

Monday, March 10

- Sch. Horace B. Parker, 15,000 haddock, 45,000 cod.
- Sch. E. C. Hussey, 35,030 haddock 9030 cod.
- Sch. Caviare, 30,000 haddock, 5000 cod.
- Sch. Nellie Dixon, 40,000 haddock, 13,000 cod.
- Sch. Rigel, 30,000 haddock, 14,000 cod.
- Sch. Patriot, 12,000 halibut.
- Sch. Oliver F. Kilham, 4500 haddock, 530 cod, 300 pollock.
- Sch. Massachusetts, 5000 halibut.
- Sch. Madonna, 10,000 halibut.
- Sch. Rose Cabral, 9000 haddock, 2000 cod.
- Sch. Rob Roy, 75,000 haddock, 8000 cod.
- Sch. Mary A. Gleason, 35,000 haddock, 11,000 cod.
- Sch. Frances Whaler, 65,000 haddock 11,000 cod.
- Sch. Titania, 50,000 haddock, 18,000 cod.
- Sch. Latona, 65,000 haddock, 8000 cod.
- Sch. Braganza, 50,000 haddock, 10,000 cod.
- Sch. Proceptor, 20,000 halibut.
- No bids for fish.

The great supply of oil in this country for fuel purposes, and its comparative cheapness with coal, are still stronger advantages in favor of the fluid fuel, and the matter of smoke is another, which is of great importance if a war vessel is either seeking or getting away from the enemy.

There is every indication that oil is to a great degree to take the place of coal, as there are so many advantages in its favor. Oil tank stations can very easily be located at convenient points where vessels may at all times be assured of a supply, and it can be far easier handled than coal. It is evident that the day of oil fuel as a large factor in generating steam is not far distant.

Tuesday March 11

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Arbitrator, Q 1200 Bank, 20,000 lbs halibut.

Sch. Ramona, Georges, 10 030 lbs. fresh cod, 35,000 lbs. haddock.

Sch. Albert G. Sizer, shore, 5000 lbs. cod.

Sch. Wm. H. Rider, Georges, 15,000 lbs. fresh cod, 35,000 lbs. haddock.

Vessels Sailed.

Sch. Glorianna, haddocking.

Sch. Lorna Doone, Georges.

Sch. Illinois, haddocking.

Sch. Independence, halibuting.

To-day's Market.

Board of Trade splitting prices of fresh fish, large cod, \$1.80; medium do., \$1.50; cusk, \$1.50; haddock, \$1; hake, \$1.10; pollock 60 cts.; large Peak cod, \$1.70; medium do., \$1.40; large Banquero cod, \$1.70; medium do., \$1.40.

Board of Trade prices: large handline Georges cod, \$4.00 per cwt., medium do., \$3.25; large trawl Georges, \$3.75, medium do., \$3.00; handline cod from deck, caught east of Cape Sable, \$3.75; medium do, \$3.00; large trawl bank cod, \$3.25; medium do., \$2.75 large dory handline cod, \$3.50, medium do., \$3.

Splitting prices, large codfish, \$1.80 per cwt., medium do., \$1.50, small do., 40 cts., Peak cod, large, \$1.60, medium, \$1.30, Banquero cod, \$1.60, medium, \$1.30, cusk, large, \$1.50, small 40 cts., haddock, \$1.00, hake, \$1.10, pollock, 60 cts.

Fishing Fleet Movements.

Sch. Annie M. Parker arrived at Boston from Fortune Bay, N. F., yesterday, with no herring.

Fishing Facts and Fancies.

Andy Gallagher and Leon Lewis of Swampscott made a record trip of fish on Saturday, landing at the lower beach with 1200. It has been a long time since two men have brought in such a large amount. They take pride in the fact that they are the oldest pair of fishermen to go off the beach.

