GEORGESMAN HAD GOOD TRIP

Some of the Gill Netters Are Still Doing Well on Shad.

The morning's receipts at this port consist of three fleet of sail, sch. Wm. H. Rider from Georges handlining brings 25,000 pounds salt cod, which is the only off shore fisherman in.

Sch. Eila G. King has a load of Nova Scotia salt herring, while sch. Essex brings a salt cod fare. Both cargoes are for the Gorton-Pew Fisheries Company.

Gill netting receipts continue large and another large amount of pollock was sent yesterday to the splitters. Among the fares, was a number of shad which in most cases sold fresh.

Today's Arrivals and Receipts.

The arrivals and fares in detail are:

Sch. Wm. H. Rider, Georges handlining, 25,000 lbs. salt cod.

Sch. Mary Emerson, netting, 275 fresh mackerel.

Torchers, 70 bbls. fresh herring.

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 4400 lbs. fresh fish.

Str. Quoddy, gill netting, 9300 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 5800 lbs. fresh fish.

Str. Rough Rider, gill netting, 6800 lbs. fresh fish.

Str. Orion, gill netting, 7300 lbs. fresh fish, 180 fresh shad.

Str. Nomad, gill netting, 8000 lbs. fresh fish.

Str. Enterprise, gill netting, 18,000 lbs. fresh fish.

Str. Venture, gill netting, 4700 lbs. fresh fish.

Str. Philomena, gill netting, 200 lbs. fresh fish, 4000 fresh shad.

Str. Hugo, gill netting, 3000 lbs. fresh fish.

Str. Anna T., gill netting, 5000 lbs. fresh fish.

Str. Evelyn H., gill netting, 8200 lbs. fresh fish.

Str. Ethel, gill netting, 10,000 lbs. fresh fish, 5 bbls. fresh shad.

Str. Mary L., gill netting, 3000 lbs. fresh fish.

Str. Gertrude, gill netting, 6400 lbs. fresh fish, 300 fresh shad.

Str. Bessie A., gill netting, 5300 lbs. fresh fish.

Str. Harold, gill netting, 6000 lbs. fresh fish.

Str. Mystery, gill netting, 5500 lbs. fresh fish.

Str. Medomak, gill netting, 9000 lbs. fresh fish.

Str. R. J. Killick, gill netting, 10,000 lbs. fresh fish.

Str. Lorena, gill nettng, 2700 lbs. fresh fish.

Str. Sawyer, gill netting, 5000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 7500 lbs. fresh fish.

Str. Dolphin, gill netting, 10,000 lbs. fresh fish.

Str. Swan, gill netting, 4000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 8000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 11,000 lbs. fresh fish.

Str. Lydia, gill netting, 4200 lbs. fresh fish.

Str. Jubilee, gill netting, 10,000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 6000 lbs. fresh fish.

Str. Joanna, gill netting, 8000 lbs. fresh fish

Sch. Ella G. King, Wedge Port, N. S., 685 bbls. salt herring.

Sch. Essex, Bay of Island, N. F., 368,000 lbs salt cod, 125 qtls. cured cod, 17 bbls. cod oil.

Str. Scout, gill netting, 2000 lbs. fresh fish.

Str. Bethulia, gill netting, 6000 lbs. fresh fish.

Str. Geisha, gill netting, 7000 lbs. fresh fish.

Str Nashawena, gill netting, 11,000 lbs. fresh fish.

Vessels Sailed

Sch. Blanche Newfoundland.

Sch. Eglantine haddocking.

Sch. Edith Silveira, haddocking.

Sch. Jorgina, haddocking.

Br. sch. Nita A. Conrad, Sydney, C. B.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, $5.75 per cwt.; medium, $4.75; snappers, $3.50.

Salt trawl bank cod, large, $4.75; medium, $4.25; snappers, $3.25.

Dory handline cod, $5 for large; $4.50 for medium; snappers, $3.50.

Eastern halibut codfish, large, $5.00; medium, $4.50.

Georges halibut codfish, large, $5.00; medium, $4.50.

Flitched halibut, 10c per lb.

Cusk, large, $2.00; medium, $1.75. snappers, 50c.

Haddock, $1.75.

Hake, $1.75.

Pollock, $1.75.

Salt mackerel, $18 per bbl. for large; $16 for medium.

Fresh Fish.

Splitting prices:

Haddock, $1.15 per cwt.

Eastern cod, large, $2.25; medium, $2.00; snappers, 75c.

Western cod, large, $2.50; medium, $2.15; snappers, 75c.

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

Hake, $1.40.

