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Doings of the Mosquito Fleet which is the chief source of Prince Rupert's prosperity

The admiral's slogan flying from the masts of the flagship of the Mosquito Fleet this week reads: "All is well with the fleet." The halibut arrivals have taken a decided turn for the better and Monday saw no less than twenty one schooners put into port with a catch totaling 224,000 pounds, which is the largest single day landing for some considerable time. A number of Canadian schooners which have been tied up at various sheltered spots during the inclement weather have also put in an appearance. In view of the number of fares coming in, prices have generally taken somewhat of a slump but not sufficient to warrant any grouching. The morale of the skippers and crews remains of the usual high order. Incoming skippers report the fishing on the high spots to have materially improved over conditions existing the previous fortnight and as a consequence time on the fishing grounds has been spent remuneratively. Cow Bay is quite congested with small craft, mostly arms of the Mosquito fleet proper, which are being gone over by their respective skippers preparatory to engaging in the spring and summer business. The Boneyard creek ways are a veritable hive of industry and should prove a lucrative field for a hardware traveller peddling hammers, anvils, saws and nails—that is if he has the goods on him. The club premises of the Prince Rupert Rowing and Yacht Club are being put in readiness for the summer and the palatial residence of the assistant commodore of the fleet has been freshly painted.

Nearly Tipped

The Canadian halibut schooner Rosepoint, Capt. H. Johnson, while on the Ward ways undergoing repairs took a considerable list early on Thursday morning as a result of the low tide and for a while it looked as though she might fill. However, with the rising of the tide at noon the skipper and crew were on the job. With a few deft touches here and there they soon had the craft righted without any damage being done.

Ted Shrubbsall is seriously thinking of taking unto himself a halibut fishing schooner and is now on the lookout for a likely boat at a likely price. Ted previously owned the Koyos, which he sold to Art Oswald who in turn sold her to Dave Ritchie recently. Ted was not aware that his first love in fishing boats was to change hands until Dave had got the bargain cinched otherwise he would have put in a bid.

Fish Business

During the week 595,000 lbs.

of halibut has been marketed on the Fish Exchange. Americans were high at 16.6c and 9c and low at 13.6c and 8c. Canadians were high at 16.6c and 9c, and low at 13c, and 8c. Arrivals were: Helgeland, Orient, Presho, Westford, Mariner, Pelican, Thelma No. 2, Malamute, Marguerite, Cape Spencer, Rosepoint, Johanna, Doreen, Ruth, W. and F., Eagle, Trio, Defence, Gony, Ringleader, Eldsvold, Fisher, Gibson, Koyos, Kodiak, Chancellor, Thelma, Alli, Alliance, Anna J., Agnes, Restitution, Pioneer, Annie Tuck, Cape Spear, M. M. Christopher, Ingrid H., Scrub, Livingstone.

A Snappy Invention

Unless all signs fail this port is bound to develop very rapidly. Prominent citizens are devoting much time and energy in their endeavors to induce the government and groups of capitalists to add to the shipping facilities. Not to be outdone, local inventors are busy with schemes for the improvement and larger use of the present nautical equipment. The latest inventor to come forward and give his fellow citizens the benefit of a brain wave is commodore Bob Blance. Bob has been studying hard lately and things looked suspicious when he visited Seattle to look over the nautical gadgets. On Monday morning the high boat squad were electrified to hear that the popular commodore had commenced a series of experiments the ultimate object being to double the berthing capacity of present equipment. The gist of the brain wave is to double the berthing capacity of the entire waterfront without adding an additional pile or plank. The idea is simple in the extreme when it is whispered soft and low—have half the fleet equipped as summerers. When a boat of this type arrives it is berthed, the mooring lines are made fast and the boat is then allowed to sink to the length of the mooring lines. The upper berth—so to speak—is then available for a boat of the ordinary common or garden type. During this particular dark and stormy night Bob had tried out the submersible idea with the good old Florence B. However, owing to the algebra reckoning the water ballast tanks were not completely filled, with the consequence that the boat did not totally submerge. The experimental craft has again been brought to the surface and it is understood that after the necessary alterations have been made the experiment will be continued. Good luck Bob.

A Good One

Two darkies aboard a liner were boasting about the merits

and demerits of the ship's buglers. "G'long wit' you, boy," said one, "Sammy, ain't no boogler." Rastus is the best boogler, and when 'at boy wraps his lip around that horn and blows pay-call it sounds jes' like that um Boston sumfunny band playin' 'The Rosary.' "Yeh, I hearne you," replied the other, "Talk up, boy, talk up. Yo' is wadin' deep into trouble." "Well, if yo' likes musik he is all right, but if yo' is yearnin' fo' food, yo' wants a boogler with an hypnotic note like that Johnson boy. Boy when ah hears old eustard face Johnson discharge his blast, Ah looks at mah beans and Ah says, 'Strawberries, behave yoselves and keep still, yo' is crowdin' the whip cream out o' mah dish.'"

