

SWAYING 'EM OUT AT OLD T WHARF

Historic Fish Mart Reopened This Morning—Four of Market Fleet in the Dock—Prices Same As at New Pier.

Old T wharf came back to its own again this morning, when the familiar land mark, which for years was the great fresh mart of New England, reopened with business in full swing again.

When the stalls opened, there were four trips at the wharf, against six fares at the new pier at South Boston. The roll of honor included the down east schs, Elizabeth W. Nunan and Angeline C. Nunan, also schs. Matthew S. Greer and Elva L. Spurling.

interest and curiosity along the water front. It looked like old times again and as the fish were hoisted out of the holds to the wharf, a large throng on Atlantic avenue, and the wharf, witnessed the operations.

Prices at the old wharf and the new pier were about the same on the opening with prospects, however, that new fish would probably hold up better at T wharf during the day as a whole, so the T wharf men claimed. Wholesale prices on the whole were good, and other arrivals were expected during the day.

It was a grand day for the fishermen, many of whom were glad to get back to their old familiar haunts again.

Feb. 8

TELLS OF CAPE BRETON FISHERIES

Capt. McCuish Came Over Bridge Horne Dynamited.

Capt. Daniel McCuish, who has been engaged in the service of the Gorton-Pew Fisheries company at Ingonish, Cape Breton, the past season, arrived home here Thursday, coming all the way by train. Capt. McCuish said he was in St. John, N. B., Tuesday and was about to leave there when word came that the international bridge at Vanceboro was wrecked by dynamiter Horne, who is in jail in Machias, Maine. This he said caused a delay of 24 hours, as no train was allowed to go over the bridge. However temporary repairs were made, which enabled the train to pass over, but at very slow speed.

The attempted destruction of this bridge, caused, he said, great excitement in New Brunswick, as well as in Maine and was the general topic of conversation on the train so that the engineers and conductors used great

precaution in running their trains.

Capt. McCuish said the fishing at Ingonish and vicinity had been good in late fall and early winter, but the ice came down the gulf December 29, which was unusually early. This caused the fishermen to cease operations, but he secured a large quantity of fish for the company, much of which has not yet come forward. Also at Neils Harbor, the fishermen did well and their catch remains to be shipped, considerable of which will be marketed in the United States.

George Bragg, who fished out of here several years, is now located at Glace Bay. He had a gasoline boat, and this fall and winter fished out of Ingonish, doing pretty well and sold his fish to the Gorton-Pew Company. He froze his little craft full of fish and went to Sydney, where he sold them to good advantage.

GILL NETTERS IN POOR LUCK

Fish on Shore Are Scarce, and Little, Hard Workers Fare Badly.

This port was without an arrival this morning, the only fresh fish since yesterday being a few thousand pounds landed by the gill netters.

The gill netters are meeting with poor luck these days, some of them finding it hard to pay expenses. Some of the larger boats will put out for a while, until the spring run of haddock along the shore.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:
Str. Quoddy, gill netting, 2500 lbs. fresh fish.
Str. Enterprise, gill netting, 1400 lbs. fresh fish.
Str. Ethel, gill netting, 1500 lbs. fresh fish.
Str. Sawyer, gill netting, 1500 lbs. fresh fish.
Str. Dolphin, gill netting, 300 lbs. fresh fish.
Str. Medomak, gill netting, 300 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 1000 lbs. fresh fish.

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 11c for white and 1-2c for gray.

Good Stocks.

Sch. Gov. Foss, Capt. Fred Thompson, stocked \$2170 and the crew shared \$45.50 on the recent haddocking trip.
Sch. Elsie, Capt. William French, stocked \$2240 and the crew shared \$47 on the recent haddocking trip.
Str. Wave, beam trawling, stocked \$4000 on the last trip.

Halibut Sale.

The halibut fare of sch. Cavalier sold to the American Halibut Company for 11 cents per pound for white and 7 1-2 cents for gray.

NEW PIER HAS 4 T WHARF

Arrivals With New Fish This Morning Were Green With Good Prices.

There were no arrivals at T wharf this morning, while the South Boston pier had but four fares, two steam trawlers and two shore boats. Yesterday afternoon the new schooner Somerville, Capt. Felix Hogan, arrived from her maiden trip with 85,000 pound fare. Sch. Onato also arrived, hauling for 58,000 pounds.

