

Jan 13

Jan 14.

Jan 14

... shipments to date of 1914 Irish  
... 13,405 barrels.  
... an eminent authority last  
... Thursday, "The market is very easy.  
... is no change because the mar-  
... is dead dull. The Norway market  
... open up. There is a big stock  
... unsold, and the same is true of  
... in Norway. There is no natural  
... ness."  
... a prominent factor a few days

## WENT ASHORE IN BOSTON HARBOR

Sgt. Thomas S. Gorton, Capt. Val O'Neil, bound to market early this morning, mis-stayed and went aground on George's Island, Boston harbor.

The tide was coming at the time, and the craft fortunately lay in an easy position. One of the Ross' tugs went to the assistance of the vessel, and succeeded in floating her and towing her to the fish pier at South Boston, where the trip was sold.

The Gorton is quite badly leaking, however, and will go on the railways, as soon as she completes the discharge of her fare.

### Say They Cannot Compete.

An interesting admission is made by holders of salt fish on the Pacific coast in a report just received from there by "The Fishing Gazette." The dealers confess that they do not expect to market much of their codfish in the East because they cannot compete with the Canadian and Newfoundland dealers. Consequently the handlers of salt cod in the far West complain that they will have to hold surplus stocks, which they have aplenty, until they are able to find new markets for the same. There have been some notable arrivals of codfish at Seattle the past month, and Eastern salt fish merchants have anticipated a lively competition from the Pacific coast. The report goes acounter of expectations, however

# A BOSTON VIEW OF THE FISH PIER FIGHT

Discussing the T wharf—New Fish Pier situation the Boston Globe has the following to say:

Fishing interests from the Virginia Capes to topmast Newfoundland are interested in the indication that Boston is soon to have two big fish marts. It is generally believed that the re-opening of T wharf as a fish market in opposition to the new \$3,000,000 fish pier at South Boston will give rise to a "fish war" with a general slashing of prices.

In this war the wholesale fish dealers on the South Boston pier, corporately known as the Boston Fish Market Corporation, will have as opponents a number of fishing skippers and others, collectively known as the Producers' Fish Exchange.

According to those who have watched developments in the situation carefully the opening of T wharf will bring about a most peculiar state of affairs. They say that the producers of the fish—the skippers—will be able to cut off a large portion of the supply of the wholesale dealers. On the other hand, the wholesale dealers are in a better position as regards markets for their fish, and it is forecasted that the skippers, although they will have plenty of fish for sale, will have difficulty in disposing of their stock.

It seemed to be the consensus of opinion at the Boston Fish Pier, South Boston, that there is "not room in the city of Boston for two big fish markets," and the speedy closing of one of the two marts was prognosticated. Which mart would first give up the struggle was a question strongly debated. It seemed to be a question whether the dealers, without an adequate supply, or the fishing captains, without an adequate market, would be forced to give up first.

### Fish Market at T Wharf.

The events leading up to the formation of a company to start a rival fish market at T wharf were many. When the wholesale dealers moved last March to their new pier, there was a big supply of fish coming in and wholesale prices were low. The result was that the skippers got comparatively poor prices for their fish. This caused a good deal of discontent. It was found that vessels could not lie at the new pier as securely as at T wharf, and that the crews missed the familiar haunts along Atlantic avenue. This caused the skippers to haul their vessels over to T wharf and also added to the discontent.

It was realized in certain quarters that "T wharf" was a name with magic in it for the fish business, and it was not long before it was pointed out to the skippers that if they opened a rival mart on the pier with the magic name, inasmuch as their expenses would be less, they stood a good show of making money.

They would not have to pay the tax charged for selling their catch at South Boston, and there were other expenses to be saved, while as members of the new company they would not only re-

ceive pay for their fares but would in addition get their profits from the earnings of the company. The idea proved attractive and some 50 skippers are said to have subscribed for stock in the new concern.

It was originally intended to open the rival fish mart January 1. Later this was changed to January 15 and still later to February 1. What caused the delays has not been explained.

According to reports published recently Dexter Malone, the Atlantic avenue ship chandler, who fits out many of the vessels in the fishing fleet was instrumental in the affairs of the new concern. Mr. Malone stated that he wished it to be distinctly understood that he has no connection with the Producers' Fish Exchange, morally or financially. He does business with the skippers who are stockholders in this concern, he said, the same as with those interested in the new company. He is also a member of the Fishing Masters' Association, and that organization has no official connection with the new company he declared.

It is understood that several Gloucester parties, a real estate man and a well-known owner of fishing vessels, are interested in the new concern, as well as the fishing captains.

