

RECEIPTS SMALL AT THE NEW PIER

Prices Fair and Only One Large Trip In For Buyers.

Receipts at the new pier, likt at this port today, were small. One large trip was in, sch. Onato, Capt. J. Henry Larkin, having 75,000 pounds mixed fish, and 2000 weight fresh halibut. Sch. Mary had a fair-sized trip, her haul being for 59,000 pounds, while sch. Josie and Phoebe, next on the list, had 30,000 pounds.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:
Sch. Onato, 10,000 haddock, 30,000 cod, 20,000 hake, 15,000 cusk, 2000 halibut.
Sch. Josie and Phoebe, 16,000 haddock, 6000 cod, 8000 hake.
Sch. Mary, 38,000 haddock, 9000 cod, 12,000 hake.
Str. Advance, 1000 cod, 6000 pollock.
Sch. Adeline, 8000 haddock, 2000 cod, 2500 hake, 1000-cusk.
Haddock, \$2 to \$2.50 per cwt.; large cod, \$5; market cod, \$2.; hake, \$1.50 to \$2.; pollock, \$1.75; halibut, 15 cents per lb.

BUSY TIME NOW AMONG THE FLEET

Many Crafts Changing Voyages—First Gill Netter Will Set Tomorrow.

Sch. Natalie Hammond, Capt. Charles Colson, is changing from halibuting to haddock.
Sch. James W. Parker, Capt. George W. Tufts, instead of changing to haddock will make another hake trip to the Island.
Sch. Gov. Foss, Capt. Fred Thompson, is changing from shacking to haddock.
Sch. Manomet, Capt. William Price, is shifting from swordfishing to shore haddock.
Sch. Morning Star, Capt. Harry Ross, is hauling out of halibuting to haddock.
Sch. Bohemia, after being overhauled, will be fitted for a Newfoundland herring trip by Capt. Ormsby by Seelye.
Sch. J. J. Flaherty is being fitted for a Newfoundland herring trip by Det. Capt. Percy Firth, who has had sch. Thalia in the fresh drifting fishery the past season.
Sch. Maxine Elliott is being fitted for a similar trip by Capt. George Bangey who has had sch. Tacoma shacking.
Most of the Portuguese haddocking fleet are changing from off shore to shore fishing.
A number of the gill-netting fleet of steamers are overhuling their nets and gear. The Geisha expect to make her first set tomorrow.

CHICAGO GETS ICELAND HERRING

Direct Shipment to Firm There in Which Local Man Is Partner.

A new venture in trade relations, direct between Iceland and Chicago has been inaugurated with a shipment of herring to the dealers in that city last week.

The Chicago Record of October 10 says:

"Chicago this week established a direct interchange of commerce with Iceland.

"The result was a shipment of 3400 barrels of Icelandic herring for Chicago to New York in an Icelandic ship—the first that has touched an American port in 20 years.

"To preserve the commercial entente Chicagoans arranged a return cargo of grain, flour, etc. The fish made a solid freight train of 32 cars and arrived in Chicago early this week on a 30 hours' schedule via the Lackawanna and Wabash railroads.

"Three months ago the Chicago Association of Commerce received an inquiry from a fish exporting firm of Reyjavik, Iceland, asking the prospects of a market in Chicago for herring. The communication was turned over to J. Rex Allen of sub-division No. 16, groceries and kindred lines and was lost sight of.

"Mr. Allen heard that the local firm of P. V. Bright & Co. had had its Norwegian shipments interfered with on account of the European war and told them of the Icelandic opportunity.

"A few days ago Association of Commerce officials were informed that direct and permanent commercial relations had been established between Iceland and Chicago by means of that inquiry.

"The finny cargo of the steamer Hermod was the largest single purchase and shipment of Iceland herring ever made, and the packing was done under the supervision of the Icelandic government, which appointed a special "yfirloftormatsmann," or herring inspector and sorter, who accompanied the cargo to the United States to learn the ideas of the Yankees in this regard.

