

PRICES OFF IN BOSTON.

Large Number of Trips Bring Down Scale a Little.

With 35 trips of all kinds and sizes, in on a Friday morning, the T wharf dealers have their hands more than full. The new fish they will move quickly, but it is not surprising that prices are lower and that some of the off shore fares were unsold at 8 o'clock, although the most of them will probably be taken up later, excepting possibly the hake, of which there is a too liberal supply for the shippers. The fares range from 30,000 to 72,000 pounds.

Sch. Arbitrator has the largest fare and among the big offshore fellows, of which there are many in, are some good and quick catches. Schs. Terra Nova, Thomas S. Gorton, Slade Gorton, John J. Fallon, all of whom have been out only a short while, have from 40,000 to 50,000 pounds each, while market boats, like the Hope, Warren M. Goodspeed, Nettie Franklin, Emelia Enos, Victor and Ethan, Walter P. Goulart, Philip P. Manta, Harvester and Matchless are all well fished, having from 25,000 to 44,000 pounds each. Pollock were going slow at splitting prices, and some of the fares are expected to come down here.

New haddock, at the opening, ranged from \$2.25 to \$2.60, with large cod at \$3.50 to \$4. New large hake brought \$1.15 for a few, but right through they were down to splitting price or less.

The dealers at T wharf expected to have a large number of the offshore fishermen at the wharf yesterday morning, but were disappointed, as only a few of them got in. The week, up to today, has been hard pushed to supply haddock and cod to their customers. The vessels have brought in large quantities of hake and pollock, but the two fish demanded by the retail market have been wanting and brought high prices.

The steam trawler Spray was back with her regular half-weekly trip of fish, and while Capt. Green had not much better luck than the other fishermen, he succeeded in getting a fair catch. His trip will stock the vessel about \$2000, and will run his gross stock for the six trips he has made so far this month to the neighborhood of \$9000, it is claimed.

Boston Arrivals.

- Sch. Warren M. Goodspeed, 5000 haddock, 5000 cod, 15,000 hake.
- Sch. Mary B. Greer, 1500 haddock, 2000 cod, 4000 hake.
- Sch. Sylvia M. Nunan.
- Sch. John J. Fallon, 28,000 haddock, 5000 cod, 8000 hake.
- Sch. Edith Silveira, 6000 haddock, 1000 cod, 7000 hake.
- Sch. Arbitrator, 20,000 haddock, 30,000 cod, 15,000 hake, 7000 pollock.
- Sch. Minerva, 5000 haddock, 700 cod, 2000 hake.
- Sch. Slade Gorton, 16,000 haddock, 15,000 cod, 20,000 hake, 200 halibut.
- Sch. Wm. A. Morse, 2500 haddock, 5000 cod, 6000 hake.
- Sch. Nettie Franklin, 7000 haddock, 10,000 cod, 7000 hake.
- Sch. Thomas S. Gorton, 32,000 haddock, 5000 cod, 7000 hake.
- Sch. Terra Nova, 25,000 haddock, 5000 cod, 10,000 hake.
- Sch. Motor, 2500 haddock, 1000 cod, 4000 hake.
- Sch. Emerald, 2500 haddock, 600 cod, 2000 hake.
- Sch. Emelia Enos, 6000 haddock, 10,000 cod, 7000 hake, 10,000 pollock.
- Sch. Victor and Ethan, 14,000 haddock, 4000 cod, 12,000 hake.
- Sch. Athena, 9000 haddock, 1000 cod, 8000 hake.
- Sch. Maud F. Silva, 4000 haddock, 1000 cod, 2000 hake, 1000 cusk, 3000 pollock.
- Sch. Walter P. Goulart, 25,000 haddock, 10,000 cod, 200 halibut.
- Sch. Philip P. Manta, 800 haddock, 15,000 cod, 12,000 hake.
- Sch. Florida, 17,000 pollock.
- Sch. Stranger, 2500 haddock, 2500 cod, 6000 hake.
- Sch. Lydia, 900 haddock, 600 cod, 1500 hake.
- Sch. Priscilla, 15,000 pollock.
- Sch. Little Fanny, 1500 haddock, 1500 cod, 2000 hake, 7000 pollock.
- Sch. Azorean, 10,000 pollock.
- Sch. Flora J. Sears, 2500 haddock, 1500 cod, 7000 hake.
- Sch. Gracie, 5000 pollock.
- Sch. Hope, 28,000 haddock, 8000 cod, 8000 hake.

