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The admiral of the Mosquito fleet reports that severe storms have been the order of the day and night on the deep sea fishing grounds during the week and several of the home boats found it tough going. However, in spite of the severe weather encountered the halibut landings have exceeded those of the previous week.

The landings have been marked by the scarcity of Canadian fish offering. This has been due to the bad weather and also to the fact that many of the home boats, which have been overhauled during the past winter months and all ready to go out on the high spots, have not seen fit to venture forth with the elements so much against them and the chances of remunerative fishing nil. The heaviest individual landing of the week was made by the American schooner Skandia when she unloaded 120,380 pounds of halibut on Tuesday morning. This remarkable catch was in addition to several thousand pounds of fish unloaded at Ketchikan from her decks. The Canadian schooner Pair of Jacks, Capt. John Ivarson, arriving in port early on Saturday morning last reported encountering very high winds and heavy seas while on her return trip across Hecate Straits, and at times things looked black for the safety of the crew. So strong was the gale that it took the craft 22 hours to make 38 miles.

The waterfront shipyards and machine shops continue busy and a new keel is being laid down in Boneyard Creek by skipper John Field. Several light fur arrivals are reported during the week. Business in the public hire launch branch of the nautical doings took a spurt this week. The fine weather, which broke generally over the northern waters on Wednesday and Thursday and is expected to continue for a while, will permit of the high boot squad getting things lined up in good shape for the forthcoming season's business.

Keel to be Laid Down

Skipper John Field is busily engaged making preparations for laying the keel of a 87,000 boat which will be engaged in the transportation business between Butedale and Kitimaat. The keel will be commenced early in the coming week and the new boat will take shape on the Boneyard Creek ways. The dimensions of the new craft will be 55 foot long by a 12½ foot beam and when completed will be fitted with a 50 horse power heavy duty Sampson engine capable of giving a normal speed of 8½ knots. The holds will have a carrying capacity of from 10 to 12 tons freight and the interior will be fitted with passenger accommodation. John has secured a contract for the carrying of passengers and freight between the logging camps situated in the vicinity of Butedale and Kitimaat. She will also engage in towing booms of logs between these points. When completed the craft will be named the Towena.

Syd—The Stunt King

The waterfront boys have got to hand it to Syd Hunter for pulling off nervy acquatic stunts on the waterfront during stormy weather. Unless the weather is terribly rough, in fact too rough for any craft outside an Atlantic liner, to venture forth upon the briny, Syd will not oblige the onlookers. To pull off a real hair-raiser it is necessary for Syd to have a 90 mile an hour gale, waves rolling as high as a skyscraper, all the boats in port breaking ten inch mooring cables, the onlookers hanging like grim death to land anchors, a hat blown into the angry waves and a leaky dory with one oar. With all these conditions and materials on hand Syd will perform any old day an old storm cares to pass his way. It so happened on Sunday morning that everything looked rosy, as above described, for a Syd stunt. George Bryant, of Harla fame, obliged at the psychological moment by allowing his hat to be blown into the sea, just as a rip-snorting northeaster tore the good tanker Hanna loose from its moorings. Sandy Finlayson and Doc Cade, who chanced to be standing nearby, obliged Syd as the gang of spectators. When said hat hit the waves Syd gallantly launched a leaky skiff with two oars in it. However, the two oars spoilt the trick and it did not take Syd long to permit the wind to have one of the oars. In that way it left the skiff absolutely out of control and then the dirty work started while the onlookers gasped in acute amazement. The force of the gale soon took Syd, plus skiff, out toward the Orient and just to add a little zest to the performance he gaily waved a brave farewell with his lid tightly clenched between his teeth. However, the spectators began to fear for the safety of the daring stunt artist and in a jiffy George, Doc Cade and Sandy Finlayson had the engine of the good ship Harla turning the flywheel over umpteen to the second, and amidst cheering squawks of the seagulls sallied forth to bring the wanderer back to terra firma. When the rescue boat pulled alongside Syd, the sailor, it was with great reluctance that the stunter climber aboard. When interviewed later by a Daily News reporter, Syd explained that he was just pulling off a little Sunday morning entertainment for his own benefit. However, when the next Sunday morning entertainment is pulled off by Syd neither of the three aforementioned unwilling spectators will be on hand to do the worrying.

In the excitement the hat was a total loss.

The good ship First Place, Capt. Geo. Place, is on the Cow Bay ways undergoing cabin repairs and hull re-caulking.

Logging King Visits

Louis Lockyer, the logging king of Lewis Island, made a flying trip to port early in the week aboard the power boat Lewis Island. Louis has been particularly busy lately with his logging operations and with supplies running short it became necessary for the skipper to hurry to port in order that the inner men of his gang could be comfortably acommodated. The Lewis Island was only in port for a few hours.

