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Great Changes in the Business.

With the passing years a great nge has come about in the halibut shery; along these shores where y were once so plentiful they have most entirely disappeared and even distant banks they have become rce; those engaging in this fishery re, until very recent years, gone as north as the coast of Greenland, ting their trawls among the ice-gs off the eastern coast of Labra-r.

On the Pacific coast the halibut shery has become immense, the skan shore teeming with halibut many carloads have come each r from that great distance, to se eastern markets. All these ngs have come about since I began ing fishing" and doubtless other at changes will take place.

During the past winter a cargo halibut sold for thirty cents a und while many sales were only rtly under this price.

These fish are caught in great pths of water as well as in the al places where they may be seen the bottom.

I have been told of them to be ught in as deep water as three ndred fathoms, (eighteen hundred et), while I have myself caught em in very shoal places.

It is very probable that they go to great depths as marine life exists r feed which is fitting for them, ile in the shoaler waters they feed on lant, caplin and herring.

Though having a white underbody e back is dark brown and when ey lie upon the bottom of the ocean ey can scarcely be noted from the rroundings, which makes it quite sy for them to catch their prey.

Though in reality a "groundfish" ll it is not uncommon to note them ar the surface of the water, chas-g or being chased by other fish.

While they appear clumsy and slug-n their great fan-like tail is cap-le of sending them through the wa-r at great speed.

Seventy years have wrought great anges, from a little desired fish the alibut has become almost a luxury one of the most valuable of our sh fish and in its smoked state is nsidered a table delicacy.

In recent years the waters of the rth Pacific and Alaskan coast have en explored and found to contain abundance of these valuable fish. While halibut have been scare on rge's bank, and many of the pop-r fishing grounds of these later rs, this season has seen them in e abundance than common and it be hoped that the good catches, ught in by our vessels this past ar may continue and be a profitable ustry in which our fishermen may ge.

SYLVANUS SMITH.

Fishing Fleet Movements.

hl. J. J. Flaherty has arrived at rth Sydney from the banks with 00 pounds of salt cod. This is second trip.

HALIBUT HIGH--- STILL SCARE

Ingomar Sells 10,000 Pound Fare at 14 1-2 and 12 1-2 Cts. for White and Gray.

Halibut "is halibut" these days, the scarcity in the market of eastern fish keeping the prices well up to the top.

In consequence of the market conditions, sch. Ingomar, Capt. Horace Wylde, had no difficulty in disposing of his 10,000 pound fare, the American Halibut Company taking them at 14 1-2 cents a pound for white and 12 1-2 cents for grays. Capt. Wylde also had 70,000 pounds fresh fish.

Down from Boston are schs. Jeanette and Harriett with 70,000 pounds fresh fish to split, while sch. Alice arrived during the forenoon with a 90,000 pound fare from Brown's.

The gasoliners struck some more bluebacks off in the bay, arriving at noon at the Fort, where they commenced to take out their fares.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Jeanette, via Boston, 70,000 lbs. fresh fish.

Sch. Harriett, via Boston, 70,000 lbs. fresh fish.

Sch. Ingomar, Western Banks, 9000 lbs. fresh halibut, 70,000 lbs. fresh fish.

Sch. Good Luck, via Boston.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, $5 per cwt.; medium, $4.50; snappers, $3.

Salt trawl bank cod, large, $4.50, medium, $4; snappers, $3.

Drift codfish, large $4.75 per cwt.; medium, $4.25.

Eastern halibut codfish, large, $4.75; medium, $4.25.

Georges halibut codfish, large, $4.75; medium, $4.25.

Flitched halibut, 8 3-4 cents per lb.

Cusk, large, $2.25; mediums, $1.75; snappers, $1.50.

Hake, $1.75.

Pollock, $1.50.

Haddock, $1.50.

Salt mackerel, $26 per bbl. for large; $21 for medium; $9.75 for tinkers.

Fresh Fish.

Splitting prices:

Haddock, $1 per cwt.

Eastern cod, large, $2.25; medium, $2; snappers, 75c.

Western cod, large, $2.35; medium, $2.10; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, $1.15.

Cusk, large, $1.70; medium, $1.25; snappers, 50c.

Dressed pollock, 80c; round, 70c.

Fresh shad, $4 per bbl.

Fresh herring, $3 per bbl. for bait; $1.50 to salt; $1.60 to freezer.

Fresh bluebacks, $3 per bbl., for bait; $2 to freezer.

Bank halibut, 14 1-2c per lb. for white and 12 1-2c for gray.

GOOD TRADE IN SHORE FISH

Despite Flood of Mackerel Dealers Paid Well for Groundfish Today.

Although fresh mackerel was the chief attraction among the Boston buyers at T wharf today, there was some trading in groundfish among the fleet, mostly shore crafts arriving.

Prices were lower, wholesalers paying $2.60 to $2.75 a hundred pounds for haddock, $4.50 to $4.75 for large cod, $2.25 to $2.50 for market cod, $2 to $4 for hake, $1.80 for pollock.

Boston Arrivals.

The arrivals and receipts in detail are:

Sch. Helen B. Thomas, 15,000 haddock, 4000 cod, 4000 hake.

Sch. Genesta, 12,000 haddock, 4000 cod, 1000 pollock.

