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SCORES STATES ON FISHERIES.

Bowers Says They Neutralize Good Work of the Government.

"The most serious condition now confronting the American fishing industry is the failure of the States to afford adequate protection to migratory fishes in State and interstate waters." This is the serious note of warning sounded by George M. Bowers, United States fish commissioner, in his annual report made public recently. Mr. Bowers depicts the great destruction wrought on certain species of fish, and makes an earnest appeal for their preservation. The commissioner points to the history of the New England salmon fishery as a warning, and says that the fishes in most need of consideration are the shad, the striped bass and the sturgeon on the Atlantic coast and the salmon in the Pacific States. The disappearance of the sturgeon from nearly every East coast river, Mr. Bowers says, "shows how greed and indifference may in a single generation destroy a valuable fishery." North Carolina stands out as the only state, he says, in which the bureau engages in the cultivation of shad, and where the general decline of this fishery has been arrested. Of serious concern are the trend and condition of the salmon fishery of the Columbia River. Mr. Bowers declares that "fractional and personal considerations have been allowed to interfere with the passage of the needed laws, and the condition remains unrelieved." The bureau's efforts in artificial propagation are negated by the State's indifference, he says, and the necessity for Federal control of interstate waters in the interest of the fisheries is thus again forcefully illustrated. The devotees of the lobster are informed of a remarkable increase in the production of this delicacy all along the New England coast. The report shows that the bureau's hatcheries in 1908 yielded 376,000,000 more fish than in any other year.

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DOGFISH AS GOOD FOOD.

Maine Fish Commissioner Believes in Their Edibility.

James E. Donahue, fish commissioner of the state of Maine, says the dogfish is one of the best edible fish we have, and some of the Maine fishermen agree with him, thus backing up what the Times has many times stated and what some of its staff have proven to their own satisfaction by serving themselves and their families with it.

Commissioner Donahue says: "I believe the the dogfish is one of the best edible fish we have, and it will not be necessary to exterminate the species if it is once introduced on the tables of our epicures."

Commissioner Donahue's idea that a dogfish can be eaten is not exactly original, but that the hated salt water canine is really a food for luxury is a somewhat novel thought.

One Casco Bay fisherman, when told of the commissioner's statement, grunted, "Huh! I'd as soon eat a skunk or a rat as a dogfish."

Yet there is logic in the commissioner's theory, who says in continuation:

"Several years ago people would have thought no more of eating a catfish than they would of taking poison, but now it is considered a table delicacy, and is sought by epicures. The flesh of the dogfish is much finer, sweeter and whiter than that of the catfish, and I know what I am talking about, for I have eaten both."

Angus K. Hamilton of Orr's Island, Casco Bay, Me., a sturdy fisherman who has followed the sea for 33 years, bears out fully Commissioner Donahue's theory:

"While I hate the pesky cusses commented Mr. Hamilton, 'I have eaten 'em, 'n so has my whole fam'ly for 10 years past. We've boiled 'em, planked 'em, fried 'em and made 'em into chowders, and let me tell you when you've chopped off their heads, skinned 'em, 'n otherwise dissected 'em so you forgit what they look like, they's just as good as two-thirds of the fish that swims. I think Mr. Donahue's got the right idee, 'n the only way to settle this thing 'n keep

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our coast fishin' so a man can make a livin' out of it, is to turn the dogfish into a market fish along with the cod, hake 'n haddock."

One or two partially philanthropic attempts to put the dogfish out of business have been tried. For instance, back in the 30's, the menhaden works in Boothbay harbor found the porgy very scarce, and one of the dealers advertised that he would buy all the dogfish that might be brought to his factory. The first season he received 2,000,000; the second season, about 1,000,000; the third season, 500,000; the fourth season, none. The fishermen claimed that for a distance of 40 miles the coast water were rid of the fish.

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Halibut Sale.

The fare of halibut of sch. Mooween at Boston yesterday sold to the New England Fish Co. at 11 cents per pound for white and 9 cents for gray.

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Today's Receipts.