- Sch. Valentina, 17,000 pollock.
- Sch. Harvester, 4000 haddock, 8000 cod, 3000 hake, 11,000 pollock.
- Sch. Matchless, 3000 haddock, 8000 cod, 10,000 hake, 5000 pollock.
- Sch. Louise C. Cabral, 5000 haddock, 5000 cod, 5000 hake.
- Sch. George E. Lane, Jr., 1000 haddock, 2000 cod.
- Sch. Richard J. Nunan, 3000 haddock, 2000 cod, 6000 hake.
- Haddock, \$2.25 to \$2.60 per cwt.; large cod, \$3.50 to \$4; market cod, \$2; hake, 70 cts. to \$1.15; pollock, 60 cts.

Fishing Fleet Movements.

The British steamer Harris Bros. from Freeport, N. S., arrived at Portland Wednesday, with 650 quintals of cod and 94 1-2 quintals of pollock for Lord Bros.

Sch. Albert D. Willard with 5000 pounds of fresh fish and sch. Kate L. Palmer with 4000 pounds, were at Portland Wednesday.

Sch. Gladys and Sabra was at Liverpool, N. S., Monday and cleared.

Sch. John B. Norris, Tremont, Maine, for this port, with cured fish, was at Portland Wednesday.

Sch. Mabel, Bailey's Island, for this port with cured fish, was at Portland Wednesday.

Schs. Fanny Hayden and River Ganges were at Portland Wednesday.

BAD WEATHER DELAYS FLEET.

Small Number of Arrivals at This Port This Week.

Up to 7 o'clock this morning, the past 18 hours had added but two arrivals to the small number of fishing craft which have put in here with fares since the week opened. The vessels have been up against some hard weather and are delayed accordingly, but quite a number of the off-shore fleet are looked for next week.

Yesterday afternoon, sch. Meteor, Capt. Manuel Cayton, of the Quero dory handline fleet came in from her second trip of the season, with a good catch, 250,000 pounds of salt cod.

This morning furnishes a sort of surprise in the arrival of a bank halibut fare, the first one in for many days. Sch. Senator, Capt. George Marr, is the lucky craft and her haul is for 25,000 pounds of halibut, which should bring a fine price.

The torchers are still getting some herring up across Ipswich Bay, but the receipts are far from what could be wished. The amount this morning is 70 barrels.

Capt. George Marr of the halibuter Senator reports that he did not get his fare on Quero, as was generally supposed, but fished on St. Peter's Bank and that about all the straight halibuters were there, except sch. Monitor. He spoke schs. Mooween, Preceptor, Paragon and Margaret and as far as he could learn the vessels of the fleet had little or no fish. What fish there were going were on a little spot of ground and it was not too easy to get on it and hang on. Capt. Marr hailed his fare modestly for 25,000 pounds but it is surmised that 35,000 pounds will come nearer the vessel's actual catch. The trip brought a fine price, selling to the New England Fish Company at 12 cents per pound, which means a fine stock of about \$3700.

The Newfoundland salt herring fleet are now getting away daily and by night a dozen in all will have departed. The news of the herring up off Bonne Bay, in the gulf, has undoubtedly hurried them to start along. The craft which have sailed thus far, the first one going October 16, are schs. Fannie A. Smith, J. J. Flaherty, Lucinda I. Lowell, Alice R. Lawson, Olga, Arethusia, Saladin, Corona, S. P. Willard, Henry M. Stanley, Hazel R. Hines and Oregon.

