

without deteriorating in quality. In fact, in a climate like America, it is absolutely necessary to keep salt fish in cold storage during the hot season, and if the privilege of interstate transportation should be denied salt fish it would practically mean a great many sections of the United States would be without salt fish during the greatest part of the year.

Salt fish can be handled only during the winter time when it is not likely to spoil. Salt herrings, for instance, one of the articles which would come under the heading of fish, is a food for the poorest class of people. Then, again, salt codfish is another food which is used principally by the poorer classes. Both herrings and cod would be excluded from interstate transportation under your bill.

Herrings are imported, for instance, from Norway, Holland, Scotland, Ireland and other countries. They are freshly caught in July, August, etc., and it is well known that the weather here is almost tropical during those months, and as soon as the herrings arrive here, they must be put into cold storage, and kept there until they are sold.

Most of these herrings are of such delicate nature that they cannot be transported at all before the cold weather sets in unless in iced refrigerator cars, and to ship fish in iced refrigerator cars whole carloads must be shipped, otherwise no iced refrigerator cars are available. Consequently, the small buyer would not be able to get any of these goods.

If the fish arrive here in July, for instance, then by the month of September they could not be transported in interstate commerce. This would be a great injustice to the poor people, as they would be deprived of one of the cheapest and most wholesome food products at their disposal.

Those are only a few of the arguments set forth in the letter, which Mr. Porges addressed to you. Your answer dated Nov. 15, 1913, in answer to this letter stated that you would carefully consider and bring to the attention of the committee all that Mr. Porges said about salt fish. You also stated that on the face of it it looks as if salt fish ought to be exempted at all events, a different time fixed, and that you will consider carefully all Mr. Porges has said.

"The salt fish merchants again beg to call your attention to the fact that salt fish should be exempt from your bill for reasons above explained, and they beg that you will amend your bill accordingly."

FISH FAMINE FACES T. WHARF

Bad Weather Makes Catch Light and Arrivals Few and Far Between.

A scarcity of fresh groundfish still prevails in the Boston market and yesterday afternoon and this morning's early arrivals brought little relief to the situation.

The best single fare was the gill netting fare of steamer Robert and Edwin, which hails for 10,000 pounds. Others were schs. Tecumseh, 4000 pounds; Olive F. Hutchings, 5400 pounds; Sadie M. Nunan, 4300 pounds; Rose Standish, 1300 pounds.

Prices were \$9 a hundred pounds for haddock, \$8.50 for large cod and \$5.50 for markets, \$3 for hake, \$1.75 for pollock and \$3 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Robert and Edwin, 10,000 pollock.

Sch. Tecumseh, 3000 haddock, 1000 cod.

Sch. Olive F. Hutchings, 1000 haddock, 1000 cod, 2700 hake, 700 cusk.

Sch. Sadie M. Nunan, 500 haddock, 1800 cod, 2000 cusk.

Sch. Rose Standish, 300 cod, 1000 hake.

Haddock, \$9 per cwt.; large cod, \$8.50; market cod, \$5.50; hake, \$3 to \$6; pollock, \$1.75; cusk, \$3.

Expect Sch. Marjie Turner Next Week

The fishing sch. Marjie Turner, the last of the Gloucester boats sent to Pensacola this year, is due to reach the Deep Water port some time during this week. The Turner, however, was not purchased by either of the Pensacola fish houses, but is simply under charter to the Warren Fish Company for the winter months and will probably return to Gloucester at the end of the busy season.

The Marjie Turner left Gloucester during the middle of November in command of Capt. Colson and he is making the trip to Pensacola with the craft via the Campeachy snapper banks. She is expected to bring in a good catch of snapper and grouper on her first appearance in Pensacola harbor.

Lone Boat Voyager Reaches Havana.

Capt. M. Johnston of Perth Amboy, N. J., arrived at Havana Wednesday piloting a small boat, the George Washington, 28 feet long and 5 feet wide and displacing only a quarter of a ton, in which he had made the voyage from Eastport, Me., whence he sailed on August 3. He plans to go through the Panama canal and thence to San Francisco.

The boat was formerly a gig whale-boat of the cruiser Olympia, which was flagship of Admiral Dewey at the battle of Manila.

SCH. CORONA BRINGS HERRING

Little Ones of Gill Netting Fleet Had First Lift This Week Yesterday.

Sch. Corona from a Newfoundland salt herring trip is the only arrival here up to noon today. Capt Wallace Parsons, who is in command, brings 1050 barrels of salt bulk herring and 290 barrels pickled herring for the Cunningham & Thompson Company. The Corona is from the Bay of Islands.

The gill netters had 130,000 pounds yesterday, nearly all pollock. Several of the little boats lifted for the first time this week, taking their scalers to the splitters. The bulk of yesterday's catch was shipped fresh to Boston.

Towards noon, the British sch. Original arrived in port from Newfoundland, consigned to Davis Brothers and sch. Smuggler, also from Newfoundland for the Gorton-Pew Fisheries Company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Robert and Edwin, 10,000 lbs. fresh fish, (went to Boston).