Sch. Walter P. Goulart, shore.
Sch. Minerva, shore.
Sch. Effie M. Prior, Western Bank, 50,000 lbs. fresh fish.
Sch. Georgianna, shore.
Sch. Gracie, shore.
Sch. Rita A. Viator, shore.
Sch. Francis P. Mesquita, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Washakie, shore.
Sch. Clara G. Silva, shore.
Sch. Emily Cooney, shore.
Sch. Mary E. Cooney, shore.
Sch. Edith Silveira, shore.
Sch. Emily Sears, shore.
Sch. Flora J. Sears, shore.
Sch. Ida S. Brooks, shore.

Vessels Sailed.

Sch. Stranger, Boston.
Sch. Maud F. Silva, Boston.
Sch. Margaret Dillon, Boston.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.
Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large \$1.65; medimus, \$1.37-1-2; Eastern cod, large \$1.65; medimus, \$1.37 1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Boston.

Sch. Yakima, 35,000 haddock, 7000 cod, 4000 cusk, 3000 pollock.
Sch. Hockomock, 8000 haddock, 1000 cod, 500 hake, 1000 cusk.
Sch. Stranger, 3400 haddock, 600 cod.
Sch. Maud F. Silva, 8000 haddock, 2000 cod, 1000 pollock.
Sch. Margaret Dillon, 7000 haddock, 1000 cod, 1000 hake.
Sch. Valentina, 1000 haddock, 6000 cod.
Sch. Helen B. Thomas, 10,000 haddock, 1000 cod, 3000 hake.
Sch. Dorothy, 8000 haddock, 1000 cod, 3000 hake.
Sch. Belbina P. Domingoes, 9000 haddock, 1000 cod.
Haddock, \$2.25 to \$3.50 per cwt.; large cod, \$3 to \$6; market cod, \$2 to \$4; hake, \$3 to \$5; pollock, \$4.
Late advices from Boston state that haddock sold as low as \$1.50 and large cod as low as \$2.50 this forenoon.

Portland Arrivals.

Portland is handling quite a lot of fish this winter and has a fleet of about 20 of the market boats running there all the time. Of late they have been doing well and on Saturday, a dozen were in together with good fares, having been out only a couple of days. The skippers report that fish appear to be quite abundant on the shore grounds. The Saturday trips were:

Sch. Albert D. Willard, 13,000 pounds fresh fish.
Sch. Albert W. Black, 14,000 pounds fresh fish.
Sch. George H. Lube, 14,000 pounds fresh fish.
Sch. Bernie and Bessie, 4000 pounds fresh fish.
Sch. Mary E. Sinnett, 4000 pounds fresh fish.
Sch. Lochinvar, 8000 pounds fresh fish.
Sch. Fanny Reed, 7000 pounds fresh fish.

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Sch. A. P. Parkhurst, 4000 pounds fresh fish.
Sloop Hobson, 1500 pounds fresh fish.
Sloop Island Gem, 2000 pounds fresh fish.
Sch. Defender, 5000 pounds fresh fish.
Sch. Laconia, 4000 pounds fresh fish.

Fishing Fleet Movements.

Sch. Mina Swim is fitting for Georges handling under command of Capt. Newell.

Salt Herring Cargo.

Sch. Muriel M. Young of Lunenburg, N. S., now at that port with a cargo of salt herring, will soon sail for an American market to dispose of her cargo.

FISH RECEIPTS LIGHT.

No Arrivals at This Port and Few at Boston.

There are no fishing arrivals here this morning from off shore. Several of the boats which went out last night put back again this morning and some of them, with one set aboard, may land their fish or box them up and ship to Boston on their own account.

Receipts at T wharf today are light there being only one off shore arrival and eight shore boats in and all with not very large fares. Prices are good as is to be expected on a Tuesday with but few fares to work on.

New Fish Company.

The United Fish Company, of Boston, has been incorporated, with a capital of \$3000.

President—Daniel J. O'Brien, Winthrop.

Treasurer—Herbert L. Chase, Boston.

Clerk—William J. O'Brien, Winthrop.

The company will be wholesale and commission dealers in fresh and salt fish, lobsters, etc., at 7 Long wharf, Boston, where a four-story building is used. Business was opened up a week ago Monday morning.

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Fishing Facts and Fancies.

An improvement is noted in the Irish mackerel fishing, which for some time has been at a virtual standstill. There has been some fishing on the Cork and Kerry coasts, and probably 800 or 1000 barrels have been cured, but the fish are of the dark winter quality. The total recent shipments of autumn mackerel are 15,638 barrels.