Wholesale quotations were \$5 to a hundred pounds for haddock, \$3.75 for large, and \$4.50 for market, \$5 to \$7 for hake and \$5 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:
ARRIVALS AT BOSTON FISH MARKET.
Sch. Onato, 37,000 haddock, 2000 cod, 5000 hake, 5000 cusk.
Str. Crest, 51,000 haddock, 2000 cod.
Str. Breaker, 20,000 haddock, 2000 cod.
Sch. Somerville, 47,000 haddock, 2000 cod, 8000 cusk, 3000 pollock.
Sch. Ethel B. Penny, 1500 haddock, 2000 cod, 1500 hake, 2500 pollock.
Sch. Esther Gray, 4500 cod.
Haddock, \$5 to \$6 per cwt.; cod, \$6.50 to \$7; market cod, \$4.50 to \$5 to \$7; pollock, \$5.

Boston Craft Ashore and Fished.

A message received at Yarmouth, C. H. Harvey, Nova Scotia agent of the department of marine and fisheries, a week ago Sunday evening, from the Canadian government schooner Aranmore, stated that she had succeeded in hauling the American fishing schooner Ruth off the coast of Pubnico, where she went ashore Sunday. The cause of the vessel's stranding is not known, but it is thought that the intensely cold weather caused a vapor and with the northeast wind that was blowing she lost her anchor and was carried out of her company. Aranmore was on duty working in vicinity and went to the rescue of the schooner. The extent of the damage could not be ascertained, no further particulars learned. The schooner is owned in Boston.

Flounders Doing Well.

The flounder fishermen at Provincetown made record catches last week and with no fish of any note from other ports the price has been high for the boats stocking as high as in week.

An Extra Friday This Year.

The fishing interests of the town will be pleased to learn that there will be 53 Fridays during the year. Superstitious will also find in the excuse for considering 1915 a lucky year.—Canadian Fisherman.

WILL MAKE MORE AT PENSACOLA

Deep sea fishermen hereafter will be restricted as they have been the last November in the amount of fish which may be brought from the outer banks to Pensacola. Both E. E. Saunders Fish Company and Warren Fish Company increased the limit last week to such an extent hereafter the limit is practically doubled. This step has been taken, said, because the market for fish has shown improvement and the demand is expected to increase considerably during Lent. The vessels which were out last week when the new limit was made will not return until about the beginning of Lent.

The limit as to the number of pounds of fish which would be taken from each vessel on a fish smack was made effective on November 3 last, when it was found that only 2000 pounds of snappers and 500 pounds of groupers would be paid for at the prevailing rates. On Thursday the fish buyers increased the limit for each man to 2500 pounds of snappers and 750 pounds of groupers. As a vessel under the new limit would have a big catch if enough fish should be caught to give each member of the crew his maximum allowance, the new agreement is practically an abolishment of the limit.

Arrivals were few last week, only three coming to port, with a combined weight of 151,410 pounds, of which 117,000 pounds were red snapper and 34,410 pounds grouper. Of the nine arrivals, five came to E. E. Saunders & Company, and four to the Warren Fish Company. The Saunders boats had 85,000 pounds of fish, of which 69,135 pounds was red snapper, and 21,270 pounds grouper. The Warren Fish Company's crafts had a total of 61,005 pounds of fish, of which 48,260 pounds was red snapper, and 12,745 pounds grouper.

Following are the arrivals:
 E. Saunders & Company.—Lottie Haskins, 3655 pounds red snapper, 1000 pounds grouper; J. M. Keen, 13,000 pounds red snapper, 5675 pounds grouper; Dorothy, 17,625 pounds red snapper, 6750 pounds grouper; Albert, 11,950 pounds red snapper, 1725 pounds grouper; Flora J. Sears, 17,705 pounds red snapper, 2650 pounds grouper.
 Warren Fish Company.—Culebra, 85 pounds red snapper 4005 pounds grouper; Mary L. Harty, 2000 pounds red snapper; Clara V. Silva, 14,205 pounds red snapper, 5040 pounds grouper; Clara P. Sewall, 15,600 pounds red snapper, 3700 pounds grouper.

Pacific Cod Coming East.
 Arrivals of Pacific Coast codfish are reported at San Francisco, and the shipments are quite heavy the Fish-Gazette says. Some Pacific Coast fish has already gone through the New York market. In fact, there was a large consignment of Pacific cod on a disabled steamship Carmine which was headed for Belgium as a relief factor in the Eastern market. It is the fact that some authorities estimated that the cost of transportation would put the Pacific fish out of competition.

GLAD TO SEE THE ANDROSCOGGIN

Canadian Writer Praises Her Mission and Those Who Sent Her.