Today's Receipts.

- Sch. Meteor, Quero Bank, dory handlining, 250,000 lbs. salt cod.
- Sch. Senator, St. Peter's Bank, 25,000 lbs. halibut, 4000 lbs. salt cod.
- Sch. Good Luck, via Boston.
- Sch. Rita A. Viator, via Boston.
- Sch. Mary E. Cooney, via Boston.
- Sch. Grace Otis, via Boston.
- Sch. Rose Standish, via Boston.
- Sch. Annie & Jennie, via Boston.
- Boats and torchers, 70 bbls. fresh herring.
- Sch. Blanche F. Irving, shore, 13,000 lbs. pollock.
- Sch. Hattie A. Heckman, via Portland.

Vessels Sailed.

- Sch. Oregon, Newfoundland, salt herring trip.
- Sch. S. P. Willard, Newfoundland salt herring trip.
- Sch. Hazel R. Hines, Newfoundland salt herring trip.
- Sch. Evelyn L. Thompson, haddocking.

Today's Fish Market.

- Cape North salt cod, large, \$3; mediums, \$2.75.
- Outside sales, fresh western cod, large, \$2, market, \$1.65; haddock, 65c and 67 1-2c.
- Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.
- Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.
- Salt dory handline codfish, large, \$3.25; mediums, \$3.
- Outside sales of round pollock, 60c per cwt.
- Bank halibut 12 cts. per lb. right through for white and gray.
- Small lots fresh halibut, 19 cts. lb.
- Flitched halibut, 8 1-4 cts. per lb.
- Salt large shore mackerel, rimmed, late caught, \$38 per bbl. for large and \$22 for medium.

Board of Trade prices:

- Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
- Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
- Trawl salt Georges cod, large, \$3.50; mediums, \$3.
- Large salt handline Georges cod, large, \$3.75; medium, \$3.25.
- Dory handline salt cod, large, \$3.25; medium, \$3.
- Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.
- Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
- Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
- Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
- Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 75 cts.; pollock, 60 cts.

More Fresh Mackerel from the Provinces.

The hoped-for mackerel came to Boston yesterday from the fishermen in the provinces, who sent up 50 barrels of large fresh mackerel. On the steamer there were also four large albicore. There were a few small mackerel from the traps on Cape Cod, which were found in the traps when they were hauled Wednesday night.

Canning Sardines at Newburyport.

One hundred thousand cans of herring—that will be the output of the Ling Packing Co. of Newburyport this season, according to a statement of Mr. Ling.

But few people realize that the canning business is being conducted on such an extensive scale at Newburyport. One order recently received calls for 30,000 cans of the shiny herring. They are cut up and cleaned in one factory by young men, while in another a large corps of women and girls pack them in the cans. Employment is afforded many people by this enterprise.

The concern came to Newburyport from Portland. They also can vegetables and are getting ready to can fish balls. The concern will undoubtedly use a lot of small herring in their canning operations and this should afford a market for the torchers to dispose of that part of their catches too small for bait, freezer or salting for food.

Louisburg Fishermen Planning for Mackerel.

The Louisburg, C. B. fishermen have made ready for fall mackerel fishing and when the weather moderates, there will be a number of nets out. There have been some catches of mackerel made about there in former years, between the 20th of October and up to the middle of November, but in the past few years the fishing has been a failure. Fishermen, however, are in hopes that the present fall will be good for mackerel. If the fishermen's hopes are realized, and a fair catch made, it will tend materially in making up for a rather unproductive fishing season in other branches there. Steamer Captor was at Halifax, N. S., Wednesday with 3000 fresh mackerel, taken at Prospect, N. S.

NEW FISH WHARF FOR BOSTON.

Many Additional Facilities Needed For Conduct of the Business.

New Location Believed to be of Great Benefit to the Trade.