Three English vessels, two belonging to Grimsby and one to Hull, were recently fined 1500 kroners each, with costs and confiscation of gear and fish, for trawling within the territorial limits in the North Sea or Skagerack and five English and one German trawler were "warned." Within the Scaw one Swedish trawler was fined 800 kroners and two Germans 1000 kroners each for the same offense, with the usual confiscations; two other Germans were warned. The number of trawlers observed fishing within the Scaw was 1207, as compared with 1225 in the previous year.

The Florizel, Bowring Bros.' new sealing steamer, built at Glasgow, has reached St. John's, Newfoundland.

A seal which was recently shot in the Baltic was found to have in its stomach 54 perch and a pike, as well as a lot of fish remains. Another, shot at Aarhus by a fisherman, contained, it is alleged, 1000 hooks, and seemed not a penny the worse.

The steamer Harlaw, Capt. Scott, is being fitted out at Halifax for sealing. This will be the first time for some years that a sealing steamer has sailed from Halifax, to work in the northern latitudes.

Labelled Schooner.

Gus Johnson, a fisherman of Biloxi, Miss., has labelled the fishing schooner E. Hempstead. He charges cruel and inhuman treatment on the part of the captain, Adolph L. Frietsch. The latter charges there was mutiny aboard the craft, and in self-defence he had to defend himself when attacked by the seamen with an iron pump brake.

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Halibut Sales.

The fare of sch. Waldo L. Stream sold to the New England Fish Co. at 11 cents per pound for white and 9 cents per pound for gray. The fare of sch. Senator sold to the American Halibut Co. at the same figure.

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HERRING CARGOES.

Sch. Arginia Put Into Lunenburg for Shelter.

A dispatch to Capt. Solomon Jacobs states that the Lunenburg, N. S., sch. Arginia, which he chartered to go to Connaigre Bay, N. F., for a cargo of frozen herring, arrived, loaded, at her home port, Sunday night, having put in for shelter, and sailed Monday afternoon for Boston.

Capt. Jacobs reports that his other chartered craft, sch. Lila B. Hirtle of Lunenburg, has also loaded at Connaigre bay and sailed for Boston with a full cargo.

Sch. Fannie A. Smith has completed the discharge of her cargo of frozen herring at New York and has loaded coal for this port.

AFTER NEW ENGLAND FISH CO.

Prince Rupert Paper Objects to Fish Being Shipped in Bond.

A Prince Rupert, B. C., exchange is fighting hard for the establishment of the fresh halibut fishery at that place by a big Canadian and British syndicate and is after the New England Fish Co. and Vancouver, because the company is able to land the catches of its steamers at the latter place and shipped east in bond.

Here is the way the paper expresses itself on the subject:

"A start has been made at Prince Rupert to establish the one industry that is to make it a great port—an industry that has heretofore been handed over to an alien company by politicians. Men who knew how to fish are gathering at Prince Rupert and like pioneers in other industries, know they can win by fighting from the turn loose for what they know to be their rights. These men know that the fishing vessels of the New England Fish Company are immune when fishing in Hecate Straits. The fight must be made and won and the Northern fishermen are organizing to win it. The men of the North know how to act and they will outfit their own fisheries cruisers, the fastest that can be procured and sink the poachers they run into.

This will bring the fisheries question to a head just as did the riot in the Japanese and Chinese quarters of Vancouver bring the Japanese immigration to a head. There are daring spirits in the North, some of them outlaws. These men will take desperate chances for glory and what more glorious fight could be made than a fight that would result in giving a great industry a footing in the North at a seaport in which there are neither barrooms nor Japanese nor Chinese nor Hindus."

Fisher Boy in Luck.

A poor fisher boy of San Sebastian, Spain, named Lojabeita, recently inherited a fortune under the most romantic circumstances. Upon returning from a cruise in a fishing schooner he was met on the wharf by two strangers, who asked him if he knew who his parents were. He explained that he had been brought up by the parish, and that he had always been ignorant of his origin. The two strangers then informed him that they were the executors of the will of his mother, an American woman, who died a few weeks ago near Bilbao, leaving him \$600,000.

Good Demand for Shellfish.