Commenting upon the hospital ship Androscoggin and its usefulness to the fishermen, the Canadian Fisherman says:

While lying at anchor behind Sand Point, Shelburne, N. S., recently, the writer, who was aboard a fishing schooner, had the pleasure of seeing the trim United States Revenue Cutter "Androscoggin" steam into the harbor. This in itself would be nothing unusual as revenue cutters have a roving commission, and are liable to be seen anywhere, but to fishermen, the "Androscoggin" held an especial interest, as she was on her first trip as a Deep Sea Fishermen's Hospital Ship. The cutter is an able seaworthy vessel fully equipped with a sick bay upon her main deck. There are six beds and an isolation ward of two beds in the hospital department, in addition to a completely fitted operating table and a drug dispensary. Dr. O. H. Cox, of the U. S. Health Service, is in charge, assisted by a fully qualified male nurse. For the transfer of sick fishermen at sea, a splint stretcher can be used, and the patient transferred from vessel or dory without rough handling.

There is nothing selfish in the objects of the "Androscoggin's" mission. She is commissioned to attend to fishermen of all nations, and Canadian fishermen wishing medical attendance have merely to fly the ensign from the main peak, and the cutter will take aboard all sick or injured fishermen and treat them until recovery or until they can be landed for hospital treatment ashore.

The patrol grounds for the "Androscoggin" have been carefully mapped out, with the assistance of several fishing skippers so that she will always follow the main fleet in their various journeys from Brown's to Western and Grand Banks.

Nothing will please the promoters of this splendid work more than the knowledge that the scheme is being made use of, and we, ourselves, as Canadians, trust that our fishermen will take advantage of the generosity of our sister nation. Men with hands poisoned by rusty hooks should get medical treatment from the cutter if she is in the vicinity, as this common fisherman's injury is a very painful and often a very dangerous one. Gummy sores, oilskin chafes and salt water boils are also common fishermen's complaints, which should not be neglected, as they often result in blood poisoning and disfigurement. These, and a number of "main-sheet accidents" will no doubt constitute a large proportion of the cutter's services.

The "Canadian Fisherman" heartily congratulates the United States Government upon inaugurating this scheme and in the name of our industry extends thanks and every success to the men responsible for the promotion of a noble work.