"The initial success of this direct Icelandic trade will be followed by a semi-annual exchange of products with the United States, it was announced last night by Carol L. Nichols, secretary of P. V. Bright & Co."

Ex-Councilman David H. Lane, formerly of this city, is a member of the firm of P. V. Bright & Company, above referred to.

Sch. Tattler Completed Repairs.

Says the St. John's Herald of October 8:

The American hand-liner Tattler, Capt. Geel, which put in here with a damaged rudder some days ago, had a new one shipped and other repairs effected, and sailed yesterday afternoon for the banks to finish up. She has now about 2,200 quintals on board and a sufficient supply of bait to finish loading.

MAY CAPTURE SARDINE TRADE.

Maine Cannery Now Have Their Opportunity in World's Market.

That the sardine canneries of Maine now have the greatest opportunity of their history before them is the opinion of Dr. Hugh M. Smith, United States commissioner of fisheries, who has been connected with a Federal demonstration to sardine packers of methods of improving the Maine sardine output. He says:

"In 1913, France exported to the United States sardines valued at \$1,000,000, Norway sent 400,000 cases, and thousands of cases came here from England, Spain and Portugal. But it was left for the State of Maine to hold the foremost place in supplying the United States. Its output in 1913 was 800,000 cases, valued at more than \$2,000,000 which is double the value of the French importations.

"This year, all imported sardines will be among the missing luxuries on account of the great war, Norway has officially forbidden the export of them, believing there will be a shortage of food at home; France can get neither fishermen, packers nor transportation on account of the war, so now Maine has the opportunity to step in and claim the right of way over all other nations. The United States Bureau of Fisheries is convinced that if the state appreciates the opening and looks to quality rather than to quantity, it can win out. There is an abundance of material within easy reach. The condition of the sardine fishery in Europe resulting from the war has given the sardine canners of Maine a chance that may never come again to occupy the market that has been largely given over to foreign goods.

"There is no reason why the largest pack should not be first-class. The herring is no less wholesome than the French sardine. If it is caught only when in best condition, handled and canned with care and only the best oil used it will meet with increasing demand at prices not yet dreamed of. In France, the fish are caught in delicate nets, are handled singly, and crushing is made impossible. They are removed to the canneries immediately, so deterioration never occurs. No such care has been taken in Maine, and if American sardines are to be raised to the French standard, the Maine fisheries must resort to great care and precaution, both in catching and canning."

Oct. 17

Storm Bothers N. F. Fishermen.

By the Prospero we learn that during the past two weeks very little has been done with the fish in the northern harbors, owing to continuous storms, which have caused much damage to property and prevented fishermen from getting on the grounds. There has been very severe weather on the Labrador side of the Straits and the hills are already covered with snow. The sch. Randolph C. was driven ashore at St. Julien's in a recent gale, but it is hoped that it will be possible to refloat her.—St. John's Herald, October 5.

PORTLAND FINDS HERRING SCARC

Five fish laden craft came to Portland harbor during Thursday but one fair sized trip was among quintette. The sch. Lochinvar, C. Toothacker, breezed in early in forenoon with 15,000 pounds of fish. The Wesley G. Sennett introduced herself to Portland fishermen again Thursday coming in with about 8000 pounds. The sloop Crusader had about 4000, the schooner Mart McLean about 5000 and the sloop Island with 2000 pounds.

Large sized herring have almost entirely disappeared from this vicinity and the steamers which have been hunting for them during the fall are now nearly all hauled up. The steamer Ethier came up from Boothbay Thursday, having taken on a small net, and will now engage in catching sardine herring for the use of the factories, there being plenty of the species just now, both in Casco Bay and at the eastward. The sardine industry in the Bay of Fundy, although late in starting, is enjoying one of the most prosperous seasons in its history. The fish are very plentiful and the prices have run all the way from \$10 to \$30 per hoghead. Some of the fishermen are said to have taken as high as \$20,000 worth of fish, and the season has yet several weeks longer to run.