Sch. Buema, 20,000 haddock, 4500 cod, 3500 hake.

Sch. Motor, 3 swordfish.

Sch. Lillian, 3000 tinker fresh mackerel, 1 swordfish.

Str. F. S. Willard, 12,000 tinker fresh mackerel.

Sch. Constellation, 12,000 tinker fresh mackerel, 15 bbls. salt mackerel.

Sch. Arthur James, 7000 tinker fresh mackerel, 106 bbls. salt mackerel.

Str. Whileaway, 8000 small fresh mackerel.

Str. Joanna, 4000 tinker fresh mackerel.

Sch. Veda M. McKown, 10,000 tinker fresh mackerel.

Str. Reliance, 3500 tinker fresh mackerel.

Str. Anna T., 9000 tinker fresh mackerel.

Str. Orion, 15,000 tinker fresh mackerel.

Str. Naomi Bruce, 10,000 tinker fresh mackerel.

Str. Lois H. Corkum, 8000 medium fresh mackerel, 5000 tinker fresh mackerel.

Str. Mary F. Ruth, 8000 medium fresh mackerel, 5000 tinker fresh mackerel.

Sch. Delphine Cabral, 22,000 haddock, 13,000 cod, 5000 hake.

Sch. Jessie Costa, 37,000 haddock, 1000 cod.

Sch. Leonora Silveria, 20,000 haddock, 32,000 cod, 1 swordfish.

Sch. Margaret Dillon, 300 haddock, 28,000 cod.

Sch. John T. Fallon 15,000 haddock, 12,000 cod, 5000 hake.

Str. Billow, 59,000 haddock, 800 cod, 2000 lemon sole.

Sch. Ignatius Enos 5000 pollock.

Sch. Eva Avina, 7000 pollock.

Sch. Pythian, 19,000 cod, 1000 pollock.

Sch. Washakie, 18,000 haddock, 18,000 cod, 3000 hake, 1000 pollock.

Haddock, $2.60 to $2.75 per cwt.; large cod, $4.50 to $4.75; market cod, $2.25 to $2.50; hake, $2 to $4; pollock, $1.80 to $2; fresh tinker mackerel, 5 1-2 cents and 5 3-4 cents per lb.; medium and small, 8 cents per lb.

PORTLAND BIDS HIGH FOR FISH

When the fish dealers along Portland's waterfront decide they want fish regardless of prices, there is generally some lively doings whenever a fare arrives at the fish wharves says the Portland Press of Tuesday. As soon as a fisherman appears and says he has fish for the market the dealers promptly start bidding for his trip and soon the selling of the fish resembles an auction with the bidding about twice as lively.

Now for several days the Portland dealers have been ripe for the auction game on account of the pronounced scarcity of freshly caught fish, and yesterday they broke loose. A fleet of hampton boats arrived, all with fairly good catches and inside of a very few minutes things were fairly sizzling on Commercial wharf. The Henry Sargent firm wanted fish and J. W. Trefethen was just as anxious to get them. The result was prices were crowded skyward with amazing rapidity and the fishermen had only to stand around and wait for the last bid.

In all there were about 9000 pounds distributed among the fishermen, mostly hake. It didn't matter much what kind of fish the fishermen had. Fresh fish was wanted and the demand made prices secondary. One fisherman, Capt. McVane of Long Island, had about 800 pounds of cod, haddock and hake and when he finally sold to the highest bidder he found that his fare had brought him $30.44, which is not so bad for a day's work.

Inquiries disclosed that these were the prices paid for fish marketed by the fishermen Tuesday: Market cod, $3 to $3.50; haddock, $5 to $7; large hake, $4.75; medium hake, $2.75; cusk, $3 to $3.25; large cod, $6; pollock, $2.

In most instances it will be noted that these prices are the highest in years for the season of the year. For once, at least, fortune smiled upon the fishermen.

Something like 2500 pounds of mackerel were brought in Tuesday by the smaller sized fishing craft, a good market being found for all, 11 cents per pound being paid for the larger sized fish.

It was blowing almost a gale when the little sloop Minerva was coming in from the fishing ground Tuesday morning and the crew had hard work in navigating their craft into port. The jumbo stay and masthead were carried away and the motor engine refused duty when it was most needed.

The fishing steamer Elthier, which has been lying at Central wharf for some time, started out Tuesday on her way to Boothbay to take on her seines preparatory to going in search of herring, but on getting outside her pumps gave out and she was forced to put back for repairs. Herring are showing up again in a number of directions, the steamer Pet taking out 70 barrels at the Portland Cold Storage plant, while about 80 barrels of smaller sized herring taken in the lower bay by the sloops Sea Foam and Hobson were put in the freezers at the Cold Storage Co.

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PACIFIC COD CATCHERS HOME

Bringing a total catch of 650 tons of codfish from the Bering sea, the schs. Fannie Dutard and the Maid of Orleans of the Matheson Codfish company, arrived at Anacortes, Washington, Wednesday morning, September 10, after the season's cruise in northern waters. The Matheson fleet brought a total of 287,000 fish which is considered the fact that cod fishing has been poor this year. The cargo of the two schooners will be put in vats and prepared for commercial use in the Matheson plant on the waterfront.