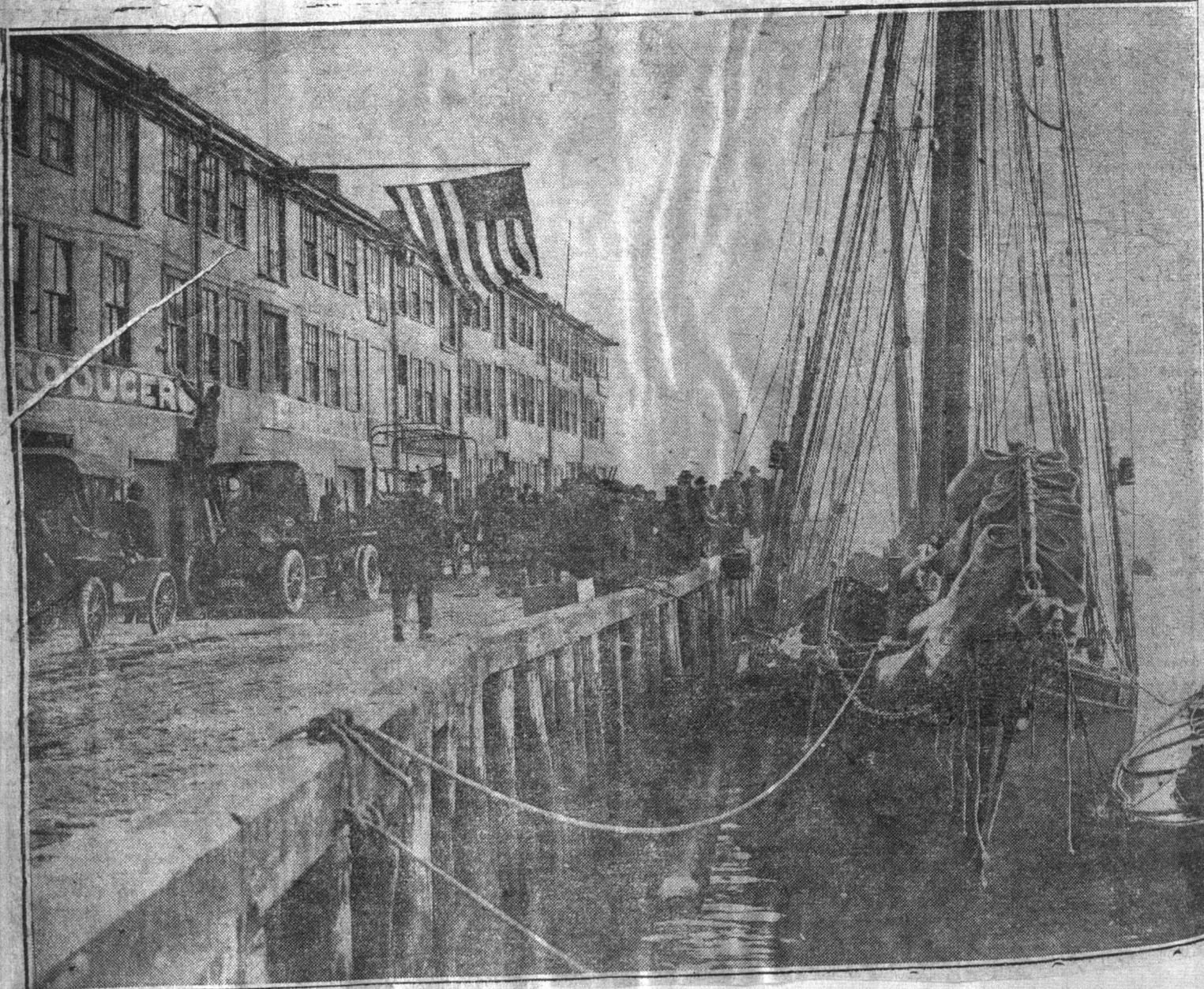
THOSE SQUID WERE NEEDED

Speaking of Newfoundland's shortage of bait supply, which has caused a delay in the sailing of the Newfoundland early fleet of bankers, the St. John's, N. F., Board of Trade in its annual report just submitted says:

As an evidence of their earnestness in the matter of bait, and their appreciation of the necessity of a constant supply, Messrs. Harvey's agent on the coast has ordered two hundred thousand salted squids from Gloucester for the use of their fishermen round Rose Blanche. Bringing coals to New-castle is not a bit more significant and expressive than "bringing squid bait to Newfoundland," and the occasion that makes the latter expression possible ought to bring home to us the necessity for a plentiful bait supply at almost any cost in reason. Messrs. Harvey & Co., are to be congratulated on their enterprise in this business, and we wish them the success that they deserve in the venture.

February 9.

Old T Wharf 'Came Back' Yesterday As a Fish Mart.



WHARF'S FIRST DAY UNDER NEW ORDER OF THINGS

It certainly looked like good old times again yesterday when T wharf, Boston's once famous fish market, was opened again after having been idle nearly a year. Two large American flags, one flying from the staff on the belfry, midway down the wharf and the other over the store of the Producers' Fish heralded the "coming back" and everywhere there was signs of activity, while great crowds watched the unloading of the fleet that docked. Flowers sent by well-wishers of the Producers' Fish Company, bedecked the desk of Treasurer Oliver S. Hayward.

New carts, painted green and red, new scales and forks, baskets and all the equipment incidental in the process of discharging fish from the vessels were in evidence. Fishermen as they forked the fish and hoisted them to wharf were induced to pose for the movies. Tobacco dealers, and vendors of small merchandise on Atlantic avenue, who have missed the fishermen since the business removed to South Boston, found trade more brisk than it has been for the past 11 months and were happy.

Sch. Angeline Nunan Landed First Fish.

The Angeline Nunan, Capt. Lester Nunan, docked shortly after midnight Sunday night, with 20,000 pounds of haddock and hake caught since Thursday. She was followed by the Elizabeth Nunan, Capt. Frank Nunan, with 23,000 pounds of the same kind of fish. Capt. Matthew Greer with the sch. Matthew Greer arrived at 3 o'clock with 18,000 pounds of haddock and cod. The Elva Spurling arriving later brought a small catch of 4000 pounds. Her captain, Frank Veator, is the oldest master sailing out of this port. He has been a skipper 43 years.

Dealers at the South Boston Pier were interested in the T Wharf opening, and last week there was speculation as to whether either mart would get all the fish wanted. While there were four schooners at T wharf, there were five and one steam trawler at the big market, whose fares aggregated 238,700 pounds of haddock, cod, pollock, hake, cusk, halibut and scrod. It was commented upon that while two of the Nunan fleet of schooners, the Angeline and Elizabeth, went to T wharf, the Sadie M. Nunan disposed of her fish at South Boston.

Same Prices as at New Pier.

