

VES ARE OFF UT STILL GOOD

Laverna, Ashore Re- ently, Is Taking Out Her Big Fare.

Withstanding the limited number of vessels, fresh fish prices dropped yesterday morning's market at T wharf. The day afternoon, sch. Laverna with a 125,000 lb. fare which was quickly disposed of. Other offers today are steamers Surf and Rose Standish and schs. Rose Standish and Costa.

Wholesale prices were \$3 to \$5.50 a hundred pounds for haddock, \$4.50 for cod, \$2.50 for market cod, \$2.50 to \$3.50 for pollock and \$1.75 for cusk.

Arrivals and Receipts.

Arrivals and receipts in detail

- Laverna, 44,000 haddock, 75,000 hake.
 - Jessie Costa, 23,000 haddock, 2,500 hake.
 - Rose Standish, 6,000 haddock, 1,500 cusk, 3,500 pollock.
 - Jeanette, 3,500 haddock, 500 cod, 2,000 pollock.
 - Harriet, 3,500 haddock, 2,700 hake.
 - Elva L. Spurling, 14,000 haddock, 100 haddock, 8,000 cod.
 - Janesta, 5,500 haddock, 900 cod, 1,000 hake.
 - Surf, 38,000 haddock, 250 cod, 1,000 hake.
 - Heroine, 27,000 haddock, 800 hake.
- Market, \$3 to \$5.50 per cwt.; large haddock, \$4.50; market cod, \$2.50; hake, \$3.50; pollock, \$1.50; cusk, \$1.75

PORT OF GLOUCESTER.

Arrivals.

Neponset towing barge Pocumton New York with coal for Boston Co.

Arrivals of the Yarmouth Fisheries.

This week was an off one in the fish business at Yarmouth, N. S. The entire fleet of vessels save having gone to their home ports for Christmas. The Digby vessels left yesterday and probably made a set on the way. The Pontiac also left on Friday for Boston with 45,000 lb. on board. The Portland schs. B. Watson and Marion E. Turner, with their fares. The Watson had land her fish at Yarmouth last week as stated in several papers. She is doing so as she, being equipped with power, does not come under the old laws. The Jessie Costa has gone home to Boston, but she has been in Westport on Sunday. The Ruth is still at Yarmouth. She shipped 13,000 pounds on Saturday and Monday took about 5,000 more. Morning Star and Mertis H. Perre are also in port. They will all be on the job again. They will all be expected.

SCH. LAVERNA IS FLOATED

Lighter Towed Her to T Wharf Where Big Fare Was Discharged.

After being 30 hours aground on Ram Head Bar, Lovell's Island, Boston harbor, sch. Laverna of this port was successfully floated yesterday noon and with a 28-inch hole in her port bow which had been roughly patched by a diver, she was towed to Boston and began unloading her 125,000 pound fare of fresh fish at T dock.

The wrecking lighters Salvor and Admiral were used in floating the stranded vessel and tugs Mercury and Confidence succeeded in pulling her off in deep water again. One of the lighters was lashed alongside of the Laverna, while it was towed up the harbor.

The narrow slip between the Plant line pier and T wharf made the docking of the Laverna a difficult matter, and cradled as she was between the tug Mercury and the wrecking lighter Admiral, it took fully 30 minutes to navigate her into position.

All the way into the big fish pier the Laverna was leaking badly, and as soon as she was made fast the steam pumps were set to work again. At 2.30 the crew had got on the job, and haddock, cod and pollock were unloaded in double quick time.

The Laverna will be towed to this port and hauled out on the railways for examination and repairs.

TOWED WRECKED CRAFT TO PORT

The halibut schooner President, Capt. C. A. Norton, owner, arrived at Anacortes, recently for minor repairs after salvaging the Canadian halibut ship Charlotte C. Cox of Prince Rupert, which went on the rocks on Spider island, south of Prince Rupert on Thanksgiving day.

The President found the Charlotte C. Cox on the rocks on November 29. A big hole had been stove in her side and most of her crew had abandoned her. The President floated the disabled vessel, patched up the hole in her hull and towed her to Seattle.

The salvaged vessel is an eight dory steamer, considerably larger than the President and the owner and crew will earn several thousand dollars in salvage for their work.

The President had been halibut fishing in northern waters for two and a half months shipping her catch to Seattle in one of the larger ships. Stormy weather interfered with fishing to considerable extent.

The President is undergoing a few minor repairs in port at Anacortes, after which she will return to the halibut fishing grounds in the North.

TRADE QUIET AT FULTON MARKET

There was little business in the salt-water fish market last week. Foreigners were the heaviest buyers, and their purchases ran mostly to live eels, blackfish, devil fish, squid, and prawns.

