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TCHINS WRECK WAS FLOATED

e Hutchins lies directly in the nel and efforts will be made to the vessel at once. Meantime hted buoy will probably be es- shed to mark the obstruction. masts, sticking above the r waters off Castle Island yes- y noon showed where the Olive Hutchins was sunk at 1 o'clock in morning by the Institutions De- ment steamer George A. Hibbard. ow tide the sunken schooner is t awash.

pt. Merton P. Hutchins and his of 16 men, who escaped from the sion by a very narrow margin, e at T wharf, where they were ed by the steamer following the sion. Most of the men had been kened from a sound sleep by the h of the two craft, and few of n had saved any of their clothing. pt. Hutchins, who was on the ter, near the wheelman when the dent occurred, and three or four ers were lucky enough to come ore well supplied with clothing, al- ugh they lost all except what they re. The rest of the fishermen, wever, came to port clad only in users and undershirt, some of them hout footwear.

hivering in the icy night wind, y were taken in and given food, thing and shelter by their com- les aboard other vessels tied up at wharf.

Tuesday morning Capt. Hutchins de a report of the accident to the al board. The captain of the George Hibbard will also file his report of e accident with the board.

Capt. Sampson has been in charge the city steamer for a number of ars and is known as a very care- l master. In summer he usually s a large number of the Randidge nd excursion children under his re, and never have any of them et with an accident. He refused to scuss the accident, saying that he ould file his report with the proper thorities.

The Hutchins has been successfully alsed and was towed to T wharf this orning.

She had a large hole in her side and as leaking so badly that it was ecessary to man the pumps to keep r afloat as her fish fare was dis- harged at the dock. She brought in 5,000 pounds in all and notwithstand- ng the accident, the trip was in fair shape. The Hutchins will go on the ways for repairs.

Caught Sea Cow in Net.

A huge sea cow was seen in a fish- g net hauled recently near Palm each, Fla., but the law required that his almost extinct species should be berated. It is seldom the sea cow is countered nowadays.

Fishing Fleet Movements.

Sch. Ingomar arrived at Shelburne hursday, and cleared for fishing. Schs. Clintonia, Francis S. Grueby, rsula, Elizabeth N., Senator Gard- r arrived at Liverpool Thursday nd cleared.

POTOMAC OFF ON HER JOURNEY

The navy tug Potomac, en route for the Bay of Islands, N. F., where she has been ordered to assist in the release of the two crafts loaded with herring for T. M. Nicholson of Bucksport and caught there in the ice, resumed her journey last evening after a short stop at Newport for coal. Two days ago, the Potomac left Norfolk and her commander is in hopes of reaching the Bay of Islands, three days hence.

MAY BE CHANCE TO FLOAT SELMA

Conflicting opinions as to the possibility of salving the stranded schooner Selma were expressed by local captains who viewed the hulk at Mauger's Beach yesterday, says the Halifax Herald of Monday.

Captain M. B. Wrayton of the government steamer J. L. Nelson, passed the Selma, while engaged in buoy service, and as he was asked by Mr. Harvey to note what condition she was in, he reported there might be a chance of getting the vessel off, although she is driven quite a distance inshore. The day before yesterday, on the morning of the wreck, Captain Wrayton was the first man to reach the distressed seamen to offer assistance. Capt. Wrayton was up and out in the dockyard at daylight and he rounded up some of the crew of the Stanley for his steamer and was soon on the way to Mauger's Beach, preceding the Lady Laurier.

But Captain Wrayton was not the only man on the alert for the rescue. Upon learning of the disaster at 4 o'clock, two hours after the Selma struck, Watchman O'Grady on Campbell's wharf, had collected the crew of the tug Togo, but the weather was too turbulent at that hour for effective work at salving.

The towboat Gladiator visited the wreck yesterday, but Captain Hickey declares there appears little chance of getting her off. He secured the clothing of the crew out of the forecastle, but most of the provisions, enough to last 18 men seven weeks are spoiled. There are several tons of ice that may be sold along with other gear, of which a good quantity might be stripped should the ship be given up entirely.