It really looks now as though T wharf the headquarters of Boston's fresh fish industry for many years, is soon to be abandoned as the landing place of hundreds of fishing vessels and the shipping place of millions of pounds of fresh fish annually and that before long, fish dealers, skippers, fishermen, vessels and all will find themselves established at a great modern fish dock, with plenty of elbow room and arranged especially for the needs of the great business in which no less than 6000 men are employed, directly and indirectly.

It is now proposed to move to the Commonwealth docks at South Boston and of the change, President Blanchard of the T wharf corporation says: "The dealers will secure better facilities for handling the fish; they will be able to install the most modern methods and thereby insure perfect sanitary conditions.

"The fishermen will have greater docking facilities, and this will do away with the frequent necessity during the rush season, as at present, of suffering long waits. This means practically an increase in their earning capacity, for delays mean financial losses.

"The public will be also the gainer, for better facilities for both dealers and fishermen must eventually result in a better and steadier market; besides, it must not be forgotten that the sanitary improvements to the public hygiene."

"Our plans are fully in line with the Boston-1915 movement," declares President Blanchard. "Leaving for the moment aside the needs of both fishermen and dealers now doing business at T wharf, a dock which could accommodate the large European steamers would prove of utmost importance to Boston, as it would enable the steamers to land both passengers and freight right in the heart of the city, instead of in Charlestown or East Boston, as at present.

"As to ourselves, even one uninitiated in the business can readily understand that our present quarters are very cramped for space. We lack a good many facilities of first importance which we are at present unable to introduce.

A Sanitary Market.

"If our plans mature successfully we intend to establish a home for Boston's fishing industry such as no other city can boast of. New York's Fulton market is filthy on busy days. Baltimore's is simply a collection of shanties. It must not be forgotten, though, that even at present we are far ahead of many other cities in cleanliness of surroundings and sanitary methods.

"Nothing will be overlooked to make the new central fish market perfect in every detail.

"In the busy season we simply cannot give accommodations to the incoming vessels. Frequently a vessel has to be towed to East Boston, there to lie for 24 or even more hours before its cargo of fish can be disposed of. To the fishermen it is of the utmost importance that long waits should be eliminated, for every wait means a blow to their earning capacity.

"To the public our removal to a larger wharf will mean fully as much from the hygienic point of view as to us. For instance, at present we must content ourselves with wooden floors, which, no matter how great the exertion, cannot be kept as clean as we would want to. In our new home we intend to have cement floors. We will have up-to-date cooling plants. We will have electricity as the chief motive power, and whatever the saving in the expense of running our business must eventually revert to the public at large."

Offers Every Facility.

"The location we have in view is the Commonwealth dock in South Boston. "The Commonwealth dock offers every facility that will be needed for years to come. It is broad enough to allow plenty of room for hauling the fish from the vessels to the series of stores that would be built and equipped with every modern improvement for ventilation, drainage and storage of fish, and also at the same time to allow for the building of tracks to the stores, upon which cars could be run direct to the shipping points from the pier.

"As to the losses that will possibly be suffered by the more than 100 business houses which supply the fishermen with practically all they need, they are very problematic, since the fishermen will have to come to Atlantic avenue whenever they want to get into the city proper by the shortest route, and the difference in the distance is very trifling, as I have said."

Better Facilities Needed.

Speaking editorially on the subject the Boston Transcript says:

"The business has entirely outgrown its present accommodations. The large shipment of fish by rail demands side tracks running directly on to the wharf. The teaming out of the fish is rendered difficult by the very narrow roadway which, traversed by more than 600 teams a day and innumerable push carts, is frequently blocked to such an extent as to try the temper of the mildest driver. Many desired sanitary improvements are impossible at the present location. Most serious of all is the fire peril which might easily cripple the industry, and seriously affect an important factor in the food supply of the community.