The two ships had a late start this year and were the last of the local fleet to return. The Fannie Dutard cleared from Seattle on April 10 and the Maid of Orleans sailed on April 13.

The Fannie Dutard, the larger of the two, brought back a total of 185,000 fish, while the Maid of Orleans brought back 102,000. Both ships were weighted low in the water with their cargoes. The Dutard's catch will weigh about 400 tons while that of the Maid of Orleans will amount to about 250 tons.

The Fannie Dutard is commanded by Capt. N. L. Matheson, one of the most popular skippers of the codfish fleet. He sailed with a crew of 36 men and lost one man on the cruise.

On April 14, four days out from Seattle, Albert Nystedt, who was on watch, was lost overboard at about 4 o'clock in the morning. Nystedt was in poor health and in a fit of despondency jumped overboard. A small boat was lowered but no trace of the man was found. The champion fisherman of the Dutard and of the Matheson fleet is Eling Nelson, who caught a total of 16,900 fish during the season. Second high line on the Dutard was Alec Campbell, who caught 13,964 and the third high man was Emil Isaacson, who made a record of 12,740 fish.

The Maid of Orleans is commanded by Capt. George M. Jacobson, a veteran mariner, well known in shipping circles. Though the Maid sailed on the 13th of the month, thus defying one of the most honored superstitions of sailor lore, the staunch little vessel did not meet with any accident.

On this ship Oscar Gudmundsen was high line with a catch of 12,500; Joe Meagher was second with 11,500 fish and Fred Neilson was a third with a catch of 10,500.

The Fannie Dutard and Maid of Orleans caught most of their fish at Port Hayden and Dublin bay, Bering Sea.

New Nova Scotia Craft.

The keel has just been laid at the yard of Joseph McGill, of Shelburne, N. S., for a fishing schooner of 105 tons, to be commanded by Capt. Ephraim Inkpen of Burin, N. F.

DOZEN MACKEREL TRIPS IN TODAY

Mackerel in good sized schools have made their appearance again, 12 of the vessels and steamers being at Boston this morning.

Most of the medium fish were taken off Round Shoal, while the tinkers were close in shore off Chatham. So close in did some of the seiners chase the schools, that schs. Constellation and Arthur James tore their seines badly.

Wholesalers paid 5 1-2 and 5 3-4 cents a pound for tinkers and 8 cents for medium and small.

At this port, sch. Saladin, Capt. John Matheson, arrived this morning with 110 barrels salt mackerel.

Salt Mackerel Sale.

The salt mackerel fare of sch. Pinta sold to Fred Bradley at $21 a barrel for medium and $9.75 for tinkers. The medium fish were all rimmed and brought a dollar more than the last sales of unrimmed salt mackerel.

Fought With a Shark

To island fishermen of Maine, named Leonard and Todd are reported to have had the time of their lives on Sunday Morning. They started out early in the day in a Hampton boat hoping to pick up one or two swordfish in the vicinity of the lightship.

As related to us they discovered what they supposed to be a swordfish and immediately put a lance into it when it was quickly discovered that they had tackled the wrong kind of fish, a huge shark coming to the surface and making for the boat with his mouth wide open, furiously mad. The terrified fishermen claim that he attemped to get into the boat, biting the gunwales so hard that he tore off a portion, and paying little attention to the blows showered on him with lance and boat hooks. Finally getting him clear of the boat the sail was hoisted and a quick getaway made from the dangerous locality, the infuriated man eater, which the fishermen say was nearly 10 feet long, chasing them for half a mile.

Getting Herring.

Some good catches of herring were made by the fishermen lately at Mosher's Island, N. S., and considerable small mackerel were caught in the nets off the harbor the first of the week.

HARD KNOCKS FOR KNICKERBOCKER

The new sch. Knickerbocker arrived last week from Boston, via Cape Horn, after 149 days' passage, and lies at the dock of the New England Fish Co., in this city, says the Seattle correspondent to the Fishing Gazette. The new style Diesel engines fitted in her at Boston failed to work well on the passage, thereby causing delay; considerable curiosity is manifested in her appearance, representing, as she does, the summit of perfection in the style of fishing craft operated from Gloucester, Mass. The old time wooden windlass, with windlass brakes operated by man power, the immense spars and sail plan without power attachments, and the lack of power appliance for handling boats, lack of power appliances in the forecastle for the occommodation of the crew, are all matters of comment among those interested in halibut fishing on this coast, where all fishing craft with any pretensions to success are equipped with the best or latest devices to be attained. No device for pumping the water which is so necessary to the proper cleaning of fish is to be seen, and the steering gear consists of the old time hand wheel perched on the extreme aft end of the vessel without shelter for the helmsman, who is exposed to the danger of being washed overboard. Nearly all the fishing craft engaged in the ocean halibut fishery on the Pacific are provided with wheelhouse shelters and proper steering gear, power engines for working windlass, sails, boats, pumps, etc., thereby conserving the energies and time of the shermen for the excessive labor of keeping their fishing gear in order and operating their dories when fishing.

This production of the Atlantic coast seems like returning to the horse and wagon after using an automobile; nevertheless, the vessel is a beautiful sailing craft and can easily be fitted for successful operation on the Pacific coast by proper rearrangement.