Captain Tom Downey and his men were brought up from the lighthouse yesterday, but a man has been stationed there to watch the ship by C. H. Harvey, agent of marine and fisheries.

Cod Plenty on Newfoundland Coast.

During the last week or more the weather has been very stormy on the Southwest Coast and prevented the catching of fish. Cod is plentiful and when the weather is fine good fares are taken. The Portia brings along a supply of bait but if the bad weather continues it may not be needed. The catch to date is behind last year's.

Need of Hospital Ship.

A second bill has been submitted to Congress for the creation and maintenance of a fishermen's hospital ship. A year ago a similar bill was framed, but somewhere in the pigeonholes of the Capitol that bill still waits a hearing. The idea of the fishing interests at Boston and Gloucester, whence the bill eminated, is to provide a hospital ship which will cruise in the vicinity of the Grand Banks where it will be within reach of the various fishing fleets and vessels. Such a ship, it is stated, could be equipped for about $100,000, and the annual cost of maintenance would amount to something like $30,000. The need and benefits from such an institution are, and always have been, self evident.—Fishing Gazette.

Biggest Herring Cargo.

Last week there was shipped by the Portia from Bonne Bay for distribution at Channel and to the fishermen along the southwest coast of Newfoundland the largest cargo of herring ever taken in a local vessel It amounted to over 5000 barrels of frozen and salt fish. The frozen fish were mostly bought to order by the fishermen for bait and most of the salt will go to St. John's for transhipment to Canada and the States. The fishery in Bonne Bay is now reported to be over, there being no demand for herring though they are plentiful.

Salt Mackerel.

Says the Fishing Gazette:

There is not much doing in domestic mackerel. It is pretty well cleaned out of first hands, and one member of the trade said that if he were in the market, he would not know where to get any. As the demand is not large at present, however, there has been no change in quotations.

The foreign market has been stiffening for the past two weeks, and it is no longer possible to buy at last week's inside quotations on Norways and Irish. This is due, of course, to the decreasing stocks here and the impossibility of getting any supplies from Norway. Irish mackerel is more or less neglected in favor of Norwegian. The prices we quote for No. 1 Norways are more or less nominal, though most holders are asking these figures.

Liverpool, January 10.—Shipments this week were. to New York, 250 bbls.; to Boston, 446 bbls.; to St. John, N. B., 373 bbls.

Liverpool, January 19.—Fishing fair to good. Shipments this week were: to Boston, 1,900 bbls.; to all other ports, 754 bbls. Count 300-350 fish to a packed barrel. Quantity and value of fish landed on the Irish coasts during December, 12,691 bbls., against 1,700 bbls. in December, 1912.

Carrying Fish by Auto.

A fish automobile is the newest French invention for the transportation of live fish from tank cars to the dealer's counter in Paris. The voyage of fish from coast fishing towns in scientifically constructed tank cars has already been described in "The Fishing Gazette," and the newly-patented automobile offers the final step for the conveying of the live fish direct to the consumer. The automobile employs the same method of aerating the water in its tanks as that of the tank cars. The water is circulated from the tanks, permitted to pass through air, and thus revivified, returned to the tanks again. The same water is used; it is merely re-oxygenated.

ROBINSON CO. BUYS VESSEL

The finest vessel so far entered in the cod fishing industry from Puget sound will make her home port in Anacortes and will be owned by the Robinson Fisheries Company, the western pioneers in the cod fishing business.

The new ship is the three-masted sch. Wawona and was purchased Tuesday by W. F. Robinson from the Dolbeer Carson Lumber Company of San Francisco, Mr. Robinson having made a flying trip to the California metropolis during last week to complete the deal. The vessel is a staunch craft as good as new and was recently engaged as a lumber carrier. She is now at Aberdeen, Wash., and will be brought to Anacortes in about two weeks to be converted into a cod fisher and to outfit for the coming season's cruise in the Bering sea.