Here's a fish story for you and one of the funniest things about it is that it is all true, says the Portland Press. A veteran fisherman of Casco Bay walked into the office of the Sarge fish concern yesterday forenoon and said that he had a horse mackerel out there in the boat and would like to dispose of the same. Asked how much it weighed, the fisherman was of the opinion that it would tip the beams at about 35 pounds or so. He was told that they would buy the fish and he left the office, went to the boat, hoisted up the fish and the walked into the office with the information that the horse mackerel was ready for them. The men in the office went out to get a peek at the fish but failed to see any traces of a horse mackerel about. Finally the man went up to the fisherman and asked where it was and he brought them to it. Imagine the fisherman's surprise and indignation when the men burst out laughing, as did everybody else who looked at it and was told it was a horse mackerel. Finally the fisherman wanted to know just what the hilarity was about and he was informed, very gently, that the fish was not a horse mackerel but a halibut shark. And he was so sore over the fact that he couldn't tell a shark from a horse mackerel that he left the building without getting his pay saying, "I've been fishing out of the port for a good many years but that the first shark that I've seen caught on a hook. You can have him, mister, but you bet your life the next time I see one I'll know what it is. But then, the gent can't be blamed for thinking that it was a horse mackerel as quite a few have been caught, and he was only trying to do in style, that's all."

Oct. 17

Oct. 17

Oct. 17

SEVERAL GOOD FARES IN HERE

Two Halibuters Home—Sch. Arethusa From Eastward Has Good Shack Fare.

Two of the halibuting fleet are here this morning with good trips which with one shack fare form the principal arrivals of the forenoon. Sch. Bay State, Capt. Archie McLeod, from Quero Bank has 15,000 pounds of fresh halibut and 90,000 pounds of fresh shack. The Bay State has been gone not quite a month. This is Capt. McLeod's second trip in the vessel and each has been a good one.

Sch. Rhodora, Capt. Gustaf Peterson, after landing a few thousand pounds of halibut in Shelburne, fished on the Cape Shore grounds, getting a trip of 20,000 pounds of fresh halibut and a good fresh and salt shack fare. The Rhodora is only 10 days out of Shelburne where she had 1000 stock.

Sch. Arethusa arrived at 7 o'clock this morning, from La Have and the Cape Shore grounds with a good trip of 125,000 pounds of fresh fish. The vessel on this trip was in charge of Capt. Mansfield Conroy, Capt. Clayton Morrissey having remained ashore.

Sch. Onato, Capt. J. Henry Larkin, brought down the biggest part of his fare from Boston where he took out 1500 pounds of halibut and a few thousand pounds of large cod.

Sch. Titania, Capt. Thomas Crowell, one of the high liners of the Georges handling fleet, arrived this morning at 7 o'clock with 25,000 pounds of salt cod.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:
Sch. Bay State, Quero Bank, 15,000 lbs. fresh halibut, 90,000 lbs. fresh fish, 8000 lbs. salt cod.
Sch. Rhodora, Cape Shore, 20,000 lbs. fresh halibut, 40,000 lbs. fresh fish, 10,000 lbs. salt cod.
Sch. Arethusa, Cape Shore, 125,000 lbs. fresh fish.
Sch. Titania, Georges handling, 25,000 lbs. salt cod.
Sch. Onato, via Boston, 90,000 lbs. fresh fish.
Sch. Viking, shore.
Sch. Georgianna, shore.
Sch. Edith Silveria, shore.

Vessels Sailed.

Sch. Annie M. Parker, Newfoundland.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3.00.
Georges halibut codfish, large, \$5; medium, \$4.25.
Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.
Salt trawl bank codfish, large, \$4.25; medium, \$3.75.
Salt drift codfish, large, \$4.50; medium, \$4.
Cusk, large, \$3; medium, \$2; snappers, \$1.50.
Fitted halibut, 10c per lb.

Hake, \$1.80.
Pollock, \$1.75.
Haddock, \$2.50.
Salt medium mackerel, \$20 per bbl.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Western cod, large, \$2.50; medium, \$2.10; snappers, 75c.
Eastern cod, large, \$2.25; medium, \$1.95; snappers, 75c.

