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FRESH FISH MORE PLENTIFUL.

Some Good Off Shore Trips at Boston Today.

The T wharf fish dealers got hold of some fine, large fares yesterday after they had about finished up on the fleet which was at the wharf when the bell rung, for during the forenoon and afternoon some of the big fellows got in from Georges, bringing cod and haddock in goodly amount.

The dealers held up the price of haddock in good shape paying them the opening off shore price of \$2.75, but the increased receipts of codfish caused them to make a drop to \$3 for large and \$2 for market cod. On these prices, all the craft which reached the pier after the bell rung will make good stocks.

Sch. Lucania, Capt. Martin L. Welch, was the headliner with 80,000 pounds, the largest trip at the wharf for quite a while. In her fare was 35,000 pounds of codfish, so she stands to stock in the neighborhood of \$2000.

The other good fares were sch. Cynthia, Capt. Geoffrey Thomas, with 65,000 pounds, 45,000 of which were codfish; sch. Robert and Arthur, Capt. Julius Anderson, 53,000 pounds, 39,000 of which were cod; sch. Benjamin F. Phillips, Capt. Michael Powers, 50,000 pounds, mostly haddock, sch. Susan and Mary, Capt. Joseph Spinney, 50,000 pounds; and the steam trawler Spray, Capt. Green, with 39,000 pounds, about all haddock.

This morning sch. Gertrude, Capt. James Vanamberg, is there with 46,000 pounds and sch. Arabia, Capt. William Doyle, with 50,000 pounds. The Phillips had held over from yesterday, and with the Gertrude sold her haddock for \$2.90 per hundred weight and got yesterday's cod prices.

Sch. Arabia reached the wharf after the bell rung and had not sold when the Times' Boston report was received.

The fares of most of these vessels shows that the cod school has struck on Georges and the dealers are looking for some big trips next week.

Set Trawls Despite Gale.

Many of the fish dealers at T wharf, Boston, wondered yesterday at the number of market boats in with trips, knowing full well that the day before had been stormy, rainy and very foggy.

The fishermen on the banks, however, took chances with the fog, and made a set of the trawls, knowing that the market would be good yesterday in anticipation of today, and the calls from dealers outside the city. They did not have much success, but what they got paid them will.

Still No Fishing Arrivals Here.

Chalk up another zero in the fishing arrival line, for this morning again found the harbor bare of vessels in with trips. It is getting a little monotonous for the longshoremen and those who scan the bulletin board at the Board of Trade, but it cannot be helped. It is a case now of "all going out and nothing coming in," but those going out will come back, and with fish too. Still only two trips in seven days is pretty tough, when you come to think of it.

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THE GEORGES HANDLINE FLEET.

Once Leading Fishing Industry Dwindled to Small Size.

The Georges handline codfishing fleet, once the largest of all the fishing fleets sailing from this port, has dwindled until now, in winter time, its numbers can easily be counted on the fingers of one's two hands. In the spring, however, it receives a few recruits and this spring is a little larger than usual of recent years.

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Forty years ago this fleet numbered nearly 300 sail of vessels, but has steadily declined, owing to the introduction of trawling, drifting and seining, and the opening up of new grounds and other branches of fisheries. During the last 10 years it has been but a remnant of its former self, although, considered with its half-brother, the Rips or drift fleet it mounts to the respectable proportions of over 75 sails.

The new grounds, new lines of fishing and the aforesaid "half-brother" have, however, about done for the old stand by, but it gamely holds on, a lone link connecting the old with the new in Gloucester's fishing history.

The fleet this spring comprises 17 sail, as follows, and when summer comes, even a few of these will desert the ranks for other lines:

Sch. William H. Rider, Capt. Nels Larson.

Sch. Lawrence Murdock, Capt. William Gould.

Sch. Ella G. King, Capt. Ben Johnson.

Sch. Cecil H. Low, Capt. William Sheave.