The unusual open condition of the waters along the New England coast which has permitted of more extensive fishing operations than in past years, has created a shortage in the demand for shellfish and thousands of men along the coast of Maine and in the Cape Cod and Narragansett Bay sections are without their usual work this season.

While the demand for lobsters continues as usual, the supply also remains at the low ebb which has been evident for several years.

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THREE FORMER FISHING VESSELS. WILL NOW ENGAGE IN WHALING FROM NEW BEDFORD. TWO HAILED FROM THIS PORT AND ONE FROM PROVINCETOWN.

A Provincetown dispatch says that the recent addition of a few craft to New England's small whaling fleet is the sequence following whale head and oil price increase.

The additions referred to are three staunch fishing craft, two from this port and one from Provincetown, recently sold and transformed from peaceful piscatorial pursuits to the exciting chase of the greatest of mammals. These crafts are schs Valkyria and A. M. Nicholson of this port, and sch. Gov. Russell of Provincetown.

Singularly, two of the three men who are to command these vessels in whaling work, are men who have for years commanded square-rigged "boners." John A. Cook, late master of the steam whaler Bowhead of the Arctic fleet, is to command sch. Valkyria; Horace A. Smith, who in 1903, re-discovered the Crozet right whale ground, and followed up that lucky strike with two other top-notch voyages to the same ground is to command sch. John L. Nicholson, and George L. Dunham, who has commanded the Provincetown whaling sch. William A. Grozier for the last few years, will sail sch. Gov. Russell.

Capt. Cook, in sch. Valkyria, will probably first try his luck on the Hatteras and Charlestown grounds, where he used to whale before going to the Pacific and Arctic oceans, away back in 1880. Capt. Smith in sch. John L. Nicholson and Capt. Dunham in sch. Gov. Russell, will also try North Atlantic whale fields, but while the Russell will doubtless stick steadily to the North Atlantic, it is believed that schs. John L. Nicholson and Valkyria will eventually go south, even to the stormy Crozet ground.

The three masters have fine records as whale catchers in their various fields. Capts. Smith and Cook have whaled all seas, but in recent years they have been separated by nearly the height and depth of the globe. Capt. Cook doing his questing within the ice floes of the Arctic, while Capt. Smith was being bombarded by the loftiest seas in the world, some 800 miles east of Cape Good Hope, in latitude 48 degrees south. Capt. Dunham's superior whaling has been done far north of the line. The purchase of the Russell was effected last Monday.

All three vessels are superior craft and should stow 700 barrels of oil. Sch. Valkyria will sail May 1, and sch. John L. Nicholson and sch. Governor Russell about the same time.

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FOG ON GRAND BANKS.

Greatest Menace in Travel to Property and Human Life.

When it comes to fog in mid-ocean, the danger of accident is not great, but on the Grand Banks of Newfoundland, where the warm waters of the Gulf Stream mingle with the cold currents from the north, you have a condition of affairs that is of the greatest menace to property and human life. The great tide of transatlantic ocean travel cuts through the solid bank of fog that almost always hangs over this bleak corner of the world, and every year takes its toll of mortality and destruction. Hundreds of fishing craft and thousands of lives are lost here every decade, to say nothing of other craft which have come to grief. If the sea could be drained off on the banks, I have no doubt we should find many a fine vessel, including probably the White Star steamer for which the Lutine bell long since sounded its dismal notes.—Shipping Illustrated.

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HOW DOGFISH ARE UTILIZED.

U. S. Consul Describes Methods Used in Nova Scotia.

Consul Alfred J. Fleming of Yarmouth, N. S., in a report gives the following information concerning the manner of extracting oil from the dogfish and then producing fertilizer from the remains:

Fishermen about the Nova Scotia coast are complaining very severely about the prevalence of the dogfish, which is proving very destructive, as the pests not only take the bait, but often destroy the trawls and scare the fish from the fishing grounds, besides destroying large quantities of them. This year the dogfish is said to be more numerous than ever before, and naturally more hurtful to the fishing industry, but movements are now under way to make the pest financially valuable.