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

Str. Julia May, gill netting, 1000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.

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

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

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

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

Str. George E. Fisher, gill netting, 6000 lbs. fresh fish.

Str. Gertrude T., gill netting, 8500 lbs. fresh fish.

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

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

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

Str. Medomak, gill netting, 1600 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 8000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 2500 lbs. fresh fish.

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

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

Str. Water Witch, gill netting, 12,000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 4500 lbs. fresh fish.

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

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

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

Str. Geisha, gill netting, 4500 lbs. fresh fish.

Str. Nash
lbs. fresh fish
British sch
Sch. Smugg

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ney, C. E.
Sch. Effie
Sch. Russe
Sch. Prisc
Sch. Juno
Sch. Mary
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Sch. Jean
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Sch. Harri
Sch. Adell
Sch. Jorgi
Sch. Edith
Sch. Warr

docking,
Sph. Flavil
Sch. Marg

TODAY

Handline
\$5.75 per cw
pers, \$3.50.

Salt trawl
medium, \$4.25

Dory handling
for medium;

Eastern hal
medium, \$4.50

Georges hal
mediums, \$4.5

Flitohed ha
Cusk, large

snappers, \$1.5

Haddock, \$2

Hake, \$2.

Pollock, \$2.

Splitting pri
Haddock, \$1

Eastern cod

\$2.00; snapper

Western cod

\$2.15; snapper

All codfish

pounds less th

Hake, \$1.40.

Cusk, large,

snappers, 50c.

Dressed pol

3 lbs. f

Fresh herring

Newfoundlan

\$3.50 per bbl.

Newfoundlan

per bbl.

Fresh halibu

and 14c for gr

Fresh mack

Fishing

Sch. Benjamin

Shelburne, Tu

Sch. Smugg

N. F., sch. Fax

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Dec. 12

On the Railways.

Str. R. J. Killick is on Parkhurst's ways.

Sch. Laura and Marion is on the Rocky Neck railways.

Herring Notes.

Sch. Alma has arrived at Bonne Bay to load herring for Gloucester.—St. John's, N. F. Herald.

SEARCH FOR PORPOISE NOW BEGINS

The Oil Is Much Needed by Watch and Clock Men.

Now is the season when the playful porpoise puts on its winter underwear, in the form of a thick protective layer of fat, and from the present month until early spring these gambolling creatures of the sea will be sought by a special class of Atlantic fishermen.

Heedless of time, as the porpoise seemingly is, yet upon it depends the busy man's apportioning of his daily tasks. Because of this fact a curious industry has developed in this country of which the public generally knows nothing, an industry that intimately affects the running of watches and clocks.

From the lower paw of the porpoise is extracted an oil which is peculiarly fitted to serve as a lubricant for watches, clocks and chronometers, and strange to say, from no other source can an oil of the requisite qualities be obtained. Therefore the porpoise is hunted as systematically as the whale used to be.

A few years ago nearly a quarter of a million clocks just out of their maker's hands went wrong. It was not merely that they lost time, but they actually came to a full stop and would not work at all. There was no question about their skillful fabrication and assembling. The whole trouble was due to an imperfect lubricant, and a goodly sum of money and wuch time were spent before these clocks were in running order

and fit for distribution. From this may be appreciated the value of the contribution which the porpoise makes to the daily life of mankind.

For years the porpoise was taken principally as a side issue in other fishing. The increase in the demand for the oil led to the creation of a business having for its sole end the capture of porpoises in large numbers and under circumstances that could be controlled to meet commercial demands.

The equipment at each fishing station consists principally of the boats and the special nets designed for the work. A working unit it composed of four boats and a mile of seine. The seines are heavy and exceptionally stout, and it is somewhat of a task to handle them properly. The boats are a cross between a skiff and the fishing dory of Newfoundland and our down East coast.

Run Many Risks.

It is not possible to put out after the porpoises from sheltered points, the boats have to be launched right into the surf and carried safely beyond the danger line of the tumbling breakers. Loaded with its quarter of a mile of net it is a hard task to shove one of these boats through the broken water near the beach. The

most fruitful porpoise hunting station is close to Cape Hatteras, and it is well known what hazards lurk in the waters of that part of the coast of the Carolinas.

Because of the risks run and the skill required in this occupation the crews are recruited from local fishermen who are perfectly familiar with the coast and are quite at home in the surf. They must have clear heads, steady nerves and the ability to act quickly. The surfmen are ever ready for their work when a school of porpoises draws near, provided the sea gives them half a chance, and it takes but little imagination to grasp something of the excitement and the peril of their occupation.

The habit of the porpoise is to swim in schools close in shore and probably a hundred or two hundred yards seaward from the beach. This makes it possible to intercept their course and to drag them ashore after they have stranded in the shallow water, the seines preventing their escape seaward and frightening them shoreward. The operation of capturing them is simple to describe, but its proper execution is quite another matter.

Porpoises vary from six to 12 feet in length, and the biggest of them weigh fully a quarter of a ton. Their speed in frightened flight and their beautiful leaps above the water's surface tell of their great strength; and one can easily picture the task involved in drawing the heavy seines with the added burden of a goodly number of these excited mammals making their utmost efforts to break their way to freedom.