The Wawona will be the largest cod fishing ship on the Pacific Coast. She was built at Fairhaven, California. She has a gross tonnage of 468 tons and a net tonnage of 413. Her length is 156 feet, breadth 36 feet, and depth 12.3 feet.

TO FIGHT COLD STORAGE BILL

Representatives of Boston and Gloucester fishing interests will go to Washington to oppose the McKellar cold storage bill at a hearing on February 5 before the House sub-committee on interstate and foreign commerce. This was decided at a meeting Wednesday of members of the Boston Fish Bureau, the New England Fish Exchange, and the Gloucester Board of Trade, held at the rooms of the Fish Bureau, Long Wharf. Unanimous opposition to the bill was expressed by those attending the meeting, and at its conclusion a telegram was sent to Congressman J. H. Covington, chairman of the House sub-Committee, notifying the committee of the action that had been taken.

George A. Willey, president of the Boston fish bureau, was chosen chairman of the local committee to oppose the bill. Others on the committee include William J. O'Brien, president of the New England Fish Exchange, and Marshall F. Blanchard of the New England Fish Company.

The bill provides that fish kept in cold storage longer than two months cannot be shipped under the interstate commerce laws, and no exemption has been made for salted and other preserved fish. It is also considered that the bill as it stands will work hardship on the fish industry.

Gone to New Home Port.

Sch. Flirt, which was recently sold to Albert J. Beck of St. Lawrence, N. F., sailed today for her new halling port.

GILL NETTERS HAD POOR WEEK

Many Have Hauled Out Waiting For Prospects to Brighten.

Fish receipts here yesterday were small, the gill netters landing less than 20,000 pounds in all which were shipped to the Boston market.

The gill net fishing has been the poorest the past few weeks since its introduction on Cape Ann. Several of the fishermen are way behind the game and have hauled out, waiting until prospects brighten a little. More than half of the fleet are laying up at present.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ethel, gill netting, 1000 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 500 lbs. fresh fish.

Str. R. J. Killick, gill netting, 900 lbs. fresh fish.

Str. Sunflower, gill netting, 1200 lbs fresh fish.

Str. Mary F .Ruth, gill netting, 1200 lbs. fresh fish.

Str. Prince Olaf, gill netting, 400 lbs. fresh fish.

Str. Gertrude T., gill netting, 1000 lbs. fresh fish.

Str. Orion, gill netting, 1500 lbs. fresh fish.

Str. Nomad, gill netting, 2500 lbs. fresh fish.

Str. Enterprise, gill netting, 1500 fresh fish.

Str. Quartette, gill netting, 560 lbs. fresh fish.

Str. Quoddy, gill netting, 1350 lbs. fresh fish.

Str. Rough Rider, gill netting, 950 lbs. fresh fish.

Str. Lorena, gill netting, 400 lbs. fresh fish.

Str. Hugo, gill netting, 450 lbs. fresh fish.

Sch. Rose Standish, shore.

Sch. Edith Silveira, shore

Sch Russell, shore

Sch. Priscilla Smith, Shore.

Vessels Sailed.

Sch. Cynthia, halibuting.

British sch. Original, Lunenburg.

Sch. Flirt, St. John's, N. F.

Sch .N. A. Rowe, Gulfport, Miss.

TODAY'S FISH MARKET.

Salt Fish

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

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

Georges halibut codfish, large, $5.50; mediums, $4.50.

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

Haddock, $2.00.

Hake, $2.00.

Pollock, $2.00.

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, $1.15.

Cusk, large, $2.00; medium, $1.50; snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, $3.50 per bbl.

Newfoundland pickled herring, $4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 18c per lb for white and 14c for gray.

T WHARF BUSY FOR A CHANGE

Lots of Off Shore and Market Boats In—Looks Like Old Times.