Cusk, large, $2.50; mediums, $2.00; snappers, $1.50.

Dressed pollock, $1.00; round, 90c.

Fresh herring, $3 per bbl. for bait.

Bank halibut, 18 3-4c per lb. for white and 16 1-2c for gray.

Fresh mackerel, 8c per lb.

Halibut at Portland.

Sch. Cavalier, Capt. Robert Porper is at Portland today with 13,000 pounds of fresh halibut which sold at 13 cents a pound for white and 10 1-2 cents a pound for graps.

Going for Herring.

Capt. Joseph Jameson and crew left here today for Bucksport, Maine, to take charge of sch. Elizabeth N. for a herring voyage to the Bay of Islands.

RECEIPTS LIGHT UP AT T WHARF

Only Four Crafts Have Arrived With Fares Since Last Report.

Light receipts prevailed at T wharf Boston, this morning, only four net fares arriving since yesterday.

The largest trip was that of sch Alice M. Guthrie with 33,000 pounds. Yesterday schs Esperanto had 33,000 pounds; Frances P. Mesquita, 71,000 pounds.

Wholesale prices were $3 to $3.75 hundred pounds for haddock, $3.50 to $3.75 for large cod, $2.25 for market cod, $1.25 to $2.25 for hake, $1.50 for pollock and $1.75 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Esperanto, 14,000 haddock, 11,000 cod, 8000 hake.

Sch. Fannie E. Prescott, 9000 haddock, 2000 cod, 5000 hake.

Sch Frances P. Mesquita, 22,000 haddock, 49,000 cod.

Sch. Sadie M. Nunan, 4500 haddock, 3000 cod, 1500 hake.

Sch. Juno, 2500 haddock, 2500 cod, 2000 hake.

Sch. Alice M. Guthrie, 20,000 haddock, 4000 cod, 4000 hake, 5000 cusk.

Str. Spray, 15,000 haddock, 500 cod, 8000 lemon sole.

Haddock, $3 to $3.75 per cwt.; large cod, $3.50 to $3.75; market cod, $2.25; hake, $1.25 to $2.25; pollock, $1.50; cusk, $1.75.

PORT OF GLOUCESTER.

Arrivals.

Sch. Newell B. Hawes, Ipswich for Boston.

The Seattle Market.

The salt fish market has changed but little during the past month, says the Pacific Fisherman:

Codfish—The market in the East is firm, and in as much as all danger from over-desire to sell has passed there is no danger from price cutting. We have done much the largest business in our record this past month, and at satisfactory prices, and the market is stronger. There is at least twice as much codfish produced on this coast as there is salt salmon, counted in tons. There is no question that the salmon is at least as good a food product, yet codfish is bringing nearly twice the price of salmon by the pound.

Small Catch of Codfish.

The codfish schooner Albert Mye returned to Prince Rupert October 1 with only about 1000 pounds. The vessel was sent out on her first trip by the Canadian Fish & Cold Storage Company to Bering sea, altogether too late in the season to secure a catch and she did not reach Prince Rupert from San Diego, where she had been purchased, until the latter part of August.

St. John's, N. F., Fish Prices.

Large, medium and small merchantable, $6.25 to $6.50; large, medium and small Madeira, $6.25 to $6.50; Labrador, $4.60 to $4.80; Labrador, shore cured, $5 to $6; large and small West India, $3.50 to $4; haddock, per qtl., $3.50; herring, per bbl. No. 1, large, $2.60 to $2.75; herring, per bbl. No. 1, medium, $2.50 to $2.60.

Another Halibut Craft.

Another halibut schooner joined the Seattle halibut fleet when the six-dory Helgeland, Capt. B. Edwards, left, October 15, on her maiden trip. The schooner is equipped with a 110 horse power engine.

NETTERS GET SOME MACKEREL

The draggers took a few mackerel off here yesterday, mostly large fish. Sch. Mary Emerson landed 275 fish in count here while at Rockport these fares were reported: Schs. Marguerite 1200; Two Brothers 300; Nettie 125.

Sch. Eliza A. Benner was at Kittery Point yesterday with 2500 large fresh mackerel netted off the Isle of Shoals. They were purchased by the Consumers Fish Company of Kittery Point.

SWEDISH CATCH IS 23,000 BBLS.