Azores Refitting

Capt. Roy Brown, master of the good ship Azores, is busy refitting and overhauling in preparation for the coming season's business. Roy has completely recovered from his winter holiday and is anxious to get into the working game again. According to report this well known member of the high boat squad is a little undecided just what branch of the service he will join with the Azores. There seems to be a choice between logging, fish packing, halibut fishing, towing, etc. However, the good ship is being renovated under the convertible plan and it will thus be easy for Roy to jump into the most remunerative branch at a moment's notice.

Bachelor Want Ads.

Several of the bachelor boys, who were aboard the flagship of the fleet on Thursday morning, from the surrounding ranches, were discussing the idea of advertising for wives and naturally the question of suitably worded want ads. came into the conversation. The Admiral called in Polly Puff, his secretary, and told the boys they could dictate their ideas of want advs. to her. Polly took a carbon copy of the various dictations and handed it over to the secret service branch of the fleet, hence the Whiff man is enabled to reproduce the efforts of the several budding ad. writers.

No. 1 reads: "Wanted. A female to keep order in the domestic circle of an unmarried bachelor. Queensberry rules, no rolling pins allowed. Pigs also kept and a tame coyote. If suitable sequel marriage."

No. 2 reads: "Wanted. A lady of refining appearance, weight not over three hundred pounds, must be quiet at all times as wild foxes in tame pens don't like noise. The man writing this ad. is a bachelor who shaves every Sunday and has a farm and a sack of onions. If all goes well until next Xmas, object to get married."

No. 3 reads: "Bachelor with a fine patch of potatoes desires to meet lady, young if possible, with similar means. He don't object to bobbed hair or them kill looking skirts. One cat no drawback. A lady with a wad doubly welcome."

Can you beat 'em.

The Canadian fishing schooner Eastern Point, Capt. Steve Sheehan, is being put through her paces from an overhaul standpoint in readiness for the spring rush. It is expected that the good ship will be leaving for the high spots early in the coming week.

Engine Being Installed

The new 60 foot halibut schooner built by the Doreen Brothers has been launched from the McLean ways and is now at the Canadian National Dry Dock where the engine installation is being completed. Skipper Henry Doreen expects that the work will be completed before the end of the month when the new craft will be taken out on a trial trip and will leave for the deep sea fishing banks early in March.

Halibut With Feathers on

Great excitement prevailed around the Booth Fisheries on Thursday morning. Men were dashing here and there, dogs were barking fiercely, telephones were ringing, manager Kirken-dall was wild eyed, and Pete Solem, the nickel juggler, was shaking at the knees while L. Potterton, who started all the rumpus, was skating around a lump of ice on his hands. The reason for all the fuss was the fact that Potterton had, or said he had, discovered a bunch of

chicken halibut with feathers on and the circumstantial evidence looked strongly in favor of the supposition. The whiff man chanced to pass that way and hearing all the noise sneaked in to see if there was a story in it and there was. A fish packing case stood in the centre of the warehouse and Potty held forth on the wonderful sight of halibut with feathers on. The crowd lined up, passing around the case and sure enough therein reclined some twenty fine chicken halibut with a coat of feathers plastered all over them. Potterton in lecturing on the unusual occurrence stated that in all probability the mother of the chickens had become tired of the sad sea waves and crawling up on the beach had mated with a rooster.

The Canadian fishing schooner Mayflower, the flagship of the Jud Thuerber fleet, has recently completed a general overhaul on the McLean ways and will be leaving for the deep sea fishing grounds in a few days.

There was an old skipper named Lee, Who lived all alone on the sea. He was whiskered and staid. But a lovely mermaid Caught his eye—now his table seats three.

The new 200 horse power river boat, now being built by John Darby on the Shockey ways for use on the Naas river and about which particulars appeared in these columns a few weeks ago, is rapidly taking shape. The hull will be completed shortly and the arrival of the engine from the States is expected daily.

While out on the bay on Thursday afternoon in his newly acquired pleasure launch, Nellie Wiltshire, skipper George Hill

Why?

WHY waste time in useless "shopping around" when the advertisements lay before you the choicest wares of every progressive merchant in town?

WHY use needless effort in an endless store-to-store quest when the advertisements enable you to make your choice of the finest merchandise without even leaving your home?

WHY pay more than you ought when you can stretch your dollar to the elastic limit by taking advantage of the bargains and good buys that are daily advertised in this paper?

WHY risk dissatisfaction by buying unknown, unbranded goods when you can assure yourself complete satisfaction by buying an advertised product, backed by the integrity of a man who spends real money to establish his name and to build up public good-will?

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