T wharf presented a busy scene of activity once again today, the fine weather of the past few days having sent a large number of the market fleet to port, several with good fares.

Among the trips of the morning are schs. Gov. Foss, Capt. Fred Thompson with 60,000 pounds of mixed fish and 4000 weight of halibut; Elk, Capt. Felix Hogan, 61,000 pounds; Ellen and Mary, Capt. Brophy, 62,000 pounds mixed fish and 2000 weight halibut; Aloha, 41,000 pounds; Morning Star, 56,000 pounds; Frances P. Mesquita, 47,000 pounds; steamers Surf, 40,000 pounds; Wave, 41,000 pounds.

Wholesale prices at the opening showed a decline over the high figures which have prevailed earlier in the week, $3.25 to $4 a hundred being paid for haddock, $4 to $4.25 for large cod, $2 to $2.50 for market cod, $4 to $6 for hake, and $3.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Aloha, 30,000 haddock, 9000 cod, 2000 hake.

Sch. W. M. Goodspeed, 7000 haddock, 600 cod.

Str. Billow, 25,000 haddock, 3000 cod.

Sch. Morning Star, 38,000 haddock, 12,000 cod, 6000 hake

Sch. Frances P. Mesquita, 35,000 haddock, 12,000 cod.

Str. Surf, 34,000 haddock, 6000 cod.

Str. Wave, 40,000 haddock, 1700 cod.

Str. Gov. Foss, 50,000 haddock, 5500 cod, 4000 cusk., 4000 halibut.

Sch. Elk, 45,000 haddock, 15,000 cod, 1000 cusk.

Sch. Ellen and Mary, 47,000 haddock, 9000 cod, 6000 cusk, 2000 halibut.

Sch. Valerie, 8500 haddock, 1200 cod.

Sch. Progress, 20,000 haddock, 500 cod, 3000 hake.

Sch. Elizabeth W. Nunan, 6000 haddock, 1000 cod, 2000 hake.

Sch Buema, 12,000 haddock, 2300 cod.

Sch. Adeline, 4000 haddock, 300 cod, 3000 hake.

Sch. Leonora Silveria, 3000 haddock, 600 cod, 1000 pollock.

Sch. Jessie Costa, 9000 haddock, 1200 cod.

Sch. Mary F. Sears, 3000 haddock, 200 cod, 2000 hake.

Sch Jeanette, 5000 haddock, 1000 cod, 3000 hake.

Sch. Manomet, 7000 haddock, 2100 cod, 2000 pollock.

Sch. Harriett, 5000 haddock, 500 cod, 1000 hake.

Haddock, $3.25 to $4 per cwt.; large cod, $4 to $4.25; market cod, $2 to $2.50; hake, $4 to $6; pollock, $3.50.

Contd above

SYLVANIA HAULS OUT OF HALIFAX

Craft Is Not Seriously Damaged—Rudder and Keel Parts Worst Affected.

Further particulars concerning the accident to sch. Sylvania of this port, states that the craft grounded on White Shoal at the entrance to Sheet Harbor, N. S., Monday morning at 7 o'clock, while making harbor. An exchange says:

A few hours after the ship grounded she floated, leaking so badly as to force her captain to continue on his way to Sheet Harbor. A report from Sheet Harbor Tuesday was to the effect that the schooner is making water rapidly and it is doubtful if the pumps will be able to keep her free enough to permit her to remain anchored in the harbor. In the event that the pumps were inadequate Captain Thomas would take every precaution to prevent her from sinking.

At the time of the accident, weather conditions were qute favorable, only a moderate breeze from the east prevailing. The buoy at White Shoal was in its proper place, but owing to the darkness this was not seen by the captain until the vessel stranded. It was about half tide when the ship struck and when the tide rose the stranded vessel, through the aid of men in the life boats, was soon pulled into deep water and her nose once again pointed for the harbor. Meanwhile a superficial survey of the ship was made, and the pumps were put into commission, and operated during the night, and throughout the day.