The porpoise is the largest denizen of the deep caught by seines within the waters of the United States, and for excitement the nearest approach is the taking of the tunny in the waters of Europe. As soon as the porpoise are stranded in shallow water, the fishermen rush in among them taking good care to avoid the slashing sweep of their powerful tails, and hook them so that they may be dragged high and dry upon the beach. Strange as it may seem, the fish are not infrequently drowned or suffocated before they can be pulled ashore.

No time is lost after these graceful creatures of the sea have been landed in stripping them of their fat. The head is severed from the body and the precious tissue of the lower jaw and cheeks is tried out separately from the body blubber. The reason for this is that the two oils are quite unlike as lubricants, and haste is needful in order to prevent the fatty tissue from becoming rancid before rendering Rancid fat seriously affects the final product, and seemingly trifling conditions bear importantly upon the ultimate suitability of the lubricant.

At the fishing stations the oil produced is essentially raw or crude by comparison with the finished article

and contains a good deal of foreign substance which must be removed before the stuff is fit for the market.

As soon as the oil is received by the refiner it is heated gently in order to complete the cooking process begun by the fishermen at the seining

stations. Up to this point man has done his work and now time and nature take up the task. The oil is allowed to rest for eight months and is exposed during that time to the clarifying effects of the sun and also to the influences of climatic heat and cold. Then it is strained or filtered through suitable fabrics further to cleanse it.

Sch. Judique at Eastport.

Sch. Judique, formerly of this port, arrived at Eastport, Me., last week from Newfoundland with a cargo of 1400 barrels of stringing herring for M. C. Holmes and John R. Holmes of that city. The Judique made one of the most successful fishing trips from that port in recent years, and on the return trip was only five and one-half days from Newfoundland to Eastport. Good fortune attended the Judique even after arriving at Eastport, for while weighing anchor off Clark's wharf to haul into her berth at the E. A. Holmes Co.'s factory an additional anchor was brought up, entangled with the Judique's. It is thought that the anchor, which weighs in the neighborhood of 2000 pounds and is comparatively new, was lost from some large three or four-masted vessel.

Maine Lobsters for Pacific Coast.

In an effort to transplant the Maine lobster to the Pacific coast the bureau of fisheries has just made a shipment of 4007 lobsters to the San Juan islands in the Puget Sound region. The crustaceans were packed in 200 crates and shipped in a refrigerator car.

Secretary Redfield has been notified that only 11 per cent. of the lobsters died on the journey, which was made in five days and four hours. Similar shipments, it is announced will be made until the lobster is firmly established on the Pacific coast.

LANDED LARGEST SALMON

A silver loving cup has been presented to Rev. Edwin A. White of Glen Ridge, N. J., for having landed the largest landlocked salmon in the United States during the past year. The fish was caught at the Belgrade Lakes Maine, and weighed 14 pounds, 4 ounces. It was 31-4 inches long and had a girth of 19 inches.

Dec. 13.

Iodine From Seaweed.

Seaweed burning in Norway is an industry of some important proportions. The seaweed is gathered up on the beach and spread out like hay to dry, after which it is burned and the ashes are exported to Scotland, where they sell for a little over a cent a pound. Iodine is the principal item manufactured from them. Norwegian peasants who possess riparian rights are considered fortunate and rarely ever part with such to purchasers.

REVIVING N. F. BANK FISHERY

We are glad to learn that there be about a score of new schooners built in Notre Dame and Bay Bays the coming winter. Besides addition to the fishing fleet there be twice as many repaired and as good a condition as they will allow. In Trinity Bay were formed, six new ones will be built about 25 will receive repairs. It goes to show that there is more activity prevailing in the outports on prospect of good prices for cod in the future, than existed for years. Most of these schooners engage in the Labrador fishery, we would like to see going on renewal of building the fine class vessels that were formerly built by Manuels and Newhooks, the E. and the Furlongs—vessels that be large enough to prosecute the fishery and take their salt home goes to the United States. The at present scores of schooners out of Twillingate, Wesleyville large enough and staunch enough to carry on these new fishery open. It only means for some few spirits amongst our friends who break away from the old custom leaving the rocks and venture to the distant Banks, where they realize the full fruit of their labor. St. John's, N. F. Herald.

N. E. FISH CO. VALUABLE LAND

At the request of representatives of the New England Fish Co. Senator Weeks will introduce a patent grant that corporation a part of lands it now occupies at Ketchikan Alaska. As explained to Weeks the company holds Ketchikan valued at approximately \$250,000, but recently discovered it had no title thereto. The grant appears to lie in the grant of a patent and efforts now will be made to this end.

Portland Fishing News

There were but two fish boats Thursday but that was two more were received either Tuesday or Wednesday so there was no occasion for complaint. The sloop Laconia added 2000 pounds and the sloop Crusader, brought in 1000 pounds. Prices are extremely high and unless there is a favorable change in the weather the prices will go still higher. The famine is being keenly felt. Blanche and Ida was in with 1000 fish.