"The problem now confronting the dealers is where on the water front can a permanent location be secured easy of access to sailing vessels, affording an opportunity for direct rail connection and large enough to permit future growth. At Grimsby 40 acres on the water front, including two docks with a frontage of more than half a mile, are reserved for the fishing fleet. For the exclusive use of fishing vessels are provided a floating pontoon and two drydocks where all necessary repairs can be promptly made. The fish are brought in by steamers. The discharging piers, which are of concrete, are daily thoroughly flushed; the tracks of the Great Central Railroad run the entire length of the piers, enabling the fish to be loaded on the cars without teaming. In some respects the problem in this port is a larger one than at Grimsby since the use of sailing vessels, with the consequent irregularity of arrivals, necessitates the carrying of fish in stock, and appropriate buildings for that purpose.

"Aside from the general transportation question few more important subjects have been brought before the joint board for consideration, and if a satisfactory solution is reached the hold of this state on one of its most important industries will be materially strengthened. Let it give earnest study to this problem."

Grimsby Is Something For Example.

The Boston Advertiser, also speaking editorially says:

"Boston has kept her present rank as the chief source of fresh fish supply for the country, only by dint of prodigious effort and constant watchfulness. The trade is important to this port, beyond question. Boston now supplies remote sections with fish. Not to speak of the large eastern cities, like New York, the trade now extends to New Orleans on the south, and Denver on the west.

"The suggestion is made that if the state will furnish the wharf, the trade will agree to such a rental as will fully compensate the state for its investment. Either the present Commonwealth wharf or one built for the purpose, with concrete surface and with proper buildings for storage and icing, has been suggested. In either case the state has only to fix a rental which would cover the fair rate of interest on its investment, and the trade will accept the offer. The proposed site has the advantage that it is convenient of access to the railroad facilities handling the traffic out of Boston. It is also convenient to the harbor entrance and to the anchorage grounds which the state is preparing on Bird Island flats.

"There is as yet in this country nothing corresponding to the great fish wharves at Grimsby, the chief fishing port of the world, at the terminus of the Great Northern road in England; but the proposed Commonwealth wharf for the fish trade in South Boston would more nearly approach it, and would go far towards retaining Boston's supremacy as the great fishing trade centre of this country. It was to encourage precisely such development of this port that the state took the Commonwealth flats; and if the interests can and will agree on the terms of the lease, the project seems fully worth support."

MACKEREL SEINERS OFF NORTH SYDNEY

Up Against Hard Weather, but There Are Many Good Stocks.

The fleet of Gloucester mackerel seiners operating down off North Sydney, C. B., were up against some hard weather the early part of the week and on Sunday, Monday and Tuesday 15 of them laid in North Sydney, C. B., harbor waiting for the wind to moderate so that they could get outside and try again for mackerel. In the 15 vessels was an aggregate of 1240 barrels of salt mackerel.

The fleet was visited by a reporter of the North Sydney, C. B., Herald, and the following hails secured from every craft there:

Sch. Clontonia, 125 barrels salt mackerel.

Sch. Veda M. McKown, 64 barrels salt mackerel.

Sch. Diana, 156 barrels salt mackerel.

Sch. Parthia, 50 barrels salt mackerel.

Sch. Annie Greenlaw, 41 barrels salt mackerel.

Sch. Lena and Maud, 65 barrels salt mackerel.

Sch. Electric Flash, 100 barrels salt mackerel.

Sch. Arthur James, 65 barrels salt mackerel.

Sch. Dauntless, 55 barrels salt mackerel.

Sch. Victor, 85 barrels salt mackerel.

Sch. Mary E. Harty, 90 barrels salt mackerel.

Sch. Indiana, 125 barrels salt mackerel.

Sch. Marguerite Haskins, 50 barrels salt mackerel.

Sch. Emily Cooney, 70 barrels salt mackerel.

Sch. Ralph L. Hall, 50 barrels salt mackerel.