Very few mackerel were landed by the Swedish fishermen up to the middle of September. The season opened with prices at 3.04 cents per pound and remained dull until September 15, when there was an advance to 9.23 and 9.36 cents per pound. The Swedish fishermen disposed of much of their catches at these figures, but prices continued to advance until October 11, when numbers 1, 2, 3, 4 and 5 mackerel brought 10.58, 8.14, 5.71, 4.5 and 3.28 cents per pound, respectively. Prices per barrel have averaged $10.45, or nearly as much as in 1911, when there was a corner by one of the Norwegian dealers. Last year the average price was $7.77 per barrel and in 1910 it was still lower. Based on the estimate of 23,000 barrels as the total catch of the Swedish fishermen, the Swedish fishery this year will be worth $240,396, against $303,912 in 1912 and $397,101 in 1911.

The average yield per vessel is estimated to be $1,233, or nearly the same as in the period from 1909 to 1911. The actual catches have varied greatly among the different vessels, being as high as 250 barrels in some cases and as low as 100 barrels in other. In fact, one Swedish vessel is reported to have made a profit of only $40 for the season. It is reported by the fishermen that the mackerel this year appeared to be wild and difficult to catch, attributed to the presence of tunny fish in large numbers.—Consular Reports.

TEACH PEOPLE TO EAT FISH

It is a matter of pleasure to note that the magazines of national circulation are beginning to call attention to the value of fish as an article of foor to take the place of the fast diminishing supply of beef.

Honore Willsie has written a series of articles on the subject which are appearing in Harper's Weekly. In the issue of October 25 she calls attention to the fact that America has reached the point where fish diet has become a necessity. The article is chiefly devoted to describing the work done by Dr. Carl Alsburg, Chief of the Bureau of Chemistry, who is co-operating with the Bureau of Fisheries in putting into effect "some big dreams" about feeding America. Among other things Mrs. Willsie says.

"Dr. Alsburg's direct practical effort will be not only to increase the popularity of fish already used, but at the same time to overcome the national prejudice against certain kinds of fish that are plentiful and in many cases are used freely by other countries. We have put the ban on certain fish because they offend our aesthetic sense."

Dogfish, swordfish, skate, squid and abalones are among those enumerated as very palatable, but the prejudice against which has prevented their consumption in America.

In Harper's Weekly of November 1, in an article on "Canning and the Cost of Living," Mrs. Willsie says that it is through the canning industry that our most important and fundamental stride toward frugality are to be taken, if Dr. Alsburg is enabled to carry out his ideas. He aims to conserve our food by introducing methods which will minimize the waste; for the greater the waste in canning, the greater the cost of production, the greater the actual loss of food to the country and the greater the loss of by-products.

In the issue of November 8 the plans of Dr. Alsburg in preventing "Waste in Food Shipping" is described.

Educating the people to eat fish requires a vast amount of work and perseverance and in accomplishing this, the national magazines can be of invaluable assistance.—Pacific Fisherman.

How to Tell Good Fish.

At the Refrigeration Congress held in Chicago recently, J. M. Bottemanne told the delegates how to tell good fish from bad.

The criteria are: "Good fish skin is shiny; scales strongly adhere to the skin; eyes transparent and bulging; gills bright red; flesh elastic and firm; finger impressions do not remain; mouth and gills nearly always closed; little or no slime on the skin; muscular stiffness evident to greater or less degree; fish sinks in water; after a short time fishy smell and slime on back appears."

DOGFISH SWARM OFF LOCKEPORT

Dodfish are reported very plentiful off Lockeport, N. S., and have done a great deal of damage to the fishermen, taking away trawls and destroying gear to value of $300.

The following is the fish list landed at Lockeport, N. S., for week November 3 to November 8: 77,282 pounds mixed fresh fish; 1000 pounds mixed salt fish; 39 quintals mixed dried fish; 400 pounds halibut; 19 barrels 2850 pounds fresh mackerel; 5 barrels, or 1500 pounds salt mackerel; 38 barrels or 7600 pounds fresh herring; 14 barrels or 4200 pounds salt herring.

The catch by vessels at Lockeport, N. S., for the same time was: L. M. Hodge, gill netter, Capt. J. Benham, 6500 pounds mixed fresh fish; Nellie Viola, Capt. J. McKenzie, 11,000 pounds mixed fresh fish, 122 pounds halibut; Julia Opp, Capt. G. Benham, 14,000 pounds mixed fresh fish; R. L. McKenzie, Capt. R. McKenzie, 5195 pounds mixed fresh fish, 34 pounds halibut; L. M. Rudolph, Capt. Rudolph, 6435 pounds mixed fresh fish, 52 pounds halibut; Alcyone, Capt. F. Butler, 6294 pounds mixed fresh fish; Ohio, Capt. W. Williams, 6327 pounds mixed fresh fish, 25 pounds halibut; Lydia May, Capt. A. Penney, 3331 pounds mixed fresh fish, 30 pounds halibut; H. G. McLean, Capt. McLean, 8286 pounds mixed fresh fish, 80 pounds halibut; Pad Locke, gill netting, Capt. F. Firth, 700 lbs. mixed fresh fish.