Those who have watched the situation say that the new concern could probably undersell the wholesale dealers at South Boston on groundfish, as the expenses at T wharf would be much lower than at the State Pier. T wharf has been renovated since the wholesale dealers left there, most of the stores being rebuilt inside and repainted outside. The basins either side of the pier have been dredged out.

For the past year, dating over six months before the wholesale dealers left it, T wharf has been subject to almost daily visits from agents of the United States Government. Inspectors of the city and State Boards of Health have also visited it at frequent intervals and just previous to the Exodus of the wholesalers the fish dealers were warned that the various agents did not intend to permit the fish business to be carried on at T wharf much longer.

### "Pier Now Up to Standard."

It is now said that the repairs made on T wharf bring that pier up to the standard required by the city and State officers.

At the Boston Fish Pier, South Boston every move made toward the re-opening of T wharf is being watched. It is no secret that most of the 42 dealers on the State Pier have invested heavily in the South Boston venture, and that anything which would tend to decrease their trade would be a serious blow for them.

It is not so much competition that they fear one of them explained, but the possibilities of a curtailment of their supply of fish by reason of the fact that the skippers will bring their catches into T wharf after that historic fish mart is again opened for business.

June 13.

# DISTRESS FLAG SEEN BY BROTHER

## Steam Trawler Billow Crippled Near Nantucket and Gale Coming On—Capt. Michael Green in Surf Towed Brother Herbert to Safety.

While dragging a trawl in South channel near Nantucket, Monday, the steam trawler Billow was crippled by striking a submerged obstruction that put the propeller out of commission. The vessel was in a bad plight with a gale brewing and mighty anchor.

distress signals displayed, and then waited 24 hours for something to turn up. Along came the trawler Surf, owned by the same company and commanded by Capt. Michael Green, Herbert's brother.

The Surf hooked on to the Billow and began a tow that ended yesterday at the Fish pier, South Boston, a matter of about 24 hours to cover a distance of about 100 miles.

Capt. Herbert Green ordered dis-

d by ntef

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**TWO CRAFTS IN  
 AFTER THE GALE**

It is pretty quiet along the water front today after the storm, the only arrivals since yesterday being two Newfoundland herring crafts.

Sch. Maxine Elliott from the Bay of Islands has 820 barrels frozen and 30 barrels of pickled herring for the Gorton-Pew Fisheries Company. Sch. Hiram Lowell, the other arrival is for Capt. T. M. Nicholson of Bucksport and has 1025 barrels salt and 52 barrels pickled herring.

There was no landings by the gill netters yesterday.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Maxine Elliott, Bay of Islands, N. F., 820 bbls. frozen herring, 30 bbls. pickled herring, 3 bbls. cod oil.

Sch. Hiram Lowell, Bay of Islands, N. F., 1025 bbls. salt herring, 52 bbls. pickled herring.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3. Georges halibut codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, 4.25 medium, \$3.75; snappers, \$3.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.

Hake, \$1.50.  
 Haddock, \$1.75.  
 Pollock, \$1.50.

Newfoundland herring, \$3.25 per bbl. for salt bulk. \$4.25 per bbl. for pickled.

**Fresh Fish.**

Splitting prices:

Haddock, \$1.10 per cwt.  
 Western cod, large, \$2.25; medium, \$1.50; snappers, 75c.

Eastern cod, large, \$2; medium, \$1.50; snappers, 75c.

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

Hake, \$1.25.  
 Cusk, large, \$1.75; medium, \$1.15; snappers, 50c.

Pollock, round, 80c; dressed, 90c.  
 Fresh halibut, 17c for white and 9c for gray.

Newfoundland frozen herring, 3c per lb.

**DORIES SMASHED  
 BY HEAVY SEA**

Sch. Conqueror, Capt. Robertson Giffin, arriving at Boston this morning, was caught in the gale down on Brown's yesterday morning and lost five of her dories which were washed overboard from deck. Outside of this, the craft experienced no other damage, arriving at the new pier with a 50,000 pound fresh fish fare and 1000 pounds halibut.

As New York Sees Salt  
 Cod.

Said a New York authority a few days ago:

"Nothing of special interest came to the surface in the market for salt fish during the interval. In all the lines the usual seasonable dullness has prevailed, with prices more or less nominal, but without quotable change."

"Yes, there are reports around that there is some codfish floating around of inferior quality, but the report that we are loaded with codfish of any kind is absurd," said one of the trade's wise ones a few days ago. "Whether we have a little we wished we didn't have or not I'm not saying," he concluded laughingly.