Several of the Gloucester captains said that although in some instances a vessel strikes good luck, that the mackerel this year do not seem to school as in previous seasons. The fish seem to be easily frightened, and will not "take" as in former years. Some captains made settings in what appeared excellent localities with apparently plenty of fish, but for some cause or other, not a mackerel was landed.

An Estimate of the Value of the Catch.

It is interesting to note that the North Sydney Herald values this catch of 1240 barrels at \$37,200, thus showing that skippers and crews are talking \$30 per barrel for their fish.

The Herald says:

"The value of 156 barrels of herring on board the Gloucester schooner Diana, which proceeded to the grounds Tuesday, after laying here for shelter since Saturday, is placed at about \$4300. Last week mackerel sold at Gloucester for \$38 per barrel for choice lot, and according to this, the Diana's catch met more than the above. The captain of the Diana is James McLean of St. Margaret's bay, St. Lawrence, and perhaps no more successful or experienced skipper sails out of Gloucester. It is only two weeks since the Diana struck the Cape Breton coast, and in that time Captain McLean took over 100 barrels.

A letter from one of the skippers of the seining fleet now off North Sydney, C. B., states that the mackerel taken off there are good fat fish and go about 130 count to the salted barrel.

Boston Imports of Mackerel.

The following table gives the imports of salt and fresh mackerel at Boston to date for this and the past five seasons:

	Salt Bbls.	Fresh Bbls.
1909	15,573	9,834
1908	30,422	12,045
1907	15,492	6,391
1906	26,218	17,295
1905	16,741	7,251
1904	17,572	5,607

The following table gives the catch of salt mackerel by the New England fleet to date for this and the past five seasons:

	Salt Bbls.	Fresh Bbls.
1909	15,811	46,349
1908	19,869	47,452
1907	30,770	56,163
1906	9,883	35,049
1905	28,881	49,053
1904	28,198	46,671

Oct. 23.

MARKET GOOD IN BOSTON.

Arrival of Bream Indicates Advent of Cooler Weather.

Haddock and pollock divide the honors in the amount of fish at T wharf, Boston, today, but while the former are worth from \$2.25 to \$2.75, its lowly, gamy neighbor can be bought for 75 cents per hundred weight. There are quite a number of arrivals for Saturday, 14 in all and for the closing day of the week the market is good.

None of the off-shore craft are in so the market boats have it all to themselves. The fares range from 5000 to 43,000 pounds, sch. Alice M. Guthrie having the latter amount. Haddock and cod are going well, the latter bringing \$4 for large. Hake are dull and pollock also, but it is expected that all the fish will be taken.

Yesterday morning the first large quantity of bream, or redfish, was brought in by the fishing vessels. The appearance of these fish is a certain indication that the water is becoming cold, as they are caught only in the late fall and winter months. The fish add considerable to the stock of the vessels that have them as they have a standard price, and the dealers are always willing to take them.

Smelts came up from Maine, the bright, silvery ones, and a small quantity also came from Prince Edward Island, the darker ones. Both kinds were in good condition and sold well. Scallops also came from Maine by boat and from the cape by rail in quantities sufficient for the market.

Boston Arrivals.

Sch. Viking, 27,000 pollock.
Sch. M. Madeleine, 20,000 pollock.
Sch. Yankee, 3000 haddock, 500 cod, 5000 hake.
Sch. Buema, 14,000 haddock, 1000 cod, 7000 hake.
Sch. Olivia Sears, 18,000 pollock.
Sch. Mettacommet, 15,000 pollock.
Sch. Alice, 16,000 haddock, 4000 cod, 1000 hake.
Sch. Metamora, 14,000 haddock, 3000 cod, 4000 hake.
Sch. Alice M. Guthrie, 25,000 haddock, 8000 cod, 10,000 hake.
Sch. Arbitrator, 10,000 haddock, 11,000 cod, 8000 hake, 5000 cusk.
Sch. Quonnapowit, 7000 haddock, 7000 cod, 10,000 hake, 7000 pollock.
Sch. Sylvia M. Nunan, 4000 haddock, 1000 cod, 2000 hake.
Sch. Julietta, 1200 haddock, 1200 cod, 1000 hake, 2500 pollock.
Sch. Actor, 8000 pollock.
Haddock, \$2.25 to \$2.75 per cwt.; large cod, \$4; market cod, \$2; hake, 70c to \$1.50; pollock, 75c.

