

The quick recognition of the possibilities of oil as fuel on steam vessels in this country is a very important matter in reference to steam navigation. All reports of this change of oil for fuel are highly satisfactory, as regards economy, its easy handling and desirability over coal.

It is scarcely a year since this change was commenced, and it is evident that the equipment for oil service, by the substitution of oil-burning apparatus in the boilers of very many steamers who are now burning coal will be put in and in time the great majority of them will be using the new fuel.

It is reported that already 100 steamers, the majority of them in the south and upon the Pacific coast, are now being operated with oil as a steam raiser. The great flow of oil in Texas and other states will insure a supply and a large fleet of American vessels are now put into proper shape for transporting oil, and a number of others are being built for the same purpose. The facilities for charging the furnaces of steamers will undoubtedly be increased. It is asserted that the relative space occupied by two tons of coal may now be used for a storage of nearly four tons of oil, and that there is a third greater fuel value on oil. When contrasted with the same weight of coal, the economy of the former will be readily understood.

"Further than this," says the Nautical Gazette, "the results attained are more uniform, better speed is secured, and an absence of the objectionable coal dust follows. Additional cargo room may be obtained and a much greater steaming radius on a given number of tons of fuel likewise come in for consideration. Taken all in all the use of oil is apt to make great strides from now on, and it is only a question of time when it will supersede coal almost entirely, especially on steamers making lengthy voyages. The oil-propelled steamer is the money-maker of the future."

The use of oil for cooking and heating purposes is also receiving attention. Experiments made in this city recently have awakened considerable interest and oil will receive a faithful trial in many households. If what is claimed for it proves true it will create a revolution in heating and cooking which will give king coal the go by, and the mine operators will find a rival which may possibly take some of the conceit out of them in the near future.

GLOUCESTER FRESH FISH CO.

Special Meeting Called for Tuesday Evening.

There is to be, as the TIMES is creditably informed, a special meeting of the stockholders of the Gloucester Fresh Fish Company at Jeffery hall tomorrow (Tuesday) evening at 7.30 o'clock. It is also intimated that business of great importance will come before this meeting.

It is hoped that every stockholder possible will attend this meeting and listen to the report which is to be made as well as to the proposition which may be offered to keep the organization alive and thus secure a market for fresh fish in this city.

We have heard it suggested that if the stockholders who do not wish to continue will sell their stock at a low figure there will be ready purchasers, while others who may wish to enter into a new deal can do so by either lending the company \$10 for each share they hold or invest the amount by purchasing additional stock.

There are many sanguine individuals who believe that the business may be made a paying one, if properly managed, and we certainly hope that they may have an opportunity of trying their method, as it would indeed be a pity to lose such a company here in Gloucester, if there are parties who could make the business a paying one. In the meantime the meeting tomorrow evening is looked forward to with considerable interest.

SECOND BANK TRIP.

Sch. Robin Hood Arrived Home with a Good Fare.

Sch. Robin Hood, Capt. Patrick Shea, arrived from the Grand Bank this morning, from her second salt bank trip of the season, with a fine fare of 200,000 pounds of salt cod. This is the first of the salt bankers to make a second trip this season.

HAS FINE FARE.

Sch. Blanche Brings 300,000 Pounds Salt Cod.

Most of the Bank Fleet Finding Fish Scarce.

Sch. Blanche, Capt. John Hamilton, arrived this morning from Grand Bank with a fine fare of salt cod, hailing for 300,000 pounds. The fish were taken on the northeast part of Grand Bank in 90 fathoms of water. But few of the salt bank fleet were there.

Capt. Hamilton was handicapped at the start by having eight of his crew leave at Newfoundland. He shipped men there, however, to fill their places and proceeded to secure one of the finest fares of the season.

In coming out of Carbonear, N. F., harbor, while picking up a dory, the Blanche struck a rock and hung up, but was soon floated, uninjured.