Most of the fish landed at the wharf was bought by the Producers' Fish Company, although the T Wharf Fish Company and the Eastern Fish Company, which occupy stores at the head of the wharf, were also purchasers. The fishermen received prices corresponding with those at the South Boston fish pier, the dealers first making it a point to ascertain quotations of the opposition market. These prices, which were comparatively high in view



LEADING FIGURES IN FIRST DAY'S TRADING.

Fishing Sch. Angeline Nunan, the First to Dock with a Fare at the Old Wharf Yesterday. She had a Catch of 20,000 Pounds of Haddock and Hake. Captains of Schooners That Tied Up at T Wharf Yesterday and Manager of New Enterprise. Left to Right—J. F. Rio, One of Directors in New Company; Capt. Matthew Greer of Sch. of Same Name; Capt. Lester Nunan of Sch. Angeline Nunan; Capt. Frank Viator of the Elva Spurling; Capt. Frank Nunan of Sch. Elizabeth Nunan, and Oliver Hayward, Treasurer and Manager of the New Producers' Fish Company Which Made T Wharf "Come Back."

of the fact that recent bad weather has interfered with fishing operations, were as follows: Haddock, 3 3-4 to 6 cents per pound; large cod, 6 to 6 1-2, market cod, 3 1-2 to 4; pollock, 4 1-2, and cusk, 3 3-4 cents.

Three Concerns There.

There were three concerns doing business at T wharf yesterday, the new Producers' Fish Company, the Eastern Fish Company, and the T Wharf Fish Company. The last named concern succeeded John Burns, Jr., when he moved to the new pier, and according to rumor has been a sort of branch of the Burns place at South Boston. Yesterday morning, John Burns, Sr., one of the veterans of the Boston wholesale fish trade, was to be seen about this store, and Charles Burns, brother of John Burns, Jr., and up to now a manager for one of the concerns at South Boston, was also there, with his working togs on.

The skippers and fishermen found many improvements and much to comment upon at the old wharf. The dock has been dredged out, new sanitary arrangements installed, and new floors laid in pier buildings at a cost of \$40,000.

An open market like that of seven years ago, before the organization of the New England Fish Exchange, will be maintained. Everyone will be permitted to do business at T wharf. The new company that is most active in reopening the market there expects other dealers to occupy the remaining stores, and outsiders to come in and compete for the fish brought in for sale. There will be no central organization like the Fish Exchange, and no charges to ships selling their catch on the market.

On Co-Operative Lines.

The Producers' Fish Company is or-

ganized along co-operative lines. It will act as the agent of the fishermen in the sale of their fish and as a middle man. The \$50,000 capital is divided into shares at \$10 which have been largely bought by fishing captains and ship owners. J. O. Richards, head of the Blackstone Provision Company, is president; Oliver S. Hayward, treasurer of the Metropolitan Ice Company, is treasurer; Secretary Sylvester Whalen of the Boston Fishing Masters Association is secretary of the new company. There are active fishing captains and owners of ships on the board of directors.

Treasurer Hayward believes the fish business in this section is in its infancy and that there is room in Boston for two fish markets.

"No fish war is anticipated," he says, "but lively competition that will benefit the consumer is sure to result. T wharf is the best possible location for a fish market because of the advantages in delivering fish rapidly to dealers. The more markets there are for the fishermen to go to, the more fishermen there will be and the more fish will be caught. This will enable the public to use an increasing quantity of fish in place of expensive meats."

Captains of the fishing ships hold diverse opinions about the probable benefits from opening a market at T wharf. Many are satisfied with the prices and lively competition for ev-

ery catch that comes to the South Boston market. Others object to the charges for doing business there. These last claim that the New England Fish Exchange does not do anything to earn the money it takes from the price of each catch sold from a platform. They hold that the practical meaning of this charge is that captains must pay the dealers for the privilege of doing business with them.

It is understood that the vessels at T wharf yesterday morning paid wharfage fee of 20 cents per 1000 pounds.

Wharfage at South Boston is 10 cents per 1000 pounds, so that the skippers landing fish at T wharf are paid 10 cents per 1000 pounds of profits. Also they did not have to pay the one per cent. exchange fee charged at South Boston, and this also goes to increase their profits.

At South Boston all the skippers sell their fish at auction in the New England Fish Exchange. For the privilege of using the exchange floor, the skippers at South Boston pay a fee of one per cent. of their gross stock.

The dealers at T wharf had all the stock needed. There were no arrivals there this morning, while at the South Boston pier, two beam trawlers and two shore boats was all that was in, two late off shores selling yesterday.