MAINE SARDINE PACK SHORT.

Estimated Output Only About 40 Per Cent. of Last Year's.

According to experts the sardine pack on the Eastport section of the Maine coast will fall short more than one-half of the aevrage season, and not more than 40 per cent of last year's canning output will be made before the close of the season on December 1. It is stated here, that the pack will not figure over 800,000 cases. In recent years, 2,000,000 cases has been a fair season's pack.

This has been an off season for supplies of fish about Passamaquoddy Bay and the Bay of Fundy, as the fish have been scarce and also they have run larger than desired for sardine canning purposes. During the past week the price for a hogshead of herring fresh from the weirs jumped to $24.50, the highest paid for many years, but packers are snapping them up, as they wish to clean up all the tin cans now on hand before the close of next week.

Prince Rupert Boats Laid Up.

The Andrew Kelly, Chief Skukaid and the Chief Zibassa of the Canadian Fish & Cold Storage Co. at Prince Rupert were taken off the halibut fishing when they arrived in Prince Rupert the middle of October. It is possible that they will not resume fishing until spring, although the lay up may only be temporary.

The Maine Herring Situation.

The herring season at Lubec is drawing along toward a close. It is said that the catch of smoking herring on the coast is only about half last year's. Sardine herring caught will not reach more than 25 per cent. of last year's figures. This has been the poorest season in 20 years. Unless the fish come soon it will mean hard times for many of the people of this town. When the sardine factories close, the labor turns to the preparation of smoked herring—skinning and boning them. The new tariff gives Lubec a black eye and transfers most of the labor to Canada.

The boneless herring industry has started up again in Eastport for the winter months, and J. C. Potter opened his large plant in the northern part of the city, this week, known as the Martin factory where the first sardines put up in the United States were canned about 35 years ago. The opening of this factory for handling smoked herring will distribute considerable money about the city. While at present only a few of the herring plants have been started up, and the sardine factories are running and help not so easy to secure, several other buildings will be ready for the skinning of the big herring next month and several hundred people employed during a time when little or no other work is in sight.

Looking After Whaling Interests.

Capt. Otto Sverdruppe, owner of the Fram, the ship that carried Amundsen to the South Pole, was in Seattle early last month on business pertaining to his extensive whaling interests. "The Alaskan haul of whales has not come up to standard this year," he said. "Our company speared only 310 whales during the past year."

Gone Bluefishing.

Steamer Thelma of this port sailed yesterday morning for Fernandina, to engage in the bluefishing industry. The Thelma will be under command of Capt. Carl Jorgensen and John Morrash will go with the craft as engineer. The steamer's trips will be handled by one of the Fulton Market firms as is being done in most cases.

New Halibut Schooner.

The new halibut schooner Myrtle Endresen, owned by the Chris Endresen & Company, left Seattle early in November on her first trip north.

Provincetown Fishing News.

The crew of sch. Delphine Cabral shared $11 each on the last trip.

Sch. Matchless, Capt. Gaspa, has quit fishing for the season and will resume the business after New Years.

A heavy southeaster a week ago Sunday caused a heavy sea along the water front. At high tide water and spray flew over bulkheads to quite a height but no serious damage was reported.

One carload of frozen whiting was shipped from the Consolidated freezer recently.

Butterfish continue to get caught in the traps but there is little demand for them.

Clark's Harbor, N. S. Fishing News.

Mackerel have again appeared here. Several fair catches were made last week, and nets are now being rushed into the water. Messrs. George and Allan Nickerson had 1000 in two nets. The sizes are mixed. The chief difficulty in case of a large catch will be scarcity of ice, the local supply being exhausted.

James Kenney Co. Ltd., purchased 5500 lbs. fresh cod last week; the F. B. Lent Co., 200 bbls. herring; F. T. Nickerson & Co., 5000 lbs. 200 lbs. haddock, 10 bbls. mackerel. F. T. Nickerson & Co's trap at Cape Negro Island took 200 bbls. mackerel.

Sch. "Kernwood," Capt. Job. Penney, after taking aboard the cargo of pickled fish bought by Capt. James Coffin, of Portland, Me., for Messrs. Lord and Co. of that place, sailed on Saturday, the 8th.