Drift cod, large, \$2.40; medium, \$2.
All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.40.
Cusk, large, \$1.80; medium, \$1.25; snappers, 50c.

Pollock, 90c.
Small pollock, 60c per bbl.
Fresh halibut, 10 1-4c for white, 8 1-2c for gray and 7c for chicken.

Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.75 to salt.

Fresh bluebacks, \$3 per bbl. for bait; \$1.75 to freeze; \$1 to salt.

Fresh mackerel, 10 1-4c per lb. for small.

Fresh shad, \$5 per bbl.

HEAVY GALE AT NEWFOUNDLAND

The steamer Meigle, Capt. J. Goobie, arrived here Thursday night, having been delayed up North through stress of weather. She brought a small inward freight and quite a number of passengers, many of whom were returning from their summer's fishing operations. On Sunday, September 27, and Monday, September 28, strong easterly and northerly gales, accompanied by snow and sleet, were encountered. A heavy ground sea hove in along the coast, especially at Cape St. Charles and Battle Harbor, which caused considerable damage to property. Numerous fishing boats were lost in the different harbors; but there is no report of any lives being lost. North of Battle Harbor no word has been received of the extent of the storm. The schooner Margaret, of Hants Harbor, drove ashore at Asizes Harbor, and became a wreck. She had on board about 400 quintals of fish, most of which, it was thought, may be saved. The schooner Lottie M., also of Hants Harbor, was lost at Isle au Bois, but everything on board was saved. This vessel was on the way home from Middle Bay, having on board several crews, consisting of 30 men and two women. They were brought here by the Meigle, and conveyed to their homes by rail. In the vicinity of Port Saunders and Bonne Bay the mountains were heavily covered with snow; in some places it was four feet deep. The Meigle sailed north again early Saturday morning, taking a fairly large outward cargo.—Western Star, October 7.

N. F. Craft Lost.

The schooner Lilly Grove, belonging to Monroe and Co., which was at Grate's Cove with 250 qtls. fish on board, was lost there in Sunday night's storm, having been swamped at her moorings. Everything on board the schooner was lost and though some of the fish afterwards washed ashore it was spoiled when recovered.—St. John's Herald, October 2.

RULING HELPS FISH SHIPPERS

Public Service Commission Allows Boston & Maine to Quote Disproportionate Freight Rate to Boston Because of Competition by Water.

State House, Boston, Oct. 16.—Because of steamboat competition the Boston and Maine can make a freight rate between Gloucester and Boston, according to an order given out today by the public service commission, without regard to its having a proper proportionate bearing on the rate from Gloucester to Salem, or to Lynn, or from these points into Boston.

In point of fact, the company has been doing so ever since the new public service commission was created and given power to fix rates. It has, however, so to speak, been taking a chance in continuing the practice while now it can legally keep it up. Therefore so far as the fish merchants whose shipments are by far the largest commodity going over the railroad, and the local merchants are concerned they will know no difference whatever, but will find a decided disproportionate rate when they come to make a freight shipment to Salem or Lynn or any of the other stations between Gloucester and Boston.

While the new law makes it specific that rates between points in the state shall have a proportional relationship, it does allow the state public service commission to make an exception in cases where it deems it to be justifiable. This is the second case that the commission has acted in this line. The first case was to allow the Boston and Maine to make a disproportionate rate from Boston to Springfield over the Massachusetts Central division which goes to Northampton first and thereby makes a longer route between Boston and Springfield than that of the Boston & Albany. Even that grant however, is only temporary, pending

the opening of the new Hampden road which will make a direct route from the Massachusetts Central to Springfield.

Following is the order issued today by the public service commission in the Gloucester case:

Petition of the Boston and Maine Railroad for authority to publish and charge less for the transportation of certain commodities between Gloucester and Boston than it charges between intermediate points as fully set forth in the petition and exhibit.