Reports from the majority of the salt bank fleet are not of an encouraging nature. They are finding fish scarce on the various fishing grounds and it looks a though most of the second trip would arrive late.

The dory handliners have done very poorly on Quero and Western Banks and around Sable Island, and some are going to the Virgin Rocks in hopes of securing a fare.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Blanche, Grand Bank, 300,000 lbs. cod.
Sch. George E. Lane, Jr., Georges, 50,000 lbs. cod.
Sch. Hattie M. [Graham, Maine Coast, 58 bbls. salt mackerel.
Sch. Marguerite Haskins, Maine Coast, 15 bbls. salt mackerel.
Sch. Hiram Lowell, Maine Coast, seining.

To-day's Markets

Board of Trade splitting prices of fresh fish—All cod caught on Le Have Bank and to the westward; large, \$1.85, medium \$1.30. All cod caught to the eastward of Le Have Bank, large, \$1.85; medium, \$1.30; cusk, \$1.20; haddock, 75 cts.; hake, 85 cts.; pollock, 60 cts.

Board of Trade prices: large headline Georges cod, \$3.75 per cwt., medium do., \$2.75; large trawl Georges, \$3.50; medium do., \$2.25; headline cod from deck, caught east of Cape Sable \$3.25; medium do., \$2.25; large trawl bank cod, \$2.50; medium do., \$2.00; large dory headline cod, \$2.75; medium do., \$2.25.

Hake sounds, 9 cts. per lb.
Large rimmed salt mackerel, \$18.25 per bbl.

Salt tinker mackerel, \$18.50 per bbl.
Georges halibut, 6 1-4 cts. per lb. for white and gray.

Outside sales fresh cod, \$1.85 per cwt. for large and \$1.30 per cwt. for mediums.
Large salt mackerel, \$18.50 per bbl.

Fresh mackerel, 13 cts. each for large and 8 1-2 cts. for tinkers.

Fresh halibut 11 cts. per lb. for white and 7 3-4 cts. for gray.

Boston

Sch. Viking, 12,000 haddock, 2200 cod, 7000 hake.

Sch. Mary P. Mosquita, 35,000 haddock, 14,000 cod, 2000 hake, 2000 pollock, 4 swordfish.

Sch. Clara R. Harwood, 30,000 haddock, 6500 cod, 500 hake, 2 swordfish.

Sch. Alice M. Guthrie, 30,000 haddock, 5000 cod, 7000 hake.

Sch. Sea Fox, 22,000 haddock, 18,000 cod, 2000 hake, 2000 pollock.

Sch. Manhasset, 30,000 haddock, 11,000 hake.

Sch. Frances Whalen, 40,000 haddock, 9000 cod, 10,000 hake.

Sch. Dawson City, 17,000 haddock, 2000 cod, 25,000 hake.

Sch. Juniata, 30 swordfish.

Haddock, \$1.50 to \$2; large cod, \$2 to \$2.50; market cod, \$1.25; pollock, \$1.50; hake, \$1.50; swordfish, 14 cts. per lb.

Mackerel Notes.

Twelve barrels of fresh mackerel were shipped from Sagamore to Boston yesterday.

The fare of sch. Hattie M. Graham sold D. E. Woodbury and of sch. Speculator to the Andrews Co. at \$18.50 per barrel.

The fare of sch. Marguerite Haskins sold to Wm. H. Jordan.

Fishing Fleet Movements.

Capt. Antone Courant of sch. Gossip reports speaking the dory handliner Essex on Western bank last Saturday with 150 tubs of fish and sch. Columbia with 130 tubs. The vessels reported fish very scarce.

Capt. James Hayes of sch. Admiral Dewey reports speaking sch. Niagara on LaHave bank recently.

Capt. William Corkum is fitting sch. Vera for winter haddocking.

Schs. Victor, Lena and Mand, Edna Wallace Hopper and Latona are fitting for the late Cape Shore seining trips.

Wednesday, Sept 17