A. E. Cossaboom, of Tiverton, has purchased some 700 quintals of fish from various buyers on the Island for Messrs. Lord and Libby of Boston. He is now endeavoring to charter a vessel to convey them to Boston.

Little Sign of Herring.

Eight American vessels have already arrived on the West Coast in search of herrings, but to this writing there has been only a small sign of fish. The burning of the Alcona the other day, will somewhat stunt the efforts of the Gorton-Pew people, who figured on a very extensive catch this season. It is reported at Curling so a correspondent informs us, that the Gorton-Pew people will soon build and equip another vessel the same as the Alcona.—St. John's, N. F., Trade Review.

HAWAIIAN FISHERIES DISPUTE.

Japanese Carry to Supreme Court Island and Prohibition of Seining.

Eight Japanese living in Hawaii have brought to the Supreme court a case to test constitutionality of Hawaiian fishing laws prohibiting the catching of certain fish with seines. The Japanese claim that Congress reserved to itself the right to regulate the taking of sea fish within the territorial limits of Hawaii and that the territorial Government is without power to make regulations. The Hawaiian Supreme court held that the local government could act until Congress acted.

New Freezer of Ketchikan.

The Ketchikan Cold Storage Co., Ketchikan, Alaska, expects to complete its new fish freezing and cold storage plant about December 1. It will have cold storage capacity for about 1,000,000 pounds of fish. The New England Fish Co.'s plant in Ketchikan has capacity for 5,000,000 pounds and is said to be well filled with fish, mostly frozen halibut.

Portland Fishing Notes.

Local fish receipts Wednesday were quite heavy, amounting in the aggregate to 75,000 pounds, the best day's footing for quite a while. Some half dozen vessels made good catches, but a majority of them had small fares, the skippers reporting fish as very scarce.

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THE TARRS FORM NEW CORPORATION

Articles Give Concern Wide Range in Fish and Cold Storage and Oil Business.

State House, Boston, Nov 20—The state commissioner of corporations has granted a certificate of incorporation to the George J. Tarr Company of Gloucester to take over the business of the former corporation of the same name now in process of dissolution.

The capital stock of the new corporation is set at $50,000, represented by 500 shares of stock, each share having a par value of $100.

George Ira Tarr of Rockport is the president of the corporation and holds 220 shares of stock. Daniel S. Tarr, 19 Washington square, Gloucester, is the treasurer, and holds 270 shares of stock. The third director is Charles B. Tarr of Pigeon Cove, who holds 10 shares of stock.

Of this stock 180 shares have been paid for by transferring to the corporation real estate at Fort Wharf; 100 shares in machinery; 140 in merchandise; 40 in patent rights; 10 in trade marks; and 30 in good will.

It takes considerable language to express all the particulars of the fish business the corporation intends to carry on, the statement being as follows:

"To buy, sell, store, handle, export and import and transport fish of any description, and all other products of the sea and prepare the same in any and all ways for market.

"And to buy, sell, store, handle, export and import and transport and manufacture oils, glues, isinglass of every description and any and all by-products of fish.

"To construct, lease, own, use and maintain rooms, buildings, wharves, docks, warehouses and lands for the aforesaid purpose and for cold storage of either or any or all of the above named articles and products for hire.

"To borrow money, to make and issue promisory notes, bills of exchange, bonds, debentures and other securities and evidences of indebtedness, whether secured by mortgage, pledge or otherwise, without limit as to amount, and to secure the same by mortgage, pledge or otherwise.

"To enter into, make, perform and carry out contracts with any government, relating to any business of this corporation or in which it may be interested.

"The corporation to have the power to conduct its business in one or more places, offices or stores or in all, or any of its branches without restriction or limit as to number or place, state or country, domestic or foreign, with reference to any of the business it may do.

Gloucester

Capt. Weiding's Boat Ready Soon.

It is expected that the work of remodelling the Rush into a halibut schooner will be completed within a few weeks at Seattle.

The famous old revenue cutter Rush sold last year at public auction to the Alaska Junk Co. at Seattle, was purchased September 29 from this company by Capt. Andrew Wielding, the veteran halibut man of the coast. The vessel is now being remodeled and will be ready in about six weeks. The Rush will be one of the largest halibut boats on the coast. More than 170 feet long, 26 feet wide and having a depth of 13 feet in the fish hold, she will have a capacity of 400,000 pounds. Her engines are 600 h. p., and she will carry 12 dories.