The petition is presented in accordance with the provisions of chapter 784, acts of 1913, section 22, empowering the commission to authorize certain common carriers in special cases to charge less for longer than for shorter distances.

The request arises because of water competition between Boston and Gloucester, which has developed commodity rates lower than obtained on the Boston and Maine railroad under the standard mileage basis of class rates recently put into effect. The tariff submitted, M. P. S. 990, is a re-issue of the old rates contained in seven tariffs which have been in effect for many years.

Having investigated the matter and finding that the rates proposed for the transportation of similar property to intermediate points are just and reasonable,—it is

Ordered, That authority be hereby given to the Boston and Maine Railroad to put in effect the commodity rates shown in tariff M. P. S. C. No. 990 to become effective November 5, 1914, and continue the same in effect until such time as this order is modified or revoked.

For the Commission,
ANDREW A. HIGHLANDS,
Secretary.

Vessels Spoken.

Capt. J. Henry Larkin of sch. Onato, reports speaking sch. Premier, Capt. Al Reynolds; sch. Muriel, Capt. Thomas Dowdy and sch. Stiletto, Capt. Lyman Wydes, on LaHave bank and the Cape Shore ground recently.

Going Netting to the Cape Shore.

Capt. George Turner has fitted sch. Blanche F. Irving for a mackerel netting voyage to the Cape Shore. Capt. Turner believes the prospects are good for the fish showing to the eastward.

Halibut Sales.

The halibut fares of schs. Rhodora, Arethusa and Titania sold to the American Halibut Company and that of the Bay State to the New England Fish company. The price was 10 1-2 cents per pound for white and 8 1-2 cents per pound for gray on all four trips.

Good Stock.

Sch. Gossip, Capt. Jack McKay, stocked \$2489.97 and the crew shared \$59.42 on her recent halibuting trip. This is Capt. McKay's second trip in the vessel.

LITTLE IN BUT THE TIDE TODAY

Only Four Fishing Craft Report With Fares at New Fish Pier.

Hardly anything but the tide was in at the Boston fish pier this morning. In all four arrivals made port, three with groundfish and one from swordfishing.

Wholesale quotations were \$2.75 a hundred pounds for haddock, \$6 for large cod, \$2 to \$2.75 for market cod, \$1.50 to \$2.50 for hake, \$2.35 for pollock and \$2 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Louise R. Sylvia, 12,000 haddock, 12,000 cod, 4000 hake, 1500 pollock.
- Sch. Helen B. Thomas, 5000 haddock, 500 cod, 5000 hake.
- Sch. Evelyn M. Thompson, 6000 haddock, 1800 cod, 3000 hake, 1000 cusk.
- Sch. Anna, 7 swordfish.
- Haddock, \$2.75 per cwt.; large cod, \$6; market cod, \$2 to \$2.25; hake, \$1.50 to \$2.50; pollock, \$2.35; cusk, \$2.

The Newfoundland Catch.

The following reported catches of codfish in the different districts up to September 26, 1913 and 1914, were posted at the Board of Trade rooms at St. John's, N. F., last week:

District	1914	1913
Placentia and St. M...	37,020	47,830
Burin	95,180	103,265
Fortune Bay	37,520	49,645
Burgeo and LaPoile	34,300	24,760
St. George's	4,845	2,625
St. Barbe	12,165	18,925
Twillingate	24,525	52,575
Fogo		55,000
Bonavista	44,435	57,520
Trinity	23,545	31,905
Bay de Verde	21,300	11,464
Carbonere	1,900	1,310
Hr. Grace	5,800	8,220
Port de Grave	2,600	1,905
Hr. Main	2,400	3,935
Ferryland	11,965	19,845
Straits	7,530	17,000

The Labrador Report.