The following interesting summary was given a representative of The Fishing Gazette by a well-known New York factor: "Codfish in Newfoundland has reached the unprecedented price of \$42. The price has been fluctuating around \$30, paid right to the fishermen. Several interesting causes are attributable to this state of affairs. In the first place there have been about eight steamers leaving St. John's direct for the Mediterranean this year, all filled with codfish, and we should not leave out the consignments, that went to the Mediterranean ports via New York and Liverpool. Now the French Government has always paid bounties to their fishermen. The disciples of Izaak Walton got that much without working for it. This year there is no bounty. Again the French Government, instead of allowing its fishermen to send fish to foreign markets, has acquired all the fishstuffs for war ration and other uses, and thus an open field is open to the Newfoundland and Nova Scotia fishermen to quote their own prices. Still another reason—Portugal has dropped her tariff against the fish of the Maritime Provinces. The Newfoundland catch was 150,000 short of last year; that serves to boost the price. Norwegian fish has not been a strong competitor, because the products thereof have found their way into Germany by way of Denmark, and are used as war supplies. All of these reasons have caused the Mediterranean markets to be the almost exclusive territory of the Newfoundland and Canadian fishermen. The result has been that the demand has been far greater than the supply and the raise in price was an economic consequence."

"The export markets are not good. The Porto Rico market is especially unsatisfactory. We bought a few medium fish in Gloucester at \$28 a drum a few days ago. The same kind of fish are quoted in Porto Rico at from \$25 to \$26. Those fish down there in Porto Rico cost some big money. When prices get pulled down to \$15 and \$16 as they have in some cases, why there are some burnt fingers, that's all," summarized the veteran authority of the salt fish trade last Wednesday.

Pacific Coast salt codfish.—Arrivals during the month of November comprised the sch. Allen A., Nov. 2, with a full cargo of 200,000 fish to the Alaska Codfish Co., at San Francisco. The receipts at Seattle were 112,400 lbs. from the regular Alaska vessels. Several carloads have been shipped East.

The market is reported dull and prices have been shaded some. The catch of fish has been good.—Fishing Gazette.

Jan 14  
**PORTLAND GILL  
 NETTER MISSING**

**Mustado, With Capt. Frank McIntyre  
 and Crew of Five, Not Heard from  
 Since Blizzard—Not Located  
 Along Coast.**

Failure of the gasoline gill netter Mustado to return to Portland has caused anxiety to be felt for the safety of Capt. Frank P. McIntyre, age 50, well known at this port, and his crew of five Italians.

The Mustado left Portland Tuesday morning for the fishing grounds off the Maine coast and was really expected to come back into the harbor late Tuesday afternoon. The craft and her crew of six men were seen early Tuesday forenoon by Capt. Paulsen and the crew of the gill netter Irvin, but all trace of the craft has been lost since that time.

William O. Verrill, manager of the Portland Fish Company, became alarmed yesterday morning when the Mustado did not return to port and

telephoned to Biddeford Pool and Porpoise in the hope that the little netter might have reached either. However, the Mustado had not put either of the York County ports telephone messages sent to several points along the coast failed to any encouraging news.

It is known at Commercial wharves that the gasoline engine the Mustado have been running for some time and fear is expected that the craft was disabled and fared badly in the severe gale-raged Tuesday.

Of course there is the chance Capt. McIntyre has put into some place along the coast and is awaiting favorable weather before starting for but it is thought that he would have notified the dealers at Portland if event that he had gotten into a place of safety.

**HADDOCKER ASHORE  
 ALL HANDS SAFE**

A telegram to Capt. Henry M. Atwood, manager of the Atlantic Maritime Company in this city last evening states that sch. Mildred Robinson is ashore at Shelburne, N. S. Capt. Nicholas Gilfoye and crew are safe, but particulars concerning the accident have not been received.

Capt. Atwood is in Boston today and

further details, it is expected, will be received tonight. The Robinson is under command of Capt. Gilfoye, on a docking trip. The present skipper has been in charge since last October.

The Robinson measures 1275 gross and 86.50 tons net. She was built in Essex in 1903 and is owned by Atlantic Maritime Company.

**Portland Fishing News.**

The local fish market is well supplied at present, several good sized catches having been landed Tuesday, the Natalie Hammond of Gloucester coming in with 50,000 pounds, the Helen B. Thomas of Boston having 22,000, while the Lochinvar took out 13,000 pounds, several other smaller sized trips also being reported.

**Good Stock.**

As a result of her recent haddocking trip, sch. Laverna, Capt. John McInnis, stocked \$2777 and the crew shared \$56.75.

Jan. 14.