The Canadian halibut schooner Selma is at the dry dock undergoing repairs in readiness for the spring halibut chasing.

The schooner Nautilus is having her engine repaired while lying at anchor in Cow Bay.

Tug Azurite Fixing Up

The tug Azurite of Anyox, Capt. Gerrard, is at the Dry Dock, and considerable repair work is being executed upon her. The electrical effects are being given the twice over and the engine is being looked to. It is expected that all work will be completed early in the coming week when the Azurite will return to her home port to engage in the spring towing business.

The Canadian schooner Dolphin, Capt. Pete Byrnie, has just completed annual overhaul and will be leaving port within the next few days for the high spots.

The Ringleader, Capt. Sollows, left port recently for the deep sea fishing grounds on her initial trip of the spring season. The Ringleader has recently been thoroughly overhauled on the N.M. McLean ways.

Launches Out

The launch Narbethong, skipper Hoomes K. Freeman, was out to the scene of the Amur wreck, White Cliff rock, on Monday with Hubert Ward, who was representing the marine underwriters. The launch Dixie Rupert, Capt. R. L. Newcomb, was down to Refuge Bay with J. B. Lambert, assistant district engineer for federal department of public works, who was on a trip of inspection in the interests of his department.

The power boat Wigwam, Capt. Claude Ketchum, left port on Thursday morning for Georgetown. The Wigwam will return from the northern mill with a scow of lumber for local consumption.

Jimmy's New Boat

Skipper Jimmy Thomas left port recently for Vancouver. It is understood that Jimmy is in the south to procure a boat with which he will engage in fish packing during the coming season for the Canadian Fish & Cold Storage Co. The new boat will be in the 60 foot class and will be highly powered.

Several light fur catches have arrived from the Gardner Canal district in the past week and a ready local market has offered for the pelts. Mink and marten skins predominated in the catches.

Joe Baker Roughs It

The Canadian halibut schooner Joe Baker, Capt. Fred Blundon, arrived in port on Tuesday night after spending several weeks toughing it down the coast. Owing to the adverse weather it was impossible for Fred to get anything like a decent catch, in fact it proved to be the worst trip he has ever made. At times the breakers tossed the sturdy craft around so much that it became necessary to seek sheltered coves for days at a time much to the grief of Fred, who delights to be up and doing when away from home.

Fish Business

During the week 136,200 lbs. of halibut has been marketed on the Fish Exchange. Americans were high at 17.5c and 9c and low at 14c. and 8c. Canadians were high at 16c. and 9c and low at 13c. and 8c. Arrivals were: Pair of Jacks, E. Lipsett, Sumner, Groth, Atlas, Hazel, Tahoma, Faith, Wilson, Volunteer, Arctic, Reliance, Skandia, Rennell, Joe Baker, Tom and Al., J. P. Todd, Gladstone, Antler, Woodrow, Kafalia, Seymour.

Vic Is Sick

The admiral of the fleet regrets to report that Vic Markland, of the good ship Cub, has been admitted to hospital to undergo an operation. Vic has not been feeling well of late and his admission to hospital is the sequel. The boys will wish Vic a speedy recovery and a quick return to the fold. In the meantime the Cub will recline on the Cow Bay ways and will be under the watchful eye of the fleet secret service.

Two scow loads of coal are expected in tonight from Vancouver Island, in tow of the tug R.F.M., for the Albert-McCaffery interests. The loads will approximate 1000 tons.

The Canadian schooner Cayeeon, Capt. Jim Morrison, which has recently been overhauled at the Dry Dock, left port for the deep sea fishing grounds on Monday last. Jim has been paying particular attention to the engine during the fixing and has it in such shape now that when the alarm clock rings the box of tricks starts up and the anchor lifts automatically. He is studying out a scheme whereby the boat can be started up from home and go out to the high spots by itself returning with the holds full of halibut when high prices are offering.

It has been frequently mentioned in well informed nautical circles that an entirely new American fishing fleet will shortly leave Seattle to engage in fishing on the northern fishing banks.

Goldie Pays Visit

All crews of the Mosquito fleet in port on Thursday morning were called to their action stations by the admiral striking the bottom of his frying pan three times with his fist. The reason for the order was that Goldie Goldbloom, the trapper's friend, was paying an "official visit for the purpose of looking conditions over around Cow Bay. Goldie was artistically arrayed in a new wampus skin cap, of course plus his other garments of winter wearing apparel. After the inspection the fur magnate gave a talk on "Why Moths like fur" aboard the flagship of the fleet. The talk was somewhat rudely interrupted by the admiral's toast on the cabin range catching fire and filling the place with volumes of choking smoke. The gathering quit hurriedly while the old man scraped the bread and sat down to a late lunch.

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