Over a year ago a dogfish reduction works was established at Canso on the northeastern coast of Nova Scotia, and large quantities of these fish were reduced. In fact the works became so beneficial that the plant has been largely increased, and has become quite remunerative to the operators as well as to the fishermen. This year a plant has been established at Clark's Harbor, about 35 miles from Yarmouth. There is also a third at Shipegan, in New Brunswick. The Clark's Harbor plant is larger and said to be better and more modern than either of the other two.

The fish are dumped from vessels into the cars and taken to the "cooker," which is a long, iron cylinder, boiler-like affair. Steam is forced into this cylinder from both ends, and the fish are thoroughly cooked, when they are taken by the elevator to the press, where the oil is extracted. From the press the oil flows into tanks arranged with steam pipes at the bottom, and supplied with water. The oil floating in the first tank is drained off through a conduit to the next tank, and so on to the fifth and last, when it is perfectly clear, drawn off into casks, and is ready for the market. Up to the present time New York has taken all the output of this factory, and also from the Canso works, the average price being thirty-two cents a gallon.

After the oil is drained off the remains of the fish fall off into a screw conveyor and are taken to the dryer, to which dry heat is supplied from a large brick furnace, a steam driver forcing the hot air into the dryer, after which the fertilizer is conveyed by a screw conveyor to the packing room, where it is put in bags for sale to the farmers of the country.

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BUSINESS CONDITIONS BETTER.

St. Pierre Merchant Says Depression Has Turned.

J. Legasse, a prominent St. Pierre, Miquelon merchant, recently at Halifax, says that business conditions in St. Pierre are now exceedingly good and people who left the colony in the depression of three or four years ago are now gradually returning.

The catch of dogfish was very good in St. Pierre in the past season. The average was well over 2000 quintals per vessel, about twice as much as for three or four years before.

Nearly all the people who left St. Pierre during the depression of 1904 and 1905 have now returned. Fishermen all, they find that they can make a better living in their old home than in Canada, where they have to work twelve months in the year. In St. Pierre they work for only three or four months and make as much money. Some have not gone back, but it is because they cannot make the money necessary to return.

Pacific Fishery Notes.

A recent storm in Alaskan waters did some damage to the codfishing fleet, besides placing many of the crafts in grave peril. One life was lost, a fisherman being washed overboard from sch. Ida Watts.

The fishing barkentine City of Papeete got into shoal water and struck twice during the gale but fortunately cleared the shore. Sch. Czarina was caught by the storm, in Paloff harbor and driven high and dry up over a wharf.

Sch. Lettie was wrecked on Nuga island but no lives were lost.

Extreme cold and bad weather has made fishing out of the question.

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Motor Fishing Boats.

In speaking of the vast increase in the use of motor boats in all lines of fishing, the London Fish Trades Gazette, one of the greatest fish papers in the world, says that it has been sometimes supposed that the noise of the motors might frighten away the fish, but the best proof that this is groundless, is the fact that the sardine fishers of France are now equipping themselves with motor boats. The sardine is a very shy fish, but the motor boats are making a big success of it.

At Yarmouth, Lomestoft and other Scotch ports, as well as the Irish coast lots of the fishing boats are now being equipped with auxiliary power.

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FISH ARRIVALS STILL SCARCE.

High Prices at Boston Will Insure Good Stock.

There are only six arrivals at T wharf, Boston, today, three of these arriving late yesterday afternoon. All are off shore craft, except sch. Rose Standish, which came in during the port, breaking her main boom in the heavy winds off the mouth of the harbor.

Sch. Romance, Capt. William J. Corkum, was one of those which came in yesterday afternoon, and she had a big fare 78,000 pounds of fresh fish, with 1000 pounds of halibut to top off with. The vessel has been out less than two weeks and cannot have many old fish, so with the prevailing big prices there is another big stock coming to her. Capt. Corkum sold his new haddock yesterday afternoon, at \$3.25 per hundred weight.

He has made a splendid record since he hauled sch. Romance out of fishing and fitted for haddocking last September and by many is considered high line of the fleet to date. Certain it is that very few, if any, are up to him. Since starting out last fall, he has made but one small trip and even this was a paying one. He also has the biggest single haddock trip stock of the winter to his credit. He has gauged the market well and has very generally managed to strike the market when good prices prevail.

