marketed on the Fish Exchange. In addition 145,000 pounds was brought in by the Canadian Fish & Cold Storage Company's trawlers G. E. Foster and Carruthers. Canadians were high at 13c and 6c and low at 9.2c and 5c. Americans were high at 16.1c and 5c. and low at 9.2c and 5c. Arrivals were: Canadian—Tramp, Hanaco, W.T., Cape Spear, W. & F., Marguerite, Foodie, Birdie B., Ruth, Reveille, Verna, Scrub, Mayflower, Annie May, G. E. Foster, Cape Spencer, Maud, Alliance, Volunteer, Plop, Taplow, Oh Bill, Swing, Osumi, Imperieuse, Carruthers. American—Polaris, Republic, Alteh, Lituya, Wireless, Sumner, Arctic, Cora, Eidsvold, Kodiak, Atlantic, Adeline.

The power boat Namdal, Capt. E. W. Ahl, is the latest boat to join the local trolling fleet. The Namdel left for local trolling grounds on Tuesday.

Skipper Don Crerar is installing a 6 horse power Palmer engine in his launch Inlander.

The Canadian schooner N. & S., Capt. H. Lear, which met with a slight mishap down the coast recently, has completed hull repairs and left for the high spots on Wednesday afternoon.

The launch Witch has been sold by D. Milton to Suga the boat builder.

The pleasure cruiser Vaquero, owned by Colonel Stewart, O.B.E. who in company with Mrs. Stuart made a considerable cruise of northern waters last summer, has been brought in to Cow Bay from Sourdough Cove where she was moored during the winter months.

Capt. Wall of the Canadian halibut schooner White Lily was forced to return to port early in the week on account of eye trouble. The skipper is now under medical treatment for his optics and hopes to get rid of the trouble after a brief rest. In the meantime his second in command has taken over the wheel of the Lily and is now on the high spots. The boys all wish Capt. Wall a speedy recovery.

You cannot beat the Ford Marine Engine for high power at low price. See the 12-14 h.p model at our showroom. S. E. Parker, Ltd, 219 Second Avenue.

A Plane Story

With apologies to Wall. Mason.

A skipper had a bright idea
when he saw the planes alight.
Why not troll with them for salmon? It sure would be a sight.
To see the "springs" a clinging
to the hooks far down below
while the plane was going 80 per
midst windstorms and the snow.
But a little question stuck him,
a question full of zest. If you
fished for trees instead of
"springs" what bait would you
suggest?

The general utility boat, which is being rebuilt on the Bone Yard Creek ways for John Field, is making good progress. An Atwater-Kent ignition system is to be installed on the Samson engine. The boat will be ready for the water early next week.

The pleasure launch Nellie Wiltshire, owned and skippered by George Hill, has been fitted with a new keel and shoe, new rudder and rudder piping. George has now got everything in apple pie order for the long dreamy, balmy summer days.

The launch Betty, owned by F. W. Chandler, is to have a larger propeller fitted. The propeller now in use is not of sufficient weight to hold the sturdy engine down. Skipper Chandler expects to take some pep out of the box of works with the new screw pusher.

Capt. and Mrs. Balcom, who have been visiting for some time in the city, left for Porcher Island trolling grounds aboard their power boat Dawn early in the week.

The Mudlark

We cannot refrain from telling our readers something about the wonder ship Mudlark, owned and skippered by Pete Solem. No One realized that Pete was a ship's carpenter until he started monkeying around the Mudlark and now we know he isn't any such thing. The mosquito power engine has been installed and a cabin arrangement is taking shape over it. For a passenger to get inside the cabin along with Pete it will be absolutely necessary for him to remove his footwear and socks to lower his bean. Some well meaning adviser told Pete to paint the picture of a pretty girl on the wall and make that do for the season, thus ensuring himself more room inside the craft. The observation end is evidently well meant by the skipper but to use it at all successfully one will have to get accustomed to lying on his back with the cranium just outside the cabin door when a fine view of the stars or sun may be gained. If it should become necessary to sleep aboard the boat at any stage of the game it would take Euclid a couple of blue moons to figure out what a guy would do with his feet when he once got down on the floor unless he sat on them tailor fashion.

Fresh Herring Bait at Captain's Cove and Jap Inlet.

Joe Flemming, until recently cook on the government lighthouse tender Birnie, has been promoted to the rank of second engineer succeeding H. Gilbert, who has taken a position as engineer on the Walronda. The Walronda is the Dominion public works department boat with headquarters in Vancouver.

Capt. King of the power boat Sterling is responsible for a good suggestion which, if carried out, may be the means of revolutionizing the fur industry. Probably the advent of the American birdmen had something to do with it. The suggestion is to occupy one of the adjacent islands as a fur raising rendezvous. Having secured the island the next step is to import fur bearing animals of the proper species. Here is where the idea comes in. If a flying squirrel and a silver fox were crossed doubtless flying foxes would result and these could be trained to fly right to the door of the fur buyers. If the price offered them was not in accordance with their instructions they would of course fly back home thereby saving freight and postage. The whole thing is so simple that one wonders why it hasn't been thought of before. While the fur of the flying squirrel is not in much demand the wings undoubtedly would be of much service to the fox.

A little bit of nonsense,
And a little bit of fun,
Is good for everybody
Whether professional or bum.

A certain nautical was walking up town the other day with a merry list on. An acquaintance chanced to meet him and greeted him witht "Well Bill, it's sort of stormy weather we're getting these days." "Yep" said Bill between hics "That's why—hic—you're seeing so many blamed wrecks."

Jack Toner Receives

Jack Toner played a prominent part while the American aviators were at Seal Cove. On Sunday, when the planes arrived from Seattle, Jack threw the hospitality of his floating hotel open to the distinguished visitors and had steaming hot coffee and eats on hand when they reached terra firma after their long and trying flight. The coffee and eats were particularly acceptable to the birdmen at such a moment they not having any succour for some twelve or fifteen hours. Jack also assisted in watching the airplanes at night.

Subcribe for the Daily News.

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