Fishing Fleet Movements.

Sch. Elmer E. Gray was at Liverpool, N. S., on Monday and cleared for fishing.

FREE FISH BAD FOR WEST COA

The repeal of the tariff on fresh opens the way for the British fis steamers to operate on the fis banks outside of three miles. The trance of British and Japanese ve and crews will mark the extinctio the United States ocean fisheries this coast. After control of the su is secured the market can easil acquired, and the United States ernment can boast of having pu end to further activity on the pa its citizen fishermen, as it has n succeeded in doing with its ci merchant marine and sailors.—Se correspondence Fishing Gazette.

Working on Freezer.

Work is progressing rapidly on site of the new cold storage plan be erected at the corner of Com cial and Maple streets for the England Cold Storage Co. The b ing will rest on a pile and con foundation and numerous piles are ing driven daily. As now planned lower story of the immense struc will be built of concrete and the o five stories of brick. Work wil carried on all winter and it is expe the building will be completed ready for operation early next sp When completed the new plant wi the largest cold storage warehous the New England states with the ception of the Quincy Market in toh, and when fully equipped and r for operation will in connection the Portland Cold Storage plant Central wharf, which forms part of new company, represent an expe ture of fully $500,000. It will fill a cancy which has long existed in city in the cold storage business its managers are confident that it be a complete success from the s expecting that it will draw busi from many sections outside of the

WHALE STOVE HO IN STEAMER'S BO

A collision with a whale resul such serious damage to the D steamer Wladimir Reitz that th sel was forced to put in at St. J N F, for repairs, arriving yes

The collision occurred Monda ternoon, about 250 miles east o John's. The crew of the steamer the whale approaching at speed, but there was not time to the ship's course and prevent th pact. The whale struck the ship on, knocking a four-foot hole in bow. The collision is believed to killed the whale, for the monster immediately, its blood discolorin water over a large area.

The steamer will have to disch her cargo to permit repairs made.

To Bring Vessel Home.

Capt. Antone Courant left tod Bay of Islands, N. F., to bring sch. Meteor, loading there wit cod for the Gorton-Pew Fis Company.

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WHITE ANGEL OF THE FISHING BANKS

French Hospital Ship Great Aid to Sick and Injured Trawlers.

The French hospital steamer Francois d'Assise is a familiar visitor on the Grand Banks in the administration to the spiritual and medical wants of thousands of fishermen there.

The Francois d'Assise is a sailing vessel of 600 tons barkentine rigged, and with steam propulsion, recalling the old combination sail-equipped steamers of two score years ago. She leaves France every mid-March and cruises about the bank fishing grounds in readiness to furnish succor to fishermen in distress. The expenses of the expedition are provided by the "Societe des Oeuvres de Mer," a charitable organization at Paris, and the services to the sick are dispensed free of charge. The hospital ship idea has been in practical use on the Grand Banks for nearly 20 years attending to 10,000 fishermen in the vessels there, while 5000 more are cared for about Iceland as well as 3000 fishermen in the North Sea.

There are now about 15 patients on board the Steamer Francois d'Assise undergoing expert treatment. Her commander is Capt. Mahoes, the chaplain, Abbe Lecrouix, and the others chiefs, Dr. Despairies, Second Officer Collins, Lieut. Villon and Engineer Douet.

The following transilated excerpts from a booklet dealing with the aims and objects of the mission, will, no doubt, prove interesting:

Since its formation the "Societe des Oeuvres de Mer," according to the first article of its rules, sends out its devoted messengers who offer every material, medical, moral and religious support to the sailors who up to that time had been so sadly in need of it.

The chief aim of the society is to bestow every year on our 18,000 deep sea fishermen (about 10,000 off Newfoundland, 5000 off Iceland and 3000 in the North Sea) the aid of our so-

their cruise, had been much improved, as a liberal gift enabled us to purchase a second ship in 1911, which, under the name of Notre Dame la de Mer, has been specially set apart for Iceland while the steamer Francois d' Assise was reserved for Newfoundland. Moreover, the Iceland ship on her way home visits the herring fishers in the North Sea.

In addition to the hospital ships, the society maintains two "homes," one at St. Pierre, Miquelon, the other at Faskrudsfyord, Iceland, each of them being superintended by a chaplain.

Disinfecting the ships at sea, rescuing the men drifting in their dories on the banks, extinguishing fires which happen to break out on the vessels, towing those which are in danger, conveying to the fishing grounds stores and antiscorbutic provision, such is in short the daily work of a hospital ship.

One may add to the list the postal service undertaken by the society with the kind permission of the postal authorities.

The painful position in which the Newfoundland and Iceland fishermen were placed without possible communication with their families in France, came to an end in 1894 when the St. Pierre, the first sailing hospital ship appeared. The number of letters handled by us, says the booklet, is increasing every year. In 1911, 50,384 letters were received and delivered.

UPSHELL FISHED AT GREENLAND

Whole Month Without Putting Over a Dory—Had a Snowstorm in the Gulf.

Says the North Sydney Post: "The sch. Maxine Elliott, Capt. Fred Upshell, arrived at North Sydney, Sunday afternoon from a far north fishing trip. The Elliott was fishing on the Greenland coast and returns with a cargo of 50,000 pounds salted halibut.

