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Full Steam Ahead

Business has picked up a great deal along the waterfront since the beginning of the month and the familiar order from the bridge "full steam ahead" is being adopted as a slogan. There is a flame of optimism abroad as to the future business outlook and one that the grouches will never quench with their puny stream of pessimism. The shipyards are all busy as also are the marine equipment stores and collections are reported easier. A good deal of work is being carried on among boats of the home halibut fleet and more especially in the ranks of the salmon trollers. The latter are bending every effort to have things in readiness for an early dash to the trolling grounds, old timers predicting an early spring. This week has seen a large number of native boats in port from the surrounding district obtaining provisions and mechancial supplies preparatory to engaging in the forthcoming salmon trolling and cannery season.

Fish Business

Prices offered on the Fish Exchange for both Canadian and American first and second class halibut have continued to climb to a healthy level and remunerative fishing is now being carried on. From Monday to Friday 351,000 pounds of halibut has been sold on the Fish Exchange. Canadians were high at 16.6c and 6.5 and low at 11.2c and 4c. Americans were high at 18.4c and 6c and low at 13.4c and 5c. Arrivals: American—Sumner, Seymour, Yukon, Eastern Point, Superior, Paragon, Venus, Atfu, Star and Eureka.

Canadian—Tillie S., Ingred H., N. & S., Ringleader, Muirneag, Just It (salmon), Tramp, Nautilus, Nuba, Toodie, White Lilly, Joe Baker, Westerner, Dolphin, Bingo, Atli, Rose Spit, and W.T.

The herring run is on in full swing and the outlook for the continued supply of fresh halibut bait looks bright. The herring seining activities are now centered around Butler Cove at which point there are many tons of live bait. The Canadian Fish & Cold Storage Co. are taking an active part in the securing of fresh bait and have the Fredelia out seining while the W. R. Lord, Chief Legaic and trawler Greer Starratt are packing.

Pleasure Fleet

The past few days of bright sunshine has brought the pleasure skippers away from the winter haunts and the summer enthusiasm is now finding full vent at the Yacht Club floats. Cheff Thompson, the genial assistant commodore, is getting some "kick" out of life, in figuring how to get three boats on the club grid at once for copper painting and other fixing. The amateur skippers are "on their toes" with a vengeance and last Sunday's sunshine saw several pleasure boats put out on pic-nic trips. Among the first boats out this season were the Sunbeam III, Dr. W. T. Kergin; Harla, Geo. Bryant; and the good ship Forceps, Dr. E. S. Tait. Boats undergoing a pre-season overhaul include the Gwen, Harry Pullen; Dolphin, Jack MacAulay; Mary R., Billy Reid; while the Five Roses, owned by skipper Rose, is being powered with a new 12-16 Kermath engine which is all ready for bolting up. Skipper Benson has commenced upon the installation of his Ford marine engine in the Poinsettia. The engine has been given a thorough overhaul during the winter and is said to start up on a whistle from the skipper.

Salt Lake Camps

With the advent of spring weather the first rocket of the camping season has been fired by owners of summer camps situated at the Salt Lakes and already much work is being carried out across the harbor in making things comfortable for the coming balmy days. Dave Thomson is busy erecting an addition to the commodious summer quarters he purchased from C. G. Minns, while Dick Parkin is shingling the roof of his country lodge. The winter tides and winds have played havoc with the landing stage which has been cleaned off, while several yards of the wooden sidewalk adjoining the approach from the landing have been torn down.

George Richmond has recently purchased Joe Naylor's launch, and will in future doubtless be seen in the advance guard of Yacht Club summer activities.

Good progress is being made at the McLean shipyards upon the building of the new 45 foot halibut schooner for Capt. Andrew Hanson. The frames are all in place and work is now being done on the planking. The boat when completed will be powered with a 20 h.p. Vivian engine.

The Jap halibut schooner Osumi has recently been recaulked and generally overhauled at the McLean ways.

Waterfront Races

As the result of racing for a $1.00 wager on Monday last "Doc" Clapperton is suffering from a sprained fetlock and Joe Lindsay is spending his spare time with the liniment bottle in an effort to get back the use of his lower limbs. The discussion of their respective ages precipitated the huge wager on the table and resulted in the superhuman racing effort. Joe said he was 40 and did not feel old at that, while Doc said he was 60 and then made the rash wager that he could beat Joe at running for a dollar. Joe took Doc up on the bet and after depositing the two bucks in responsible hands the two contestants pulled up their sox and toed the line at the provincial warehouse door intending to race to the old news stand building. At the word "go" both men stood perfectly still and neither moved a muscle. Doc, the first man to come to life, made a tremendous dash forward quickly followed by Joe who was considerably hampered by a dangling shoelace. However, before the half way line was reached Doc's right hand fetlock had given out and Joe was on the point of going up to the bank to draw his breath. At this point the starter declared the race off while the bookmakers did likewise with the bet.