Oct. 23.

Sch. Madonna Ashore.

Sch. Madonna, of this port, one of the dory handling fleet, which arrived home a few days ago met with an accident while in harbor at Bridgewater, N. S., last Friday. A heavy gale sprung up and the craft dragged her anchors and went ashore on Seal Rock. A number of men from shore went on board to help Capt. Selig and his crew and succeeded in floating the schooner. Her rudder and steering gear were damaged, but otherwise she suffered no injury.

Profitable Week for Small Craft.

The little sloop Olivia Sears, Capt. Joseph Sears, has had a busy and profitable week of it. She is engaged in pollocking and has landed three trips at Boston since Monday, stocking \$1000, which means big money for boat and men in a very short time.

Oct. 23.

Fine Halibut Price.

A small lot of halibut, a few hundred pounds, on sch. Walter P. Goulart, at Boston yesterday, brought the fine price of 25 cents per pound.

Sch. Senator Stock.

Sch. Senator, Capt. George Marr, stocked \$3519 as the result of her fine four weeks fresh halibut trip, the crew sharing \$85.58.

Spoke John Hays Hammond.

Capt. George Marr of sch. Senator reports speaking sch. John Hays Hammond on St. Peters bank recently.

Oct. 23.

CLOSING OF A QUIET WEEK.

Little Doing in Local Arrivals During Past Six Days.

A nice Georges drift cod trip, a good Quero shack cod fare and an eastern drift cod catch, with four or five trips of pollock on the side, was the whole fish story here up to early this morning, so what has been a quiet week in the fish arrival line is also closing quietly.

Sch. Eugenia, Capt. John Williams, from a short Georges bank drifting trip for codfish, has a fine catch, hauling for 50,000 pounds. Capt. Williams has had a big season in the new Eugenia since she started last January on her maiden trip and has brought in a lot of fish. He will now fit the craft for market fishing.

Sch. Norman Fisher, Capt. Ed Williams, from eastern drifting, has a good catch, 50,000 pounds of salt cod. Schs. Edith Silveira and Flora J. Sears are down from Boston with a few hake for the splitters and sch. Valentina, Gracie and Florida also came down from Boston with their pollock catches, which also went to the knife. Sch. Robert C. Harris came in from the ground with a catch of pollock and the Marchant gasoline boat seined about 11,000 pounds of pollock in Ipswich bay and brought them in here.

Today's Receipts.

Sch. James W. Parker, Quero bank, 100,000 lbs. fresh cod, 25,000 lbs. salt cod.
Sch. Eugenia, Georges, drifting, 50,000 lbs. salt cod.
Sch. Norman Fisher, eastern drifting, 50,000 lbs. salt cod.
Sch. Flora J. Sears, via Boston, 6000 lbs. fresh fish.
Sch. Walter P. Goulart, via Boston.
Sch. Edith Silveira, via Boston, 10,000 lbs. fresh fish.
Sch. Thomas S. Gorton, via Boston.
Sch. Valentina, via Boston, 15,000 lbs. pollock.
Sch. Florida, via Boston, 15,000 lbs. pollock.
Sloop Gracie, via Boston, 4000 lbs. pollock.
Sch. Robert C. Harris, via Boston, 8000 lbs. pollock.
Steamer Marchant, shore, 11,000 lbs. pollock.
Sch. Little Fanny, via Boston.
Boats and torchers, 65 bbls. fresh herring.
Sch. George E. Lane, Jr., via Boston.
Sch. Lillian, shore.
Sch. Lewis Totman, shore.
Sch. Mabelle Leavitt, shore.
Sch. Scud, shore.
Sch. Rose Standish, shore.
Sch. Moses B. Linscott, Maine port, 800 qtls. cured fish.
Sch. Mabel, Maine port, 800 qtls. cured fish.
Sch. John B. Norris, Tremont, Me., 1000 qtls. cured fish.