"Capt. Upshell reports the sch. Atlanta with 120,000 fish, the Monitor with 40,000, and the Senator with 50,000. His own catch would have been better had he not struck bad weather in July and the first part of last month. From July 3d to August 4, the schooner was unable to let down a dory on account of the heavy winds prevailing.

"The Elliot reports meeting a snow storm in the gulf of St. Lawrence last week. This is a rare occurrence for this time of the year.

Other craft which put into North Sydney during the last few days also report slight snow or hail squalls outside."

Goods Department.
hester Best Quality Percale.. A sh
All new fall styles. Attractive pa
nen's or children's dresses. Regula
e per yd. .....
on Poplin, a fine mercerized dress
latest colors: pink, sky, cadet, ro
avy, copen, black and white. A
you see them, you'll be tempted
irthday sale per yd. .....
Y ANNIVERSARY SALE. 28th

FREEZER TO TEND ON ALASKAN FLEET

"Glory of the Seas" to Follow Crafts on Fishing Grounds.

The once famous clipper ship Glory of the Seas, which has been transformed into a floating freezer at Seattle, will engage soon on a novel trip—following the halibut and salmon catchers on the Alaskan coast, taking their catches from them, right off the fishing grounds and freezing them immediately. Since her palmy days the historic craft has undergone many changes.

In the captain's quarters, in which not even the grime of years can hide the polished hardwood finishing, the office of the cold storage plant is now located, a modern typewriter and desk, strangely out of place in the old-time fittings. The wheelhouse on the poop deck is now the wireless operator's quarters, and strangest of things, the wheelhouse is now located halfway up the mizzen mast.

Many visitors who were informed the large box, built around the mizzen mast 50 feet above the deck is to be used to steer the vessel from, refused to believe it. The idea, which though unique, is a remarkably practical one, was conceived by the president of the company, Mr. Sims, who in his youth had served before the mast. It presents a weird appearance at first glance, but in fact, gives the man at the wheel a clear view above the superstructure, which covers the main deck.

Below decks the thick planking and walls are covered to a depth of five inches with cork insulation, to seal the cold rooms. She is surprisingly large.

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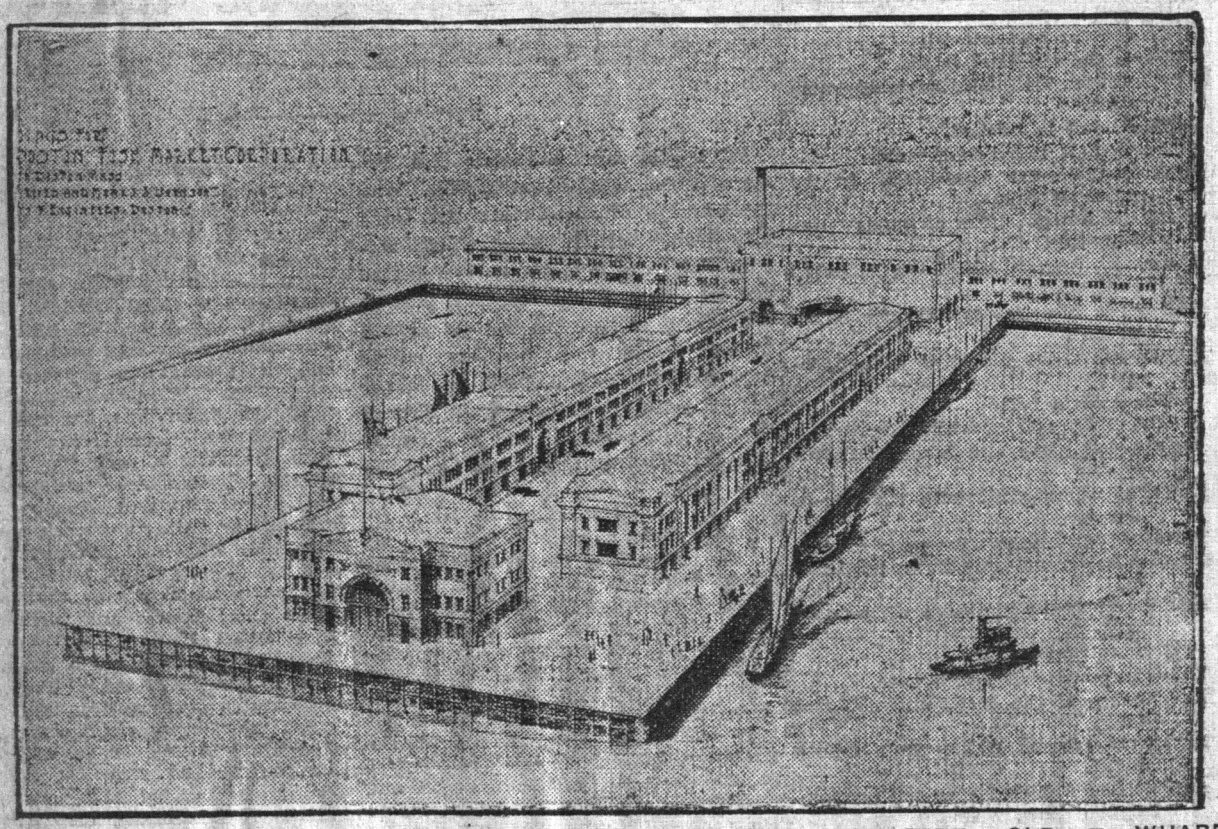
Boston's Pride, New T Wharf, Soon to be Dedicated and Open for Business.