The substitution of oil for fuel on board steamships, in place of coal, bids fair of coming into general use. As has before been intimated in these columns the experiments in this direction have given good satisfaction, so much so that several steamship companies, including the Oceanic Steamship Company of San Francisco, and the United Fruit Company of New Orleans, are converting some of their steamers into oil burners. Mr. Fred S. Samuels of the Oceanic Company has given the subject long and intelligent study, and is an enthusiastic advocate of the oil-burning idea. The N. Y. Marine Journal speaking of the advantages, which are the result of Mr. Samuels' investigations, in which it is stated that he believes that oil is the ideal fuel for merchant vessels, and he believes also that it has many advantages over coal for battle-ships and cruisers. Some of these advantages are as follows:

1. For a given weight oil has double the steaming radius of coal. It occupies less space than coal.
2. The tanks built in the vessel greatly strengthen her.
3. The effect of the tanks full of oil or water if the oil had been used—would localize the injury of a shot through the hull and would render the vessel 50 per cent. less sinkable than at present.
4. The oil would preserve the hull interior from corrosion, thus preserving the life of the vessel indefinitely.
5. The tanks when emptied of oil could be filled with water, thus maintaining the vessel at a permanent load line; this means less depth of armor on the sides because the vessel would never be light in going into action, as she would be had she consumed her coal.
6. No water ballast tanks necessary, meaning great economy in space.
7. Boilers can be so arranged that oil tanks can be carried between them and the skin of the vessel, which would afford as good, if not better protection than side coal bunkers.
8. If such vessel is sunk she can be easily floated, if in shallow water, by pumping out her tanks.
9. Great saving in crew and crew space.
10. No smoke to attract the enemy.
11. Power to generate steam quickly.
12. Greater boiler efficiency due to better combustion.
13. No ashes; no blowers.
14. Can take in oil much more quickly than coal.

AFFECTS FISHERMEN.

Teamsters Strike in Boston Bother Them Greatly.

FISH CANNOT BE MOVED.

Twenty Six Fares at T Wharf and No Offers Made.

At T wharf, Boston, to-day are 26 fares of fresh fish and also four trips at this port, and up to 10 o'clock to-day no offers had been made on them. In Boston the reason is the big strike of the teamsters, which makes it practically impossible for the T wharf dealers to move the goods. Here the reason for not buying is that the goods cannot be hauled after they reach Boston.

The strike has called out 10,000 teamsters and freight handlers at Boston, and it is expected that by Wednesday night 20,000 will be out in Boston and other cities. At Boston, the longshoremen and dock laborers are expected to join in the strike.

And so at T wharf almost 900,000 pounds of fresh fish are lying in vessels holds and 260,000 pounds are similarly placed.

It is said that the strike promises to be a long one. If this is so, there will probably be an influx at Gloucester of vessels which have not landed a fish here this winter and some which have never been here before, with their fares to sell to the splitters. As it looks now this will have to be done, if the strike continues, or the fish will spoil.

Word from T wharf at 11 o'clock states that at that hour, a few fish were being bought at splitting prices and the dealers are not at all anxious to buy.

The T wharf committee reported that they were taking goods subject to delay as some of the freight and express companies are short-handed and some are working with non-union men. One or two expresses are running all right, but everything affecting the transportation of fish from the wharf is in a tangle and the dealers are shy of buying, taking only a few fish at splitting prices, so that they can put them into the butts if they cannot ship them.

The steamer City of Gloucester went up early this morning, and her freight is affected in common with all others. Freight for Boston is being handled all right, but on through freight going west there is delay and tie up. The steamer will, however, discharge and load and make her regular trips as usual.

One firm has two teams out, another has none and in two cases two master teamsters are themselves driving the only teams they have on.

The local salt fish dealers are all aware of the seriousness of the situation and say that if the strike should continue it would certainly seriously affect their shipping of fish to points west of Boston.

The Boston and Maine railroad is only shipping goods subject to delay and is advising patrons not to ship anything which is liable to damage by delay in transportation.