Sch. Arthur D. Story, Capt. William Sloan.

Sch. Senator, Capt. Thomas Allen.

Sch. Mina Swin, Capt. Adolph Crawford.

Sch. Mattie Winship, Capt. Manuel Carlz.

Sch. W. H. Moody, Capt. Andrew Goweneau.

Sch. Eugenia, Capt. John Williams.

Sch. Titania, Capt. Patrick Vale.

Sch. Hattie L. Trask, Capt. Owen Whitten.

Sch. Marsala, Capt. Martin Christiansen.

Sch. Thalia, Capt. Stillman Hipson.

Sch. Mattie Brundage, Capt. Nathaniel Greenleaf.

Sch. Boyd and Leeds, Capt. William Morrisey.

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Today's Receipts.

Sch. Maud F. Silva, via Boston.
Sch. Ida S. Brooks, via Boston.

Vessels Sailed.

Sch. Monarch, south seining.

Sch. Mildred Robinson, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Mertis H. Perry, haddocking.

Sch. Matiana, haddocking.

Sch. Mary B. Greer, haddocking.

Sch. Ethel B. Penney, haddocking.

Sch. Victor and Ethan, haddocking.

Sch. Emily Sears, haddocking.

Sch. Belbina P. Domingoes, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Mary E. Cooney, haddocking.

Sch. Ellen C. Burke, haddocking.

Sch. Athena, haddocking.

Sch. Massasoit, haddocking.

Sch. Rose Standish, haddocking.

Sch. Emerald, haddocking.

Sch. Frances P. Mesquita, haddocking.

Sch. Elmer E. Gray, haddocking.

Br. sch. Coronation, Boston.

Sch. Orinoco, salt banking.

Sailed Yesterday Afternoon.

Sch. Monarch, Capt. John F. Vautier,

sailed south mackerel seining yesterday afternoon, leaving Chisholm's wharf about 1 o'clock. She is the second of the fleet to sail.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 11c per lb for white and 8c for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40;

Eastern cod, large \$1.55; medium, \$1.30;

cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c;

hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Hazel R. Hines, Capt. Fred Morrissey, bound on a salt cod fishing trip, arrived at Halifax on Tuesday for a supply of bait.

Schs. Lucinda I. Lowell and Tatler are taking salt from steamer Mariner.

Schs. Saladin and Claudia are on the Rocky Neck railways.

Sch. Ralph L. Hall is on Burnham's railways.

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Sch. Cynthia, 20,000 haddock, 45,000 cod.

Sch. Benj. F. Phillips, 40,000 haddock, 10,000 cod.

Sch. Arabia, 25,000 haddock, 25,000 cod.

Sch. Gertrude, 36,000 haddock, 10,000 cod.

Sch. Susan and Mary, 35,000 haddock, 15,000 cod.

Sch. Mattakesett, 2500 haddock, 1,500 cod.

Steamer Spray, 36,000 haddock, 2500 cod.

Sch. Lucania, 40,000 haddock, 30,000 cod.

Sch. On Time, 3000 cod.

Sch. Robert and Arthur, 14,000 haddock, 39,000 cod.

Haddock, \$2.90 per cwt.; large cod, \$2.75 to \$3; market cod, \$2.

Portland Arrivals.

The following vessels were at Portland Wednesday with fares of fresh fish:

Steamer Gladys, 3000 pounds.

Sloop Crusader, 2000 pounds.

Sloop Minerva, 3000 pounds.

Sch. Fannie Reed, 3000 pounds.

Sch. Eva and Mildred, 9000 pounds.

Sch. Bernie and Bessie, 6000 pounds.

Sch. Albert D. Willard, 7000 pounds.

Sch. Fannie Hayden, 4000 pounds.

Sch. Mary E. Sinnett, 3000 pounds.

Sch. Ella M. Doughty, 15,000 pounds.

Sch. Angie B. Watson, 12,000 pounds.

Sch. Marjie Turner, 3500 pounds.