There was a good supply of live cod in the market, and because of the low price of market cod, prices did not go above 7 cents a pound. Much of the stock of live fish was sold at 6 cents a pound.

The market was closed on Thursday (Christmas Day) and will be closed next Thursday, which is New Year's. Shippers ought to get stock to the market during the early part of the week, while buyers ought to secure their fish supply for Friday not later than Wednesday.

The bulk of the business in the salt-water market during the week just ended was done on Tuesday. Wednesday buying was very light, while on Friday there was very little doing. Many of the commission men said it would have been just as well if they had not opened up on that day.

Bluefish—There was a good supply of medium-sized Southern fish during the week. From Saturday to Tuesday sales were made at 9 cents a pound. On Wednesday and Friday the quotation was 7 cents.

The supply of haddock was light during the entire week. Sales were made at 6 to 7 cents.

Halibut—There was little Eastern whitefish in the market. On Monday and Tuesday a few small lots brought 20 cents a pound. Western whitefish sold at 15 to 16 cents a pound.

There was a large supply of cod on the market, and up to Wednesday market fish were quoted at 1 to 2 cents a pound. On Wednesday sales were made at 2 to 3 cents and on Friday at 4 cents.

Steak cod sold at 5 to 10 cents a pound. The top figure prevailed only on Friday. The highest price reached up to and including Wednesday was 8 cents.

Saved by Buying Young Lobsters.

A matter that is bothering the Maine delegation is the plan of the Bureau of Fisheries to change its methods regarding the purchase of stock lobsters for the hatcheries at Pemaquid. Commissioner of Fisheries Smith has come to the conclusion that the Government would do better to buy young lobsters instead of mother lobsters.

At present the Government buys the mother lobsters while they are still carrying the spawn. When the spawn hatches the mother lobsters are put back into the sea, but the Government has no means of protecting them and suspects that frequently the same mother lobsters are sold over and over again. It is estimated that the Government loses about \$20,000 a year on the deal.

If Commissioner Smith carries out his present plan many of the Maine fishermen will be out a nice little income they derive annually from the business of catching and selling mother lobsters to Uncle Sam. If they see any chance to head Commissioner Smith off the Maine Senators and Congressmen will do it.

LUMBER CRAFT FOR COD BANKER

The Matheson Fisheries Company of Anacortes, Wash., has sold their vessel, "Maid of Orleans" and purchased the sch. Azalea, formerly used as a coastwise lumber freighter, and which will be converted into a cod fishing ship. She is larger than either the Maid of Orleans or the Fannie Dutard and her new owners declare she will be the finest of the North Pacific codfish fleet.

The Azalea will be commanded by Capt. N. L. Matheson, the well known and popular master of the company's ship Fannie Dutard. The selection of Capt. Matheson is a deserved promotion to the able captain whose vessel has been high line of the fleet for several years.

The Maid of Orleans was sold because of her small size and capacity. The Azalea was purchased from a San Francisco shipping firm and is 146 feet long, 36 feet wide, 11 feet deep, and has a capacity of 50 tons. She is equipped with steam apparatus for handling anchors and dories. She carries a crew of 35 men and 22 dories.

The Azalea is at present at Gray's Harbor and will be brought to Seattle in a short while to be converted into a cod fisher and to outfit for her first annual cruise to the codfish banks. She will sail for the North from Seattle and will not be seen in Anacortes until she brings her summer's catch to the Matheson codfish plant.

The Maid of Orleans, for years a familiar member of the Anacortes fishing fleet, was sold to the Pacific Coast Codfish Company of Seattle.

New GGill Netter Sailed.

Steamer Margaret L. recently built by David M. Waddell for Capt. Woodman of Newburyport, left the wharf in front of Waddell's boat yard Monday at about 1 o'clock. It was her introduction to old ocean, and she started off in fine shape, as she passed out of the harbor, she was going a clipping gait. If a good departure gives the craft and builder a good name, she certainly won out. She is a handsome craft and will be a fitting addition to the Newburyport craft.

Portland Fishing News.

Just 50,000 pounds of fish arrived in port during Monday and the largest single arrival was the Albert Black which came in with 20,000. The Edmund Black had 13,000 and the other arrivals were: Mineola, 5,000; Elthier, 4,000; Mark E. McLain, 2,000; Crusader, 2,500; Laconia, 2,000; Nellie York, 1,500.

Yarmouth Fish Fares.

There were three good arrivals of fish Wednesday, December 24, at Yarmouth. The Ruth had 5,000, the Mildred Robinson 18,000, and the Morning Star 18,000, all being shipped to Boston by the steamer.

*End of year
1913*