# HALIBUT FOR MILLIONAIRES

Very Scarce Fish at Present  
Brought 45 Cents Per Lb.  
at New Pier.

Halibut was halibut" this morning at the Boston fish pier and the 1800 pounds brought in by the three off-shore arrivals was quickly gobbled up by the wholesalers, who paid from 32 cents to 45 cents a pound for the fish, the highest price of the winter. The three arrivals at the pier had nearly 200,000 pounds of other groundfish among them. They were schs. Thomas S. Gorton, Capt. Val O'Neil, with 57,000 pounds fresh fish and 500 light halibut; Premier, Capt. Al Reynolds, 38,000 pounds and 300 pounds halibut; Conqueror, Capt. Robertson with 50,000 pounds and 1000 pounds halibut. Wholesalers quoted \$3.25 to \$4.25 a hundred pounds for haddock, \$4.10 to \$5.00 for large and \$2 to \$2.50 for market cod, \$3 to \$5 for hake, \$3 for pollock and \$1.50 for cusk.

**Boston Arrivals and Receipts.**  
The arrivals and receipts in detail are as follows:

# SH FIGURES HERE AND BOSTON

The total amount of fish landed here yesterday was 6,394,149 pounds fresh, valued at \$122,307, and 3,987,502 pounds pickled, valued at \$159,876, according to the statistical bulletin issued by the Bureau of Fisheries. During the week there was landed at Boston 10,000,000 pounds fresh, valued at \$271,514, and 24,000 pounds salted, valued at \$10,000.

Following is a statement of quantities and values:

Gloucester.		
	Pounds.	Value.
cod	2,373,053	\$47,503
cod	2,608,785	100,209
haddock	4,981,838	147,712
haddock	1,018,105	11,251
haddock	26,365	508
cusk	1,044,470	11,759
cusk	370,250	6,163
cusk	28,785	863
hake	398,935	7,026
hake	740,295	9,654
hake	44,800	898
pollock	785,095	10,582
pollock	704,113	7,821

Salt pollock	51,240	1,116
Total pollock	755,353	8,837
Fresh halibut	415,003	28,849
Salt halibut	48,727	4,039
Total halibut	463,730	30,888
Fresh mackerel	317,305	8,845
Salt mackerel	1,094,000	50,123
Total mackerel	1,411,305	58,968

**Boston.**

	Pounds.	Value.
Fresh cod	3,100,465	\$78,177
Fresh haddock	3,530,631	56,972
Fresh cusk	26,998	503
Fresh hake	502,069	10,312
Fresh pollock	938,892	11,555
Fresh halibut	49,265	3,565
Fresh mackerel	1,223,533	40,593
Salt mackerel	24,000	1,084

Jan. 15

# ONLY TWO MORE LEFT TO ARRIVE

**Four of the Newfoundland Herring Fleet Home Since Last Report.**

With four more of the Newfoundlanders here this morning, there remains but two more of the fleet to come. They are sch. Arkona and the British sch. Artisan.

The British sch. Nobility, chartered by Davis Brothers brings a part load, while sch. Agnes for the same firm, also has partial cargo. Sch. Clintonia for William H. Jordan & Company was unable to secure a full load and is home.

Sch. Aloha, Capt. Wallace Parsons, was more fortunate, however, bringing 300 barrels frozen and 240 barrels pickled herring. This is Capt. Parsons' second trip and is for the Cunningham & Thompson Company.

Down from Boston is sch. Priscilla with 20,000 pounds fresh fish left over from yesterday's market.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are as follows:

British sch. Nobility, Bay of Islands, N. F., 300 bbls. salt herring 112-1-2 bbls. pickled herring.

Sch. Agnes Bay of Islands, N. F., 50 bbls. frozen herring, 150 bbls. pickled herring 50 bbls. salt herring.

Sch. Clintonia Bay of Islands, N. F., 100 bbls. pickled herring, 100 bbls. frozen herring.

Sch. Aloha, Bay of Islands, N. F., 300 bbls. frozen herring 240 bbls. salt herring 27 qtls. cured cod.

Sch. Mary DeCosta, shore.

Sch. Priscilla Smith, via Boston, 20,000 lbs. fresh fish.

Sch. Juno, via Boston.

Sch. Stranger, shore.

Sch. Thomas S. Gorton, via Boston.

Sch. Russell, shore.

Sch. Conqueror via Boston.

Sch. Mary P. Goulart, shore.

Sch. Jeannette, shore.

Sch. Ralph Brown, shore.

Sch. Rita A. Viator, shore.

Sch. Actor, shore.