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CLAM FARMING ON DIX ISLAND.

How Foster and His Boys Developed Industry.

As long ago as 1880, when Archie Foster and his wife were left as custodians of the Dix Island Granite Company's property, Archie took his twin boys, Donald and Duncan, to the reach of gravel flats parting Dix island from Hewitt's island and taught them how to dig clams for the Rockland market.

The area of water was almost entirely landlocked, and had been made very shallow from the dumping of many loads of stone chips and dust from the sheds occupied by the stonecutters who had been working there since 1858, when the Treasury building at Washington, D. C., was quarried out and hammered into shape on the island.

As the boys dug large and fat clams for sale, their father taught them to save all the small clams they found and preserve them among seaweed shallows until they had a number of barrels on hand. Then, with himself and a pair of goats that he was keeping on the island to furnish milk for his family, Archie helped in pulling a small plow through the wet gravel at low tide, while Duncan followed behind in the furrow, dropping baby clams at intervals of six inches apart. Later on the plow was reversed and Archie and his goats hauled it back, covering the young clams from sight and permitting them to shift for themselves until they were big enough to dig and sell.

Clam Flats Became Famous.

The Foster clam farm became locally famous among the farmers and fishermen who lived on the islands and mainland nearby. As the clams were embayed by rough headlands of granite on nearly every side, the winter storms did not disturb the crop in any way. Because the soil in which the clams were planted was composed of sharp and newly-made granite chips, no strolling fishermen ever thought of digging there, and though animal life upon which clams subsist was not abundant, the training school for future clam chowders prospered finely.

It was found that a young clam with a hard shell the size of a red-oak acorn would grow to four inches in length and become fat and bulgy at the end of three years from planting out, while some of them became aldermanic monsters, almost five inches long and three inches in transverse diameter, in four years.

The Foster profits from clam culture were never very great, and he did not keep accurate cash accounts for any one year. He believes, however,

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that he gained a cash revenue from his clam farm of \$100 a year. The entire plant was not over an acre in extent, of which he dug one-fourth every season, leaving the others to grow to maturity. As clams of good size in their shells were worth \$1 a bushel in those days and now bring \$1.50 a bushel quick money, an income of \$150 a year from one-fourth of an acre of land that is under water half the time is not considered unprofitable.

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French Beam Trawling Fleet.

Will be More Than Doubled on Quero Bank Next Season.

The expected and predicted is about to happen. This coming codfishing season on Quero bank, instead of seeing 12 French steam trawlers sweeping night and day over the fishing ground, will see over twice that number, for St. Pierre, Miquelon, advices, which can be counted on as direct from France, set the number for the 1910 season at 30.

What this means to salt fishing fleets, or more especially the dory handline fleet of both New England and Nova Scotia, can be better perhaps appreciated by the captains and crews of the crafts who last season fished on this ground and had the dory anchor swept away and the dories set adrift while actually engaged in fishing, and who also were obliged to gaze, day after day, at an endless procession of dead codfish floating by, all thrown overboard after being caught by these steam trawlers simply because they were not large fish.

Many of these fish thus thrown away were plenty large for food consumption, while many more were only baby fish, thus making the work of the steam trawlers not only wasteful but destructive to the very base of future supply.

At the end of last season the Times advocated the necessity and expediency of trying, in some way, to have an international agreement to prohibit this steam beam or otter trawling on these shoal water banks, and prophesied that the coming season would see the French fleet, if nothing could be done to prevent its operations, very much decreased.

The prediction has come true, for 30 is nearly three times 12. And no wonder they come. Look at the success they had; monster trips in record time with easy work and they roamed and swept over the bank as they pleased with no concern as to the rights of the dory handline fishermen and acting as though the whole bank and all on its bottom and beneath that and the surface belonged to them.