White Shoal is not regarded by mariners as a very dangerous point as it is not surrounded by treacherous reefs and ledges, though in time of a storm a vessel which grounded hard and fast would not have very good chances of being refloated.

The Sylvania is reported to have a considerable quantity of fish and it is quite likely that it will be necessary to unload and make temporary repairs before proceeding to destination.

Word is received here that the Sylvania has been hauled out on the railways at Halifax. It is not believed that she is seriously damaged, however, thanks to the efforts of Capt. Thomas and his crew, who remained by the craft, the principal injury being to her rudder and keel, while she is leaking somewhat.

N. S. FROWNS ON STEAM TRAWLERS

Says the Halifax Herald: A ques-tion of considerable importance is under consideration by the cabinet one arising out of the practice which has been in vogue for some time allowing French steam trawlers fish-ing off Canada's Atlantic coast to land in Canada. The practice has been op-posed by maritime provinces men-bers for years and at the last session legislature was passed with the ob-ject of preventing the practice in the future. For some reason or another which is not quite clear the pro-sions of the bill have not been en-forced and up to the present time trawlers have continued to coal at At-lantic ports. It is said that some doubts exist as to the scope of the bill last session and that an amend-ment to the measure then passed will be brought down during this session. The principal objection to the trawl-ers is that they are destructive to fisheries, and that everything possi-ble should be done to prevent the de-pletion of the fisheries, which is such a valuable asset to the people of the maritime provinces.

AMAZED AT NEW FISH PIER

Miller Freeman, Editor of Pacific Fisherman, Visitor in Boston.

Miller Freeman, editor of the Pa-cific Coast Fisherman and a member of the Seattle Chamber of Commerce, ar-rived in Boston Wednesday to look over T wharf and the new Boston fish pier in South Boston. He is stopping at the Hotel Touraine with Mrs. Free-man.

Mr. Freeman was most enthusiastic over the new South Boston Pier. "Un-questionably, the opening of this new pier will be a big step toward making Boston the first instead of the second great fish mart of the world," he said. "We of the Pacific Coast are intensely interested in the venture and, accus-tomed as we are to big things, I must say that I am a bit amazed at the magnitude of the new pier.

"The opportunities of the port of Bos-ton are wonderful, and should be de-veloped to their fullest extent.

"Our fisheries are confined largely to halibut and salmon. Our chief business is done with New England. The people here developed our market, and there is a great deal of New England capital invested in our plants. The de-velopment of your port and of your fisheries interests us vitally.

"I cannot put the matter too strong-ly—the opening of your new pier will be an event for the entire nation."

FOR CULTIVATION OF CLAMS

Following a hearing this month the Legislative Committee on Fish-eries and Game reported a bill with petition of Marcus H. Howes and an-other of Barnstable, to allow the se-lectmen of Barnstable to extend the term of licenses for the cultivation of clams and quohaugs in the flats and creeks of the town from five to ten years.

The petitioner was the only per-son heard in favor of the bill, and there was no opposition.

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SH SCARCE AT PORTLAND

hat fish will be scarce this week
at any previous time this season
made known yesterday through a
ement of a local fish dealer, says
Portland Press of Tuesday. The
ter part of the local fishing fleet
left this port yesterday forenoon
, but the majority of the boats
returned did not have any fares,
rough weather and storm outside.
Lizzie & May, Capt. Benson, was
only arrival of the day, and she
but 5000. The sch. Mary Sennett
t out, but the weather was so
ty that she was forced to return
hout any fish at all. The sloop
erva also departed early yester-
forenoon but did not have any
in her holds when she came back.
Mary Sennett, while returning
in the afternoon, struck a calm
was forced to obtain help from
South Portland ferry, the Lottie
May, Capt. Baker, to get into
dock.

he fish famine was slightly re-
ed Tuesday by four arrivals, total-
50,000 pounds. The sch. Lochin-
after narrowly escaping destruc-
off the rocks near Seguin light
ught in the largest single fare,
trip to the grounds resulting in
catching of 16,000 pounds. The
ert Black was a close second with
00 pounds, and the Eleanor and
Albert Willard had 10,000 and 8000
nds respectively. The dealers
d good prices for fish yesterday,
high as $7 per hundred weight for
ge hake, $6 for haddock, $5.50 for
ge cod and $3.50 for cusk and pol-
k.