Ernie Leaves

With the sailing of E. H. Shockley, familiarly known as Ernie, accompanied by Mrs. Shockley and family for Vancouver on yesterday morning's boat the city in general, and the waterfront in particular, loses a highly respected member of the community. Ernie, who has been in business here for the past fifteen years, was a great favorite among the nauticals and his keen sense of humor was a regular tonic. While always ready to spring a joke on the other fellow he never resented a joke on himself. The royal manner in which his friends have entertained him in the last days of his residence in the city is sufficient testimony to his popularity. Mr. and Mrs. Shockley and family will reside permanently in Vancouver and the nauticals wish them good health and good luck in all future undertakings.

Trappers! Do It Now. Bring in your fur catch and get the highest prices. You do not need the money any more than I need the furs. W. Goldbloom, Second Avenue.

Thor Johnson, owner and skipper of the power boat Leinsh purchased last fall from Theo. Collart, is the latest pleasure boat owner to join the local Yacht Club.

Fine Trip from South

Capt. O. P. Smith, accompanied by Len Anderson, arrived from Vancouver aboard his power boat Billy Boy at 9 o'clock Wednesday morning having left the southern port at 11 o'clock Saturday night. Ideal weather was experienced in the passage up the coast and only one stop was made. The Billy Boy stopped at Egg Island to take off the mail. Capt. Smith left port on December 28 in company with Jack Bulger, who is remaining in Vancouver to undertake optical studies. While in Vancouver Mr. Smith saw Harry Gilbert, formerly skipper of the Launch 23, who suffered a broken leg last year and who is still in the Vancouver General Hospital. Harry hopes to be out of the hospital next month. O.P. says that the people of Vancouver realize that Prince Rupert is going to "step out" this year. In the near future the Billy Boy will engage in fish packing from Island point.

Union steamer Chilkoot, Capt. J. L. Williams, arrived in port on Wednesday and discharged 30 creosoted piles which will be used in connection with repair work to the Big Bay Lumber Co.'s wharf. On her return from the Naas the steamer unloaded 12,000 feet of double dressed fir for the Big Bay for local orders.

A Wonder Boat

One of the wonders of the age in boat building has just been completed by Billy Robinson, the man who grunts while the men lift, a citizen of Seal Cove. From accounts to hand Billy must have fathered the boat ever since it was a toothpick. The craft seems to combine all the luxuries of Cleopatra's fleet on the Nile with the modern conveniences of a Ford factory. One of the most significant facts about the boat is that one cannot tell, when two yards from shore, whether it is right side up or wrong side down. The interior has been fashioned on the herring plan. That is the gangway is so narrow (and Bob is not built a bit along the lines of a sardine) that one has to go outside and step on the shore to change the chew from one side of the face to the other. So sensitive is the hull that when the skipepr once grabs the wheel he must not roll his eyes or the boat would turn turtle. To give greater space in the observation end the varnish has been sandpapered from the inside and the floor boards have been planed down to the thickness of a cigarette paper. A new innovation in galleys has been installed in the craft in the way of a combined stove, kettle, cupboard, fry pan, and table. When a mug-up is required the combination is lifted on deck and when the meal is cooked and the stove is cold enough one can sit down and eat. While it may take a little longer to feed the "inner man" it certainly saves room. So wonderful are the many contrivances aboard that the boat is never allowed to sit in the vulgar gaze of the public but is stowed over night in the attic where the cat guards it.

The power boat Harold, the Port Essington ferry boat, is at the dry dock for a general overhaul.

Natives in

A large flotilla of native boats called into port this week from Port Simpson, Kitkatla and the Naas district, obtaining domestic and mechanical supplies. Among the power boats was the Nagata, Dolly B. and Ows Gord. Several small fur cargoes of mink were landed which sold locally.

Louis Locker, the logger, arrived in port on Wednesday from Kitkatla Inlet. Louis is logging at North Arm for the Georgetown mill and called in for his regular cargo of supplies.

Geo. Newcomb, skipper of the launch Dixie Rupert, is busy fixing up his house at Seal Cove where he will in future reside.

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