The steamer Kyle, Capt. Parsons, arrived at Labrador at 10 a. m. today, having been as far north as Nain. The weather on the Labrador during the trip was very boisterous, especially on Saturday and Sunday last, when much damage was done to fishing property. Four vessels were lost on the coast two from Conception, one from Bonavista, and one from Trinity Bays, but fortunately there was no loss of life. Capt. Parsons reports that all the floaters are now on the way home and there is not now a vessel north of Muford. All have secured good trips, many of them being loaded. The fishery is now over both with shoremen and floaters and all that the former need to finish up the season is fine weather to "make" their fish. In this respect, however, the season is unusually backward and only one vessel has left the coast so far for foreign market. Several other sailing vessels and steamers are being

loaded, but the work is being greatly delayed owing to the scarcity of dry fish. Two patients for the hospital arrived by her, one of which was landed from a banker on Labrador.—St. John's Herald, October 8.

Going South.

Sch. Thalia is being fitted for the south snapper fishing by Capt. John Belong.

Oct. 19.

A MORNING OF DANDY TRIPS

Sch. Elmer E. Gray Has One of Seasons Best Halibut Fares—Gill Netters Land

More halibut arrived over Saturday afternoon and yesterday, two nice fares being on the market this morning.

Sch. Elmer E. Gray, Capt. John Glynn, from Quero has a 40,000 pound fare, one of the largest of the season, besides 10,000 pounds salt cod and 10,000 pounds fresh fish.

Sch. John Hays Hammond, Capt. Lemuel E. Spinney, hails for 18,000 pounds halibut and about 60,000 pounds fresh and 7000 pounds salt cod. The Hammond shipped some halibut from Nova Scotia, previous to taking a new baiting.

Sch. Stiletto, Capt. Lyman Wyde, has 170,000 pounds fresh fish and 3000 pounds fresh halibut. Over from Portland is sch. Volant, Capt. Gus Dunsky, with 6000 pounds salt cod, and 40,000 pounds fresh fish. The Volant disposed of her halibut fare of 10,000 pounds at Portland.

The British sch. Saragota arrived this morning, bringing 350,000 pounds salt cod for the Gorton-Pew Fisheries Company.

Saturday, steamers Geisha and Bethulia the first of the season's gill netters to engage in the fishery, made a set, lifting yesterday. Each had 5000 pounds fresh fish.

Today's Arrivals and Receipts.

- The arrivals and receipts in detail are:
- Sch. Volant, via Portland, 6000 lbs. salt cod, 40,000 lbs. fresh fish.
- Sch. Elmer E. Gray, Quero Bank, 40,000 lbs. fresh halibut, 10,000 lbs. salt cod, 10,000 lbs. fresh fish.
- Sch. Stiletto, Cape Shore, 170,000 lbs. fresh fish, 3000 lbs. fresh halibut.
- Sch. John Hays Hammond, Cape Shore, 18,000 lbs. fresh halibut, 60,000 lbs. fresh fish, 7000 lbs. salt cod.
- British schooner Saragota, Perce, Province of Quebec, 350,000 lbs. salt cod.
- Sch. Commonwealth, via Boston.
- Str. Geisha, gill netting, 5000 lbs. fresh fish.
- Str. Bethulia, gill netting, 5000 lbs. fresh fish.
- Str. Thelma, seining.

Vessels Sailed.

- Sch. J. J. Flaherty, Newfoundland.
- Sch. Maxine Elliott, Newfoundland.
- Sch. Ethel B Penney, haddocking.
- Sch. Mary F. Sears, haddocking.
- Sch. Gov. Foss, haddocking.
- Sch. Georgianna, haddocking.
- Sch. Cavalier, halibuting.
- Sch. Viking, pollocking.

TODAY'S FISH MARKET.

Salt Fish.

- Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3.00.
- Georges halibut codfish, large, \$5; medium, \$4.25.
- Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.
- Salt trawl bank codfish, large, \$4.25; medium, \$3.75.
- Salt drift codfish, large, \$4.50; medium, \$4.
- Cusk, large, \$3; medium, \$2; snappers, \$1.50.
- Fitted halibut, 10c per lb.
- Hake, \$1.30.
- Pollock, \$1.75.
- Haddock, \$2.50.
- Salt medium mackerel, \$20 per bbl.