BOSTON'S NEW FRESH FISH PIER WHICH WILL SOON SUPERCEDE OLD T WHARF.

T wharf, the most popular drama of the mid-city district, is now playing a limited engagement. Over its gates it might bear the managerial legend: "Last times." The new pier in South Boston is rapidly sprouting its granite sides, its brick wharf buildings, fibred with plumbing and sanitation systems; and that constituency which customarily noons itself on the old wharf will be sighing for the finest free entertainment that the city could offer. It is nearly swarming-time for the fresh fish business. October was to have been the month for buzzing into the new line; the deferred date will probably not be later than New Year's. Three months hence the upper harbor will know the graceful, yachty fishing-schooners no more.

The removal of T wharf will pull a plug out of the Atlantic-avenue hogshead; there will be a stirring of liquid and sediment in the barrel. Numerous shops will follow the fresh fish business to its new neighborhood; restaurants, tobacco stores, chandlers, clothiers, will be without a clientele; certain teaming-companies must plan on a longer haul, others on none at all, and finally, a wharf property in the very core of the land and transportation system will be bidding for tenants—if not for buyers, who then? A coastwise steamship company, a city landing, or the Directors of the Port? and what changes will the routine of the business see when it is removed to the new pier.

Sanitary New Resolutions.

Like the turkey in the fox's basket, T wharf has resolved that once the new quarters are ready the business shall start in life anew. It acknowledges that the cleanliness of the old wharf was a virtue more honored in the breach than in the observance. On the new wharf we have changed all that. It looks solid to the eye, but inside its brick walls, under its concrete flooring, deep in its granite bowels, it is tunnelled and tubed with drainage systems, plumbing and purgative devices. The concrete floors of the packing and shipping rooms are slanted to the gradients of a self-bailing cockpit. A high-pressure salt water service brought in mains to the doors of each shop will leave no excuse for failing to flush the whole pier every night; it should shine like a Dutch hearth. No more throwing of fish on the bare floor of the wharf when push carts happen not to be ready. No more heaving of cods' heads into the dock water when the old lighter J. E. James is a trifle tardy, puffing wheezily across fr the glue factory. No more go-as-y please programmes for the Sicil dory fishermen at the inner end the pier, who began by being allow to sell their catch pretty much they pleased because they sold to poor (as to whom nobody ca whether they received food that w cleanly or soiled), with the us result that one negligence bred other and one whose evils were confined to the class for whom t were intended. It is admitted that would have been very hard to m the Sicilians behave according to strict set of sanitation rules wh ought to have been imposed on th when they were first admitted to T wharf property if the business w to remain in its present quarters; it will be easy to teach them be manners on the new wharf by simple process of saying: "If want to play in this yard you have to do so-and-so. If you do go elsewhere." The same princ will be found useful in dealing the sanitary habits of certain emp ees of the old firms themselves. is easier to make innovations of r ine where everything is starting The point of pride is to be as new possible. So even the garb of the ployees will be improved; instea the burlap baberdine or the coat crusted with the slime of many ancestral cod, the costume will jacket and jumpers of white, wa weekly, "whether they need it or

The builders of the new pier ar be commended for their earnest to cleanse the business. Realizing this is their chance to enforce re tions which could never be enfo on the old wharf, they have a practice to theory by spending extra $100,000 on sanitary machi considerably at times, to the crit of their own members. But the pier will be as clean as it is mod ly possible for such a pier to be. dealers are playing fair with the lic.

Novelty of Elbowroom.

Forty-four firms have unite build this two million dollar pier its subsidiary buildings for adm tration, cold storage and allied cantile interests—the largest market on this continent and the ond largest in the world. It is than the immediate volume of ness requires, but at the present of growth five years will take u slack and 10 will perhaps fin quarters at a comfortable sq girth of commercial high-feeding the stalls are already engaged, number, three stories high with area varying from 20 to 50 feet by 50. The shipping and packin be done, as at the old wharf, first floor, which is built with corners, the more easily to be c A kind of wainscotting of fre goes shoulder-high around the not unpleasing in effect. The story opens toward the water the pier, with windows and do enough to admit a hoisted swo of mature years; on the inner s

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...offices with windows toward the thoroughfare, which runs down to the middle of the pier, "Centre street." The third story can be used for storage of barrels, salt fish and the miscellaneous gear of the industry. It includes a dressing and lunch room for the employees.

On the T wharf of today the plague is the press of teaming, push-carts, ice wagons, delivery vans from the provision houses and dray loads of backed fish for shipping. To wind among these teams on a business errand and neither catch a wagon pole in the small of the back, nor lose a toe under a wheel, nor be swept off the cap-log into stale dock water, has been the study of T wharfsters. On the smooth brick pavement of Centre street, and on the granite flooring of the water sides of the new pier there will be elbow-room for double the present teaming, and that teaming will be reduced by almost half. Up the tracks in Centre street backs the string of freight "empties" for the daily "fish train" (the fastest freight train in the world), which rolls to New York in six or seven hours. This train, which has always left from the New Haven yards, has necessitated heavy teaming daily. Now it will be laden at shop doors.