Vessels Sailed.

Sch. Almeida, haddocking.
Sch. Tecumseh, haddocking.
Sch. Ellen C. Burke, haddocking.
Sch. Lizzie M. Stanley, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Rita A. Viator, pollocking.
Sch. Lafayette, pollocking.
Sch. Mary E. Coney, haddocking.
Sch. Good Luck, Rips.
Sch. Rose Standish, pollocking.
Sch. Jennie Gilbert, pollocking.
Sch. Little Fanny, shore.
Sch. Florida, pollocking.
Sch. Robert C. Harris, pollocking.
Sch. Catherine D. Enos, pollocking.
Sch. Tacoma, halibuting.
Sch. Lillian, shore.
Sch. Susan and Mary, shacking.

Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.
Outside sales, fresh western cod, large, \$2, market, \$1.65; haddock, 65c and 67 1-2c.
Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.
Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.

Oct. 23.

Salt dory handline codfish, large, \$3.25; mediums, \$3.
Round pollock, 55 cts. per cwt.
Outside sales of round pollock, 60c per cwt.
Bank halibut 12 cts. per lb. right through for white and gray.
Small lots fresh halibut, 19 cts. lb.
Flitted halibut, 8 1-4 cts. per lb.
Salt large shore mackerel, rimmed, late caught, \$38 per bbl. for large and \$22 for medium.

Board of Trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, large, \$3.75; medium, \$3.25.
Dory handline salt cod, large, \$3.25; medium, \$3.
Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

Fishing Fleet Movements.

Sch. Abdon Keen, hence for Boothbay Harbor, harbored at Portland Thursday.

PORT OF GLOUCESTER.

Arrived Today.

Sch. W. O. Goodwin, New York for Portland.
Sch. George R. Bradford, Rockport. Barge Hammond, Philadelphia, coal.
Sch. Alice P. Turner, Sandwich for Portland.
Sch. Teresa D. Baker, Boston for Boothbay.
Br. sch. Princess, Port Barton, N. S., wood and lumber.
Br. sch. Vera P. Roberts, New York for St. John's, N. B.
Br. sch. Frances P. Melanson, Boston for New York.
Sch. Wm. Slauson, St. John, N. B., for New York.
Sch. Clara E. Comee, Bangor for Boston.
Sch. James York, New York for Stonington.

Calm Robbed Skippers of Good Prices.

A flat calm which prevailed for several hours Wednesday night was responsible for many of the big South Channel fleet being at Boston yesterday when they expected to toss their line on the dock in time for the Thursday morning opening and thus share in the big prices which have prevailed up to yesterday. As it was they missed it and the calm spell completely knocked out all their calculations.

Captains with big trips aboard watched their vessels drift slowly with barely wind enough to move them while they knew that there were good prices waiting for the vessels that got to the wharf early enough Thursday to sell and get their fish out.

It was tantalizing for captains and crews, knowing as they did that it would make a big difference in the amount of money they would get whether they got to T wharf Thursday or Friday morning. But they could do nothing except wait and pray for a good wind that did not come. And it did make a big difference, for this morning prices were not within half as much as they were Thursday.

Hake Price Advances.

At a meeting of the Fisheries committee of the Board of Trade yesterday afternoon the price of fresh hake was advanced from 75 cents per hundred pounds to 90 cents and round pollock was set back from 60 to 55 cents.

Fish Landed at Boston.

For the week ending Thursday night, there were landed at Boston, in 88 trips, 1,727,800 pounds of fresh fish against 3,912,700 pounds in 129 arrivals for the corresponding week last year.