The steamer Rush, built in 1885 at Port Blakeley, caused international controversy in 1889 by seizing British Columbia sealers in the Aleutian islands. Out of this grew the agreement between the United States and England to prohibit sealing in Bering sea. The Rush for a number of years served on the Bering sea patrol. Later she was stationed in Southeastern Alaska and was sold last year, to be replaced by the Unalga.

Capt. Weiding states he will be the master of the vessel.—Pacific Fisherman.

Arrived at Pensacola.

The first of the three new fishing vessels purchased from this port by the E. E. Saunders Fish & Ice Co., reached Pensacola Sunday afternoon from here via the Campeachy snapper banks. Captain Alex Bushe, who has piloted other vessels from Gloucester to Pensacola, reports having encountered adverse conditions on his trip south and seventeen days were consumed in reaching the Mexican gulf.

The Francis V. Silvia left Gloucester for Pensacola October 13 and was just 32 days in reaching Pensacola, the time, however, including the stop on the snapper banks. The captain reported a catch of sixteen thousand pounds of snapper and fourteen or fifteen thousand pounds of grouper.

The new craft is one of the largest operated out of Pensacola.

BIG YEAR FOR MENHADEN.

In 1912 Over 1,000,000,000 Fish Were Caught in U. S. Waters.

More than 1,000,000,000 menhaden were caught off the coasts of New Jersey, New York, Delaware, Virginia and North Carolina in 1912, the United States Bureau of Fisheries reported today in reciting the prosperity that attended the business of catching the fish and transforming them into oil and fertilizer. The season was one of the most successful of the past half-century.

The oil derived from the fish, according to the bureau's figures, totalled more than 6,500,000 gallons, while 90,000 tons of fertilizer was produced. Forty-eight factories and 150 vessels engaged in the business.

Some instances of abuses in the taking of the fish were found by the bureau's investigators. In Chesapeake Bay herring and perch suitable for human food were knowingly converted into fertilizer. This abuse, the bureau declares, is to be corrected through the local net fisheries at the head of the bay.

SCH. DIANA STRUCK ROCKS IN NIGHT

Val Roberts Gives First Details of Loss of Haddocker.

The first detailed news of the loss of sch. Diana of this port, owned by Hugh Parkhurst & Company which went ashore at Shag Harbor, on the Nova Scotia coast, a week ago Wednesday was learned last evening upon the arrival of one of her crew, who with the others was sent home from Yarmouth by the American Consul. The Diana is a total loss, but her rigging gear and entire equipment was saved.

The Diana went ashore about 8.30 o'clock in the evening, while Capt. Leon Parsons was making harbor to land a sick man, according to the story of Val Roberts, the only one of her crew who has arrived in town. It was dark and hazy at the time and the Diana was going along at a pretty good clip when without any warning she bid up on the rocks. The crew took to their dories and rowed ashore.

During the night there was plenty of wind and chop and the Diana pounded heavily and commenced to break up. Her crew with the assistance of natives from the shore stripped her of her rigging, sails, gear and everything that was moveable, even saving her provisions. When Roberts left the wreck, there was a big hole in her bottom, he says through which the tide ebbed and flowed.

Capt. Parsons remained behind to look after the vessel's gear, etc., while the crew were furnished transportation to Boston by the American Consul, arriving on the steamer Yarmouth yesterday.

SAN FRANCISCO COD MARKET

San Francisco Cod Mkt. Continued

While the San Francisco codfishing companies have received about a normal amount of fish for the year, they are still in hopes of getting one or two more cargoes in from the stations before the end of the year, as there is still a fair supply awaiting transportation, and the market, taking the country as a whole, is in fairly promising condition, and the local market though until recently was rather quiet, is firm, the Pacific Fisherman says.

C. P. Overton of the Union Fish Company, says: "Our new power schooner Golden State has completed her first round trip, and is ready to load back once more for the stations. She rather more than fulfilled our expectations of codfish. Her 150 h. p. Union engine worked perfectly and the captain estimates that it easily saved 30 days, as the round trip was made inside of 60 days, while without the engine it would have taken at least three months. With propellor, steam hoisting gear, electric searchlight, etc., we have for the first time a complete and properly equipped station tender.

The catch of this season is now all in or known exactly, and is fully up to expectations. At the same time the eastern demand likewise came up to the hopes of Pacific Coast producers, and surplus stocks, of which there were several hundred tons, have been shipped or are sold for future shipment to the Atlantic coast, leaving this market in a very comfortable condition. The general sentiment among producers is unfavorable to any further sales for eastern shipment; but should prices there advance materially over the figures now prevailing, this might induce further moderate shipments.