The other vexation of the old wharf has been the ice carts. They were forever creating Uncle-Tom's-Cabin Ohio-River scenes beside the caplog stocking the holds of schooners agains the next trip. Wayfarers, stopping through chilly puddles, were obliged to look sharp and be ready to bound several feet into the air, hurdling a hundred-pound ice cake which came bouncing toward their toes. It was stimulating sport, but now and then a player lost his leg in the game. On the new wharf all ice will be delivered across the roofs of the buildings, and, in its crushed form drop down shafts from the roof to the first floor. It will be delivered to the vessels in the same form since, oddily, it keeps better mangled than whole. This will eliminate wharf space, as well as all the time and labor spent at individual ice-crushing in the separate establishments. The hauling of packed fish to local markets, to the North station trains for destinations in northern New England and the Middle West, of course remains.

Fishing Schooner Beside Liner.

The new wharf will bring, side by side, the utmost extremes of our harbor shipping. At the new Commonwealth Pier the steamships of the Hamburg-American line — gigantic hulks of steel, powerful, swift, floating communities between one continent and another, relatively the newest, development of merchant marine architecture. In the same slip of dock-water will lie vessels of at once the oldest and the newest type of craft on the New England coast. The fishing schooner is the lineal descendant of the vessels in which our pre-revolutionary forefathers won the sea training which taught them how to outmanoeuvre the proudest navy of the world. From the "pinky" with her pink-tailed stern to the most advanced model of "knockabout" is an unbroken development, and while the contrast between transatlantic steamship and fishing schooner is dramatic as between old and new, the schooner, in its own kind, represents quite as modern a development as the steamship. It is no more the vessel that served for a fishing schooner in the ... than the Cleveland or Cincinnati ... one of those clumsy side-wheelers which did transatlantic duty in the same period.

Its Dignified Architecture.

The clustered, grouped brick buildings of the new fish wharf, even unfinished, are surprisingly ornamental, thanks, probably, to the dexterity of their architect, Henry F. Keyes, who has decreed that merely because an establishment is primarily for us is no reason for creating it ugly as well, and, furthermore, that to achieve ornamental effects does not necessarily incur the expenditure of large sums on ornate gingerbreadery. The dignity of these buildings resides in their lines and in their proportions, yet dignity is theirs, in such measure that, seen in groupings they seem more like exposition buildings for a permanent world's fair than humdrum marts of trade. Centre street, wide, flanked with the rows of stores, and terminated by the Administration Building, with a mask of Neptune glowering down the vista from the keystone of "Court of Honor" apparallel for a working day.

With the fish business into South Boston migrates the whole industrial community tributary to and from it. At the inner end of the dock on land belonging to the Boston Fish Market Corporation are building a row of stores for the shellfish dealers, fronting on Northern avenue, and approached by a wharf in the rear. Opposite these, across Northern avenue, also on corporation land, ar. building stores for the restaurants, the tailor shops, the chandlers, the grocers, a bank, and more than one saloon, showing that the liquor traffic follows the waterfront, as increased rents follow a rise in wages. The corporation commendably proposes to have that traffic under such conditions that it can be regulated by its own authority.

Heirs Apparent to T Wharf.

Who will be heir to the old T wharf? It was offered to the directors of the port last summer for $600,000. They, being committed to policies with which, this property was not immediately adjustable declined the offer. Last June the mayor suggested to the port directors that they acquire the wharf for a public landing and recreation pier. This the directors, as a body created to increase the commerce of the port, did not feel authorized to do, although it was felt that if the property could be used in some combination of the commercial and the public purposes, the central location of the wharf, adjacent to the intersection of the various transportation lines, would be an unrivalled spot for such uses. In its present condition, once the fish dealers have vacated it, the wharf is useless for any food industry. The dealers themselves are frankest to acknowledge its filth and decay. The abvious and probable future of the property is as a freight shed and passenger terminus for some coastwise steamship line. It chances that in the month of its abandonment by the Boston Fish Market Corporation, the United Fruit Company is said to be beginning a weekly service from Boston to Panama, bringing hither several of its largest steamers. If this is done, the casual observer cannot see how the company can squeeze more vessels between Long and Central wharves without navigating Atlantic avenue or mashing the old steamer City of Gloucester. Among the guesses as to the future of T wharf, the United Fruit Company as tenant is as plausible as any.

FIRST FLITCHER ARRIVES HOME

Senator Brings Fair Trip—Steamers Land 800 Barrels Bluebacks.

Sch. Senator, Capt. Axel Laager, the first of the flitchers to reach home, arrived here yesterday afternoon, after a trip of several months up north.

Weather of the worst kind, which greatly hindered fishing operations was encountered, although in spite of the handicap, Capt. Laager and his men managed to secure a fair trip, bringing home 115,000 pounds of flitches, beside some salt cod and several barrels of salt halibut fins.

This morning, two of the halibuters are here, schs. Selma and Elk from that region which the halibut fishermen have termed the "Scandinavia ground."