There were two fish arrivals in port
dnesday, but only one of these, the
nenia, had a fare of any conse-
nce, she bringing in 14,000 pounds.
e gas steamer Elthier had 1500.
e captains of the larger schooners
ich were in port Wednesday were
oaning the fact that they did not
e a chance and go out early
ednesday forenoon, as the weather
oke clear and warm and fishing
uld have been excellent. In the
rly forenoon the outlook for a
ght day was dubious and the ma-
rity of the captains did not prefer
take any chances.

No Trace of Stray Fisherman.

o trace of Joseph Mullin, one of
crew of sch. Frances P. Mesquita,
strayed from his craft has been
ned. The Mesquita arrived at T
rf, Boston, yesterday with colors
-mast for the loss of the man.
apt. Crowell reports that Mullin was
on Brown's Bank, January 17. The
were setting their trawls with a
sea and weather clear. When the
es were picked up all could be
counted for but the one containing
ling.

It is generally supposed that he over-
ded his boat with fish and was
mped in a swell. The schooner
sed about in the vicinity for hours
oking for the lost man, but no one
ld see any signs of either him or his

SCH. LOCIHNVAR NEARLY LOST

Thick vapor and a heavy sea came very near resulting in the loss of the Portland fishing schooner Lochinvar and her crew on the Sister Ledges off Sequin Light early Tuesday morning. The Lochinvar arrived at Portland and Captain John Toothaker, commander of the vessel, said that the seas were breaking "white" under the bow of the vessel when those on board realized that they were on the wrong course and threw the steering wheel hard over, giving the Lochinvar a chance to "come about" and clear the ledges of one of the most dangerous points along the Maine coast.

"I've had some mighty close calls since I have been going to sea," said Captain Toothaker, "but I have never had such a narrow escape from losing my vessel and crew as we had this morning off Sequin.

"I gave the man at the wheel the wrong course by mistake when we left Boothbay for Portland and we were making pretty good time when we heard the breakers pounding on the rocks. Just as we put the wheel hard over, the sea was breaking white under our bow. In another minute or in less time the schoon would have struck and I believe that all hands would have gone down. The vapor was so thick at the time that we could not see more than the length of the vessel and every fisherman knows that the Sisters Ledges just east of Sequin are about the most dangerous along the coast"

The Lochinvar carries a crew of 16 men, and they were all mighty happy when they tied up at Commercial wharf, as they realized they had had a mighty narrow escape from being shipwrecked and probably drowned.

FISH RECEIPTS FOR DECEMBER

The total receipts of fish landed here during the month of December was 5,106,103 pounds according to the statistical report of Secretary Freeman of the Board of Trade as follows:

Species.	Pounds.
Salt cod	**1,218,015
Fresh cod	161,661
Halibut	50,099
Haddock	90,200
Hake	203,669
Cusk	64,742
Pollock	3,317,717
Total	5,106103
	bbls.
Fresh mackerel	26
Fresh herring (frozen)	800
Salt herring	*20,238

*Includes pickled herring.

Cured fish ..... 5,559 qtls.

**Of this quantity 951,738 lbs. were not the product of American fisheries.

PRAISE FOLKS WHO AIDED THEM

Men of Sch. Elsie Testify to Kindness of People at Ketch Harbor.

Loud in their praises are the crew of sch. Elsie, for the splendid treatment they received by residents at Ketch Harbor, N. S., where several of the strayed members, who were recently separated from their craft, rowed safely ashore.