"The stiff and strong market in Porto Rico is perhaps the best index to the scarcity of stock on the East Coast, and is exceedingly encouraging to Pacific Coast producers. Some hesitancy has been shown by eastern buyers about taking their full requirements from the west, pending the outcome of the new tariff. Personally we have little fear of its effect on our market. Producers in the Provinces have been holding back their fish, waiting for the bill to go into effect. It would be scarcely credible to think that they held back goods for which there is a market in order that the buyers may get them for less money. Indeed it means just one thing, namely that the man in the provinces expects to get for himself a part if not all of the former duty. It means that the consumer is going to pay just as much for the fish as before, but that a portion of this cost will now be diverted from the United States government to the fish producers of the Canadian Provinces."

Henry Levi, of the Alaska Codfish Co., says: "The eastern demand still keeps up, but we are not meeting the prices offered by eastern buyers. Prices here are steady, the demand being fair, owing to the continued warm weather. The removal of duty on fish has not affected the market, and the Porto Rico and export markets are firm. Fine weather is reported in Alaska, but fishing in that district has been rather slack."

The Alaska Codfish Company again dispatched its schooner City of Papeete, which had returned for repairs, on October 7.

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WRECKERS SAVED STRANDED CRAFT

Sch. Imperator Struck at Northeast Harbor, N. S.—Abandoned by Crew—Shore Folks Floated Her—Little Damaged.

A despatch to Davis Brothers, owners and John A. Johnson, representing the insurance company, states that sch. Imperator went ashore at Northeast Harbor, near Barrington, Nova Scotia, during a heavy rainfall and fog yesterday morning at 3 o'clock, but was later floated by wreckers from the shore, after the crew had abandoned their craft and rowed ashore. The Imperator, it is believed, is but little damaged and is now at Northeast Harbor.

The Imperator is in command of Capt. Freeman Decker, engaged in the fresh haddock fishery. The crew took to their dories, according to advices from Capt. Decker, and temporarily abandoned the vessel as she piled on the rocks. At daylight fishermen from the shore suceeded in getting her off and brought her in at Northeast Harbor. He says that the craft is not leaking, but part of her false keel is gone.

John A. Johnson, representing the Providence-Washington Insurance Company, in which concern the craft is insured, has communicated with Capt. Lovitt Hines of Yarmouth to proceed to the place and look after the craft's interests. He left Mulgrave yesterday.

The Imperator, one of the finest vessels of the fleet, was built by Arthur D. Story of Essex in 1912, and was later purchased by Davis Brothers. The craft measures 146 tons gross and 99 tons net and has been commanded since she engaged in the fisheries by Capt. Decker.

Nov. 22

Trips at Yarmouth.

The sch. Frances A., Capt. d'Entremont, from Pubnico, is discharging a cargo of 1200 quintals of fish for the Yarmouth Trading Company. The Lunenburg sch. Ella Mason, Capt. Wilkie from LaHave, is discharging 1275 quintals for the same concern. The price of dry fish on the local market at present is: Cod, $6; haddock, cusk, hake and pollock, $4.—Yarmouth Times.

Nov. 22

BLUEFISHERMEN IN WITH FARES

Thursday's arrivals of bluefish at Fernandina, Florida, were as follows:
Sch. Frank Munroe, 1100.
Sch. Ida Miller, 2200.
Sch. Roulette, 2800.

The following crafts arrived yesterday:
Sch. Austin, 4000.
Sch. Leonard, 2200.
Sch. Irene and May, 8500.

At Savanah, Thursday, sch. Edwina Redmond arrived with 3800 fish.

Sch. Rita A. Viator of this port arrived at New York Thursday and was due to sail for Fernandina tomorrow to engage in bluefishing.

Bluefish are selling at eight cents a pound.

Portland Fish News.

The scarcity of fish in the local market has been relieved by the quite heavy receipts of the past few days. Several good fares were landed Thursday, the banner trip being that of the sch. Angie B. Watson, she having about 30,000 pounds. Halibut continue scarce, but few fares having been landed of late, but the catch on the Pacific coast is reported heavy, and 600,000 pounds of frozen fish is now on the way east on a special train.

One of the finest modelled fishing boats seen at Portland for a long time is the little sch. Anna, which arrived here Thursday from Friendship, where she has just been launched from the yard of Wilbur Morse. She measures 56 feet in length, 16 feet beam and 6 feet draft, with a gross tonnage of about 35. She was built for Capt. Daniel Mullin of New Bedford, who will use her in Vineyard Sound dragging for flounders for the New York market. She is equipped with a 38 horsepower three-cylinder Hitchcock engine. For ballast she took on at Long wharf about 12 tons of iron, the same having been brought ashore a few days ago from the Shiloh yacht Coronet, which looks as though the Holy Ghost and Us Society were getting short of funds.