Other arrivals include two of the seiners down from Boston with salt mackerel fares and sch. Senator Gardner, Capt. McDonald from Port Daniels, N. F., with a cargo of salt cod for the Gorton-Pew Fisheries company.

The "smoke" boats struck some nice hauls of bluebacks yesterday in the bay and during the afternoon and early evening, some 800 barrels were landed at the Fort. Some sold for bait, while a number of barrels were shipped to Boston and the remainder to the freezer.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator, Davis Strait, 115,000 lbs. flitched halibut, 15,000 lbs. salt cod, 45 bbls. salt fins.

Sch. Arthur James, via Boston, 106 bbls. salt mackerel.

Sch. Elk, Cape Shore, 15,000 lbs. fresh halibut, 50,000 lbs, fresh fish, 7000 lbs. salt cod.

Sch. Selma, Cape Shore, 8000 lbs. fresh halibut, 80,000 lbs. fresh fish.

Sch. Azorian, shore, 5000 lbs. fresh pollock.

Str. Whileaway, via Boston.

Str. Orion, via Boston.

Str. Anna T., via Boston.

Str. Naomi Bruce, via Boston.

Str. Mary F. Ruth, via Boston.

Str. Lois H. Corkum, via Boston.

Str. F. S. Willard, via Boston.

Str. Joanna, via Boston.

Str. Independence, seining, 130 bbls. fresh bluebacks.

Str. Bessie A., seining, 130 bbls. fresh bluebacks.

Str. Joppaite, seining, 170 bbls. fresh bluebacks.

Str. Bryda F., seining, 130 bbls. fresh bluebacks.

Str. Jeffery, seining, 100 bbls. fresh bluebacks.

Str. Unknown, seining, 60 bbls. fresh bluebacks.

Str. Yankee, seining, 80 bbls. fresh bluebacks.

Str. Nashawena, seining, 200 bbls. fresh bluebacks, 3 bbls. fresh mackerel (went to Boston).

Sch. Senator Gardner, Port Daniels, Newfoundland, 320,000 lbs. salt cod, 1000 gallons cod oil.

Sch. Veda M. McKown, via Boston.

Sch. Lillian and Jennie, via Boston.

Sch. Edith Silveria, via Boston.

Sch. Fitz A. Oaks, via Boston.

ORDINARY DAY UP ON T WHARF

T wharf's fleet this morning consisted of 12 fares, including three fresh mackerel fares taken yesterday off Cape Cod.

The largest fare of the morning is the Provincetown sch. Mary C. Santos with 53,000 pounds. The new steam trawler Wave is also in with 42,000 pounds, while sch. Quannapowitt has 35,000 pounds.

Wholesalers paid $2 to $2.75 a hundred for haddock, $4 for large cod, $2.75 for markets, $1.50 to $3 for hake, and $1.50 to $1.75 for hake. Swordfish ruled high, a small lot cleaning up for 16 3-4 cents a pound.

Boston Arrivals.

The fares and arrivals in detail are:

Str. Wave, 42,000 haddock, 500 cod, 1000 lemon sole.

Sch. Mary C. Santos, 17,000 haddock, 22,000 cod, 14,000 hake.

Sch. Quannapowitt, 7000 haddock, 19,000 cod, 9000 hake.

Sch. Muriel, 6000 haddock, 13,000 cod, 2500 pollock.

Sch. Boyd and Leeds, 7000 haddock, 10,000 cod, 2000 pollock.

Sch. Jubilee, 6000 haddock, 15,000 cod.

Sch. Appomattox, 28,000 pollock.

Sch. Wodan, 2500 pollock.

Sch. Monarch, 9000 tinker fresh mackerel, 12 bbls. salt mackerel.

Sch. Ralph L. Hall, 6000 mixed fresh mackerel, 20 bbls. salt mackerel.

Str. Mildred Agnes, 9000 tinker fresh mackerel.

Sch. Pearl, 1 bbl. fresh mackerel, 3 swordfish.

Str. Enterprise, 30,000 mixed fresh mackerel.

Haddock, $2 to $2.75 per cwt.; large cod, $4; market cod, $2.25; hake, $1.50 to $3; pollock, $1.50 to $1.75; swordfish, 16 3-4 cts. per lb.;. fresh mackerel, large, 30 cts. each; mediums, 8 cts. per lb.; tinkers, 6 and 6 1-2 cts. per lb.

SALT MACKEREL ARE GOING UP

Three more fares of fresh mackerel reached T dock, Boston, this morning, for which the dealers paid good prices.

The crafts are schs. Monarch, Ralph L. Hall and steamer Mildred Agnes. Yesterday afternoon, steamer Enterprise arrived with a fare of 30,000 mixed fish.

Large fresh mackerel sold at 30 cts. a piece, medium and small, eight cents and tinkers, six and six and one half cents a pound.

Sch. Arthur James brought down from Boston 105 barrels of medium salt mackerel, 70 barrels of mediums, eight barrels of which are rimmed, and 35 barrels of tinkers. Capt. Devine has been offered $10 per bbl. for tinkers, $20 for plain mediums and $23 for medium rimmed mackerel.

The fares of salt mackerel of sch. Saladin sold to the Cunningham & Thompson Company.