Fresh Fish.

- Splitting prices:
- Haddock, \$1.10 per cwt.
- Western cod, large, \$2.50; medium, \$2.10; snappers, 75c.
- Eastern cod, large, \$2.25; medium, \$1.95; snappers, 75c.
- Drift cod, large, \$2.40; medium, \$2.
- All codfish, not gilled, 10c per 100 pounds less than above.
- Hake, \$1.40.
- Cusk, large, \$1.30; medium, \$1.25; snappers, 50c.
- Pollock, 90c.
- Small pollock, 60c per bbl.
- Fresh halibut, 10 1-4c for white, 7 1-4c for gray.
- Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.75 to salt.
- Fresh bluebacks, \$3 per bbl. for bait; \$1.75 to freezer; \$1 to salt.
- Fresh mackerel, 10 1-4c per lb. for small.
- Fresh shad, \$5 per bbl.

FULTON MARKET RECEIPTS LIGHT

Storms Greatly Hamper Operations of Fleet Fishing Out of There.

There was a heavy falling off in supply of fish last week at Fulton Market. The complaint of all the dealers being that there was practically no stock to work with. There had been plenty of fish, business would have been better than at any time during the previous six months.

The crafts had a hard time of it. Only 19 came into port and each a light supply. In all, fish receipts the week reached 385,400 pounds which was only half the quantity of the same landed during the preceding week. Of course it must be taken into consideration that during the week just ended there were storms, which prevented the fishing boats obtaining good results.

Of all the fish landed this week more than half, 194,000 pounds were bluefish. Last week the blue catches amounted to 471,275 pounds. During the week there were 9000 pounds cod fish arrivals, with a total of 9000 pounds. The previous boats had 19000 pounds.

Cod, market fish sold at 2 1-2 cents. There was a great deal of medium sized steak cod in the market principally from New Bedford, which sold at 4 to 5 cents a pound. Large steak cod sold up to 9 cents.

Haddock was quoted at 2 to 4 cents. Hake brought 2 1-2 to 4 cents. There were none to be had on Saturday Monday.

Halibut—Western white fish quoted at 9 to 10 cents, and Eastern white fish at 15 cents. Pollock sold at 3 to 5 cents.

TEN SEINERS AT NORTH SYDNEY

Ten of the North Bay fleet of seiners anchored at North Sydney, N. S., last Tuesday with fares of salt mackerel ranging from 270 barrels down to 100 barrels each. Sch. Francis J. O'Hara, Jr. Capt. Norman Ross, was high liner with 270 barrels.

The North Sydney Herald of Wednesday says:

"The Stars and Stripes flying from the peaks of no less than 10 fishing schooners lying in the stream yesterday mingled with about 30 Union Jacks flying from as many British craft, made a sight that is seldom equalled on a bright Autumn afternoon. All hail for from 270 barrels, the catch of the Francis J. O'Hare, down to 100 barrels of choice mackerel. The vessels are the Francis J. O'Hara, Jr., Norma, Ralph Hall, Monarch, Corsair, Aloha, Benjamin A. Smith, Helen G. Wells, Clintonia and Esperanto."

THREE CRAFTS TO GO FOR SNAPPER

Three crafts will shortly leave this port to engage in the southern snapper fishery out of Pensacola.

The latest addition to the fleet is sch. Georgia, Capt. John G. Sullivan, who has concluded the season's fishing and is now fitting for the south. Sch. Thalia, Capt. John Belong, goes south, also sch. Yakima, recently commanded by Capt. Robert White, which has been sold to Pensacola and will be commanded by Capt. F. Cooney.

Changes in the Fleet.

Capt. Nathaniel Greenleaf has been up sch. Kineo and is to fit out for a Newfoundland fishing trip.

Capt. Jack McKay will change sch. Gossip to sch. Kineo, which will be fitted for fresh halibuting.

Sch. Georgia, Capt. John Sullivan has given up halibuting and will fit his vessel for the southern snapper fisheries.