Others of the off shores in are sch. Fannie E. Prescott, Capt. Thomas Downey, with a nice fare, 52,000 pounds of fresh fish and 1200 pounds of halibut, sch. Venessa, Capt. Val O'Neil, with 38,000 pounds of fresh fish and 500 pounds of halibut; sch. Lillian, Capt. C. Clarence Malone, with a good fare, 57,000 pounds of fresh fish and 500 pounds of halibut and sch. Quannapowit with 36,000 pounds of fresh fish, 30,000 pounds of which are hake.

Prices are away up, haddock bringing from \$1.50 for old fish to \$3.75 for live stock. Large cod are worth \$5.50 to \$6.50, hake from \$3 to \$5.50, and cusk \$2.25, pollock \$3 to \$4.25 and halibut from 15 to 18 cents per pound.

At this rate all of the vessels up there, although some of them have been out quite a while, and have some old fish, will pull out all right and make something out of it.

At this port, also, are two fine trips, sch. Waldo L. Stream, Capt. Frank Stream, coming in last evening from the Gully with 25,000 pounds of fresh halibut and a few fresh and salt fish and sch. Senator, Capt. George Marr, also from the Gully, and also having 25,000 pounds of halibut. Both crafts will make fine stocks.

The Stream has been out quite a while and put in at Halifax about two weeks ago to refit, at the same time shipping home 15,000 weight of halibut. Capt. Stream then went to the Gully and recently a few days of good weather gave a chance for some good full sets and this morning's fare is the result.

Sch. Senator has been gone only 23 days, Capt. Marr going from here direct to the Gully, striking bad weather at first but recently having the same good chance reported by Capt. Stream. Both vessels will get good stocks.

Most of the market boats are tied up here and at T wharf. They did not get out yesterday and last evening's severe storm gave them no chance to poke out last night. This morning when the wind hauled to the westward, it blew hard and as it will be no fish day they remained at the wharves. Several will remain in now until after Thursday as their skippers have planned to attend the Master Mariners banquet.

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Today's Receipts.

Sch. Waldo L. Stream, the Gully 25,000 lbs. halibut, 2000 lbs. salt cod 1000 lbs. fresh fish.
Sch. Senator, the Gully, 25,000 lbs halibut, 300 lbs. salt cod.
Sch. Pontiac, shore.
Sch. Minerva, shore.
Sch. Mary A. Whalen, via Boston.
Sch. Mooween, via Boston.

Vessels Sailed.

Sch. Rose Standish, shore.
Sch. Harmony, haddocking.
Sch. Mina Swin, Georges handling.
Sch. Massachusetts, halibuting.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.
Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large \$1.65; medium, \$1.37-1-2; Eastern cod, large \$1.65; medium, \$1.37 1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Boston Arrivals.

Sch. Rose Standish, 3000 haddock, 1000 cod.
Sch. Romance, 45,000 haddock, 15,000 cod, 8000 cusk 7000 pollock, 1000 halibut.
Sch. Fannie E. Prescott, 32,000 haddock, 10,000 cod, 2000 hake, 6000 cusk, 1200 halibut.
Sch. Quannapowit, 2000 haddock, 2000 c 30,000 hake, 2000 cusk.
Sch. Venessa, 2000 haddock, 13,000 cod, 12,000 hake, 10,000 cusk, 1000 pollock, 500 halibut.
Sch. Lillian, 45,000 haddock, 10,000 cod, 2000 hake, 500 halibut.
Haddock, \$5.50 to \$6.50; market cod, \$3 to \$3.50; hake, \$3 to \$6.50; pollock, \$3 to \$4.25; cusk, \$2.25; halibut, 15 to 18 cents per pound.

Portland Arrivals.

Arrived Monday:
Sch. Eva and Mildred, 12,000 pounds fresh fish.
Sch. Lochinvar, 10,000 pounds fresh fish.
Sch. George H. Lube, 600 pounds fresh fish.
Sch. Margie Turner, 6000 pounds fresh fish.

Fishing Fleet Movements.

Sch. Selma, was at Liverpool, N. S., Saturday last and cleared for the fishing grounds.
Sch. Boyd and Leeds will fit for Georges handling under command of Capt. Morrissey.
Capt. Nathaniel Greenleaf will fit sch. Mattie D. Brundage for Georges handling.
Sch. Arethusia will probably haul out on the ways this week preparatory to fitting for salt banking.
Capt. George Marr of sch. Senator reports speaking schs. Dictator and Preceptor in the Gully recently.