Sch. Leonora Silveria, shore.

Jan 15.

# TODAY'S FISH MARKET.

**Salt Fish.**

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3. Georges halibut codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, 4.25 medium, \$3.75; snappers, \$3.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.

Hake, \$1.50.

Haddock, \$1.75.

Pollock, \$1.50.

Newfoundland herring, \$3.25 per bbl. for salt bulk. \$4.25 per bbl. for pickled.

**Fresh Fish.**

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.25; medium, \$1.50; snappers, 75c.

Eastern cod, large, \$2; medium, \$1.50; snappers, 75c.

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

Hake, \$1.25.

Cusk, large, \$1.75; medium, \$1.15; snappers, 50c.

Pollock, round, 80c; dressed, 90c.

Fresh halibut, 17c for white and 9c for gray.

Newfoundland frozen herring, 3c per lb.

# LIGHT DAY AT THE NEW PIER

There was but little doing at the Boston fish pier this morning in the way of arrivals, the list including three off-shores and two arrivals.

Sch. James W. Parker had about 60,000 pounds each, and the steam trawler Crest, 56,000 pounds, being the largest arrivals.

These prices were quoted by the wholesale dealers, \$3 to \$3.75 a hundred pounds for haddock, \$3.50 for large and \$2 to \$2.50 for market cod, \$3 to \$5 for hake, \$2.50 to \$2.75 for pollock and 33 cents a pound for fresh halibut.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail are as follows:

Sch. James W. Parker, 40,000 haddock, 14,000 cod, 5000 cusk, 4000 pollock, 500 halibut.

Str. Crest, 47,000 haddock, 9000 cod, 600 pollock.

Sch. Fannie Belle Atwood, 38,000 haddock, 17,000 cod, 2000 hake.

Sch. Stranger, 1800 haddock, 500 cod, 2500 cusk, 2500 pollock.

Sch. Emily Sears, 6500 cod.

Haddock, \$3 to \$3.75 per cwt.; large cod, \$3.50; market cod, \$2 to \$2.50; hake, \$3 to \$5; pollock, \$2.50 to \$2.75; halibut 33 cents per lb.

**Frozen Herring at Halifax.**

The British schooner Alexander arrived at Halifax Tuesday from Bay of Islands, with a cargo of frozen herring for Arthur Boutillier. The Alexandra left Bay of Islands just in time to clear the ice which was making fast. She made a fast passage down and had fine weather most of the way.

Jan 15. 43

# SOME SEINERS WILL GO EARLY

Although the spring mackerel season out south is two and one-half months or more away, already the "killers" are making their plans for this branch of the fishery and it would not be at all surprising if some of them got away during the latter part of March this year.

Last year, the skippers figure, they were on the fish about two weeks late. They believe had they arrived earlier some of the crafts would have profited thereby, and for that reason an earlier start is contemplated this spring.

While it is little early to talk about who will command the vessels, there are indications at present that a fair sized fleet will be seen to the southward.

Capt. John Matheson, high line of last year's fleet, will command sch. Arthur James this season, in which craft he has bought an interest, it is understood.

Sch. Ralph L. Hall, Capt. Frank Hall, one of the successful ones, will probably get away early. He will have a 36-Lathrop engine installed.

Capt. Martie Welch will take sch. Benj. A. Smith again, and figures on an early departure. Sch. Monarch, now lying at Chisholm's wharf, where she is serving as a "floating restaurant," is also going and will be commanded again by Capt. John Seavy.

# NOMAD CRUSHED BY BIG STEAMER

The steamer Nomad, which formerly went gill netting from this port was badly damaged in Stonington, Conn., in the recent gale, when the steamship Puritan broke adrift and crushed the little boat. Four other gill netters were sunk by the large steamer.

**Fitting For Banking.**

From passengers who recently arrived in St. John's from Burin, the Evening Telegram learns that at that port preparations are already being made for the bank fishery. Nearly all the crews have signed on and operations will begin about the end of the month. A supply of frozen herring has been brought along from Bonne Bay and Bay of Islands by the str. Portia, and in addition to this several of the bankers have a supply of salt squid on hand. Many of the bankers from Belmoram, Grand Bank and Fortune will start operations much earlier than in previous years.

**Leave It to "Jeff."**

Sch. Sylvania, Capt. Jeffery Thomas, restocked the fine sum of \$2436 on her recent haddocking trip, from which each of the crew shared \$53 clear to the man. Capt. Thomas arrived Tuesday, but did not take out until Wednesday. By laying over, the craft benefitted by the advance in prices, which amounted to over \$700 on the stock receipts.