Upon their arrival ashore, the men who were without money and clad only in their water-soaked garments, were cared for by inhabitants of the place and given a bountiful supply of dry clothing and other necessaries and shown such courteous consideration on all sides that they desire to publicly express their grateful appreciation especially to Mrs. C. Fleming, Daniel Fleming, Richard Fleming, John C. Martin of Ketch Harbor, and Mr. Gilker, the keeper of Sambio Lighthouse, and also the manager of the telephone office at Samboi. The men arrived home Tuesday in the best of spirits, impressed more it would seem by the sympathetic kindness which they had received, than the hardship through which they had so bravely passed.

JANUARY 31

OUR PRICES HELP N. F. FISHERS

We are well aware that small quantities of herring have been brought down from Bonne Bay and Bay of Islands to Channel and vicinity for many years past, but the trade was spasmodic and infrequent, and it had not assumed anything like the proportions it has this winter, says the St. John's, N. F., Trade Review. There are various reasons to account for this. In the first place most of the Gulf Ports fishermen were too busy supplying the Yankee catchers to bother about getting the small quantities for bait farther east, and second, the Burgeo and Channel men weren't keen enough to seek for bait, and pay the price for it that they are now able to in consequence of the high prices for codfish.

To Settle Dispute.

Says an Ottawa despatch: The dispute between Newfoundland and Quebec as to the delimitation of the possessions in the Labrador district will be submitted in the form of a reference to the judicial committee of the privy council. Solicitor-General Meighen will represent the Dominion.

THE WEEK ENDS QUIET AT WHARF

Three arrivals with small fresh fares closed the weekly grist at T wharf, today. Trading was quiet as it always is on Saturdays with moderate prices prevailing.

Wholesalers quoted $3.30 to $4.60 a hundred pounds for haddock, $5 for large and $2.50 for market cod, $4 to $6 for hake, and $3.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Spray, 17,500 haddock, 1100 cod.

Sch. Elenora DeCosta, 11,000 haddock, 2000 cod, 3500 hake.

Sch. Natalie Nelson, 2500 haddock, 2500 cod, 300 hake, 500 cusk, 200 pollock.

Haddock, $3.30 to $4.60 per cwt.; large cod, $5; market cod, $2.50; hake, $4 to $6; pollock, $3.50.

GOOD LANDINGS AT LOCKEPORT

A correspondent writes: The Town of Lockport presented a busy appearance on the afternoon and night of Friday, January 23, when the fishing fleet returned to port landing 142,000 pounds of fish, comprising cod, haddock, pollock, hake, etc., the result of a single day's fishing.

Lockport fleet comprises seventeen vessels of various tonnage and two gill netters. These latter are owned by the Lockport Cold Storage Co. The boats all left for the fishing grounds in the early morning before daybreak. Soon after sunrise a brisk northwest wind blew up, keeping up quite a sea, but, in the words of one old skipper: "We came out to fish, so up and at it." The trawls were laid. Success crowned their efforts for another day

The fleet presented a fine appearance returning to port after dark. The Gladys Thorburn, the first to tie up at the wharf, reached port before sundown, closely followed by the remaining vessels, with an average catch of over 8,000 pounds per craft.

At midnight, the total catch being iced and packed in cases for shipment by express to the Boston market, going via the Halifax and South Western Railroad, thence by steamer from Yarmouth. Your correspondent learns that the fleet is being further augmented by the addition of other vessels.—Halifax Chronicle.

"There Until Spring."

The American sch. Georgie Campbell, with a cargo of frozen herring for Davis Bros. of Gloucester, is ice bound at Lark Hr. The American sch. Hiram Lowell, and the Bay of Islands sch. Francis Willard, Capt. P. Young, are ice-bound at Woods Island. Both vessels are loaded with frozen herring, for T. M. Nicholson of Buckspert, Maine. Unless a big change takes place these vessels will have to remain here till spring.—Western Star, January 21.