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MET HARD WEATHER.

Sch. Monitor at St. Pierre with Bobstay Gone and Doris Smashed.
Sch. Monitor, Capt. John McKay, which sailed from here January 25 on a halibut trip, must have struck up against some very hard weather, as she put in at St. Pierre, Miquelon, a few days ago with her bobstay carried away and several doris smashed. Evidently the craft must have been hit by a heavy sea.

Living Fish By Railway.

The problem of conveying fish for long distances to remote markets, has been solved by German enterprise, and the trade has grown to considerable importance. For some time, fresh-water fish have been sent in casks of water from various points to the large cities, and are much preferred to fish transported on ice. Living sea fish are transported to some extent in salt water tanks.

A newer and cheaper method of transportation, but adapted only to fluvial routes, is by a specially devised river craft, consisting of scows some 65 feet long and 16 feet wide. In the bottom and sides of the scow, and also in the inner partitions, cracks are left open, so that there is a continuous circulation of water from the river, while the buoyancy of the craft is sufficient to sustain a small cabin for the crew.

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FISH PRICES STILL WAY UP.

One Good Fare at This Port and Several at Boston.

There is only one fishing arrival at this port this morning, sch. Benjamin A. Smith, Capt. James Goodwin, from La Have banks, with a fine fare, 70,000 pounds of fresh fish and 1000 pounds of halibut. Evidently Capt. Goodwin had his mind set on going to the Master Mariners banquet, so he hustled his trip through in just a week, getting a big fare.

Capt. Goodwin reports fishing two days and a half on Little La Have bank and found quite a bunch of fish. He could not have used much bait, as he is only going to take 2000 pounds this time. Prices are good and Capt. Goodwin will make a big stock and share.

At Boston this morning is sch. Thomas G. Gorton, Capt. William H. Thomas, with a fine fare 67,000 pounds of fresh fish. This craft and the Smith went out together and fished together, so Capt. Thomas is home in time to dine and dance with his brother skippers and the crew will have a fine check to take down.

The steam trawler Spray reached T wharf yesterday afternoon with another good fare, 58,000 pounds of fresh fish, and sch. Mary A. Whalen is there this morning with 45,000 pounds. The market boat Mildred V. Nunan has a good trip, 18,000 pounds and the sloop Sarah with 1200 pounds of cod, completes the list up there today.

Prices are way up, haddock bringing from \$3 to \$4 per hundred weight, cod \$3.50 to \$5, hake \$3 to \$5, cusk \$2 to \$4, and pollock \$5.

Feb'y 18.

GOOD STOCKS AND SHARES.

Made This Week in Halibut and Haddock Fisheries.

Several fine stocks and shares have been made this week in the halibut and haddock fishery, and a number of vessels have made a tip-top start for a fine year's work.

Sch. Mooween, Capt. Daniel McDonald, stocked \$2400 as the result of her recent brief halibut trip, the crew sharing \$57. On her previous trip a stock of \$4200 and share of \$107 was made, so that the craft has stocked \$6600 since the first of the new year, while the crew has shared \$164, certainly fine pay for six weeks' work.

Sch. Waldo L. Stream, Capt. Frank Stream, stocked \$3454 as the result of her recent halibut trip, the crew sharing \$95. Capt. Stream has made a fine start on the new year.

Sch. Senator, Capt. George Marr, stocked \$2460 on her recent 23 days halibut trip, the crew sharing \$55.75.

Sch. Romance, Capt. William Corkum, stocked \$2914 as the result of her short haddock trip landed at Boston yesterday, which strengthened his grip on the high line haddock pennant to date.

Feb'y 18.

Today's Receipts.

Sch. Benjamin A. Smith, La Have Bank, 70,000 lbs. fresh fish, 1000 lbs. halibut.
Sch. Romance, via Boston.
Sch. Susan and Mary via Boston.

Vessels Sailed.

Sch. Clara G. Silva, haddocking.
Sch. Romance, haddocking.
Sch. Walter P. Goulart, haddocking.
Sch. Frances P. Mesquita, haddocking.
Sch. Belbina P. Domingoes, haddocking.
Sch. Emily Sears, haddocking.