Nov. 22

MODERN FISHING CRAFT LAUNCHED

Sch. Susan E. Inkpen Considered Finest Ever Built in Nova Scotia.

What is considered the finest vessel ever built in Nova Scotia was launched Tuesday from the Joseph McGill estates shipyard at Shelburne. The founder of the business, the late Joseph McGill, worked up a splendid reputation for his build of vessels. Since his death last August the business is being continued by practically the same staff as before; and judging from this latest product, the high standard is being fully maintained. The new schooner is named "Susan E. Inkpen," is 114 feet long over all, 23 feet, 3 inches wide, 9 feet, 9 inches deep, and registers 113 tons. She was built under contract for Ephraim Inkpen, of Burin, Newfoundland. This firm carries on a large business at that port, and their several fishing vessels have all been built at the McGill yards. In model, construction, and outfit the "Susan E. Inkpen" is thoroughly first class and up-to-date. Her model is the popular semi-knockabout type. All wood used in her was seasoned; oak being extensively used. All fastenings and iron work are galvanized. Her masts and main boom are Oregon pine, Mr. McGill imported these direct from the Pacific Coast. Her cabin is beautifully panelled in oak, natural finish. The forecastle is commodious and well arranged, the cook's quarters being particularly spacious, as is necessary, when she will carry a crew of twenty-three men.

Fresh water supply is contained in large galvanized iron tanks under the forecastle floor; and she has a complete outfit of tanks for oil, etc.; arranged to fill from the deck. She will be ballasted with pig iron. She will be commanded by Capt. Leonard Inkpen, who made a phenomenal catch of fish this season in the schooner "Miriam May." He is having his new vessel fitted up at once for the fishng business, and will shortly leave for his home port.

Work has also been begun in the McGill yard on a fishing schooner of about 100 tons, for parties at LaHave.—Halifax Chronicle.

Will Bring Fish Here.

The 90,000 pounds of pickled fish saved from the wrecked schooner Theodore Roosevelt, is to be brought to Digby by the steamer Centerville this week, and put aboard the schooner Effie M. Morrisey, now loading a similar freight there for this port. Capt. William Ryder, of Port Wade, is to take command of the Morrisey.

Fishing Fleet Movements.

British schooner Bessie McDonald, from Marytown, N. F., arrived at Shelburne for this port with a cargo of fish.

Nov. 22

MACKEREL RUN OVER ON N.S. SHOR

Fishermen south of Halifax are winding up one of the many successful autumn mackerel seasons in history of Nova Scotia, such as not been duplicated since away in the eighties, says the Halifax Herald. News of Klondyke catches heard in the early weeks, but the erations of the past fortnight brought more general benefit than record hauls of a "favored few" ers and trappers. On the east shore especially have the netters eraged well, with the most desired sult of an even distribution of money all around.

Sixx and seven dollars a day what the boatmen have been earning with almost unbroken regularity. is computed from the daily catch of 150 fat fish landed by each of numberless inshore craft worked by crew of two men; 150 of these mackerel pack a barrel worth $13 to William Henneberry has secured mackerel in the last fortnight in schooner of three dories.

The scene of heavy fishing shifted southward; early last week the eastern shore nets hauled well a week ago the west coast catch very good.

And now with the prized schools passing away a concrete idea of the season's output is available. In the past four weeks about four thousand barrels of iced mackerel have been shipped to the American and Canadian market, while thirty-five hundred barrels have been salted down, the latter containing almost double the quantity of the fresh pack. Last year the catch was two thousand barrels for the maritime provinces.

Prices have been favorable for the fishermen this season, in spite of the great quantity of fish taken. Last year the catch was fair but values were held down by the heavy production from Ireland and Norway, these being a quality superior to our pack. The process is reversed this time. The foreign fish are scarce and what are coming forward do not measure up to the Nova Scotian standard, so that with a record season the fishermen are securing rates equivalent to those of an ordinary year.

One of the features of the closing season was the phenomenal fishing on the west coast of Cape Breton and the easter end of Prince Edward Island. Fifteen hundred barrels of salted mackerel alone were caught on the Cape Breton coast; and in east Prince Edward Island eleven hundred barrels of salted mackerel were fished in the space of eight days. For the first time in many years the blotched beauties were caught there in traps—it was remarkable that the autumn run came within reach of this shoal water gear.