Captains and skippers of New England and Nova Scotia dory handliners, on returning home, said that the introduction of these steam trawlers was the sounding of the death knell of line fishing on the shoal water grounds and that the end would come in not many years. If it was bad with 12 of these monsters last season, what will it be this, with 30 of them on the small ground together with largely increased fleet of dory handliners from both here and the provinces.

Advices from North Sydney, C. B., where these steam trawlers take their coal and supplies during the season, received from St. Pierre, Miquelon fish concerns state that the trawlers fleet of 12 steamers which operated with such success last season has been increased to 30 vessels, which will prosecute codfish industry by this method.

St. Pierre, Miquelon, ship owners are also preparing for a season of unusual activity in the fishing industry. The firm of Lamorue has chartered a steamer in France to take out fishermen, and on Sunday, March 7, the steamer left France with 360 fishermen to operate on the Grand Banks, in St. Pierre vessels.

Arguments Were all in Favor.

No Opposition to Beverly Anti-Torching Herring Legislation. Gloucester Interests Were Not Represented at Hearing.

Unless the Gloucester delegation in the house and senate works overtime, night and day, the fishermen of that port will shortly awake to the fact that torching for herring will be confined on the North Shore to the waters about Cape Ann and the rivers north along Ipswich bay.

The result must naturally be that the torchers who in the past have fished in Lynn and Nahant bay, also Salem harbor and the waters adjacent, will be obliged to carry on this vocation in and about Gloucester.

Yesterday the bill prohibiting the taking of herring or other fish by means of artificial light in the waters of Salem bay and vicinity was given a hearing by the committee on fisheries and game. The sentiment of those present, which included many residents of Salem, Beverly, Marblehead and Manchester, was decidedly in favor further restricting the waters in which this fishing could be carried on.

The bill introduced by the Lynn board of health, which will shortly become law, prohibiting torching in Lynn harbor and Saugus river, is responsible for the agitation. At that time an effort was made to include Salem and Beverly harbor in the bill, but the petition was not broad enough to admit it. Therefore a special bill was drafted and admitted by both branches under a suspension of the rules.

Section one of the bill reads:

"It shall be unlawful for any person to display torches or other light, designed or used for the purpose of taking herring or other fish in Nahant bay, Beverly harbor, Salem bay and vicinity and any inlets therein, or in any waters westerly and northwesterly of a line drawn from East Point, Nahant, to Egg Rock, to Ram Island, to Tinker's island, to Lowell island, to Baker's island, to the eastern end of Great Misery island, then to the southern point of Gale's Head, Manchester, including Manchester harbor and Bass river, Beverly, and its tributaries; provided, however, that any of the boards of health of the cities of Beverly and Salem and of the towns of Manchester and Marblehead may, within the months of October to April, inclusive, of any year, grant such permits for such taking, with such restrictions, as in the judgment of said board or boards shall not constitute a nuisance, and may at any time revoke any and all such permits in their discretion.

Section two of the bill provides that whoever violates the provisions of this act shall, for a first offence, be punished by a fine of not less than \$50 nor more than \$200, or by imprisonment for not less than six months nor more than twelve months, or by both such fine and imprisonment; and for a second offence, by both such fine and imprisonment.

Representative Wallis of Beverly in opening, told the committee that existing conditions in Salem bay, during the warm summer months, are a detriment not only to the residents along the shore but also those living inland. These conditions are caused chiefly by the motor boat fishermen, who make it a practice to catch these herring at night by the aid of torch lights. It is contended that the glare of the light drives the fish ashore, where they are left to decompose. The resulting stench is unbearable and has driven many summer residents along the North Shore to other quarters. Conditions are especially aggravating in view of the fact that the Lynn bill has been enacted preventing any fishing by torch light. The natural place for these two hundred fishermen to go now is to Salem bay. Consideration must be given to the millions of dollars of valuable property along the shore front, and unless conditions improve from what they have been for the past ten years, this property will materially decrease in value.

While the bill prohibits torch fishing, it conserves the right of the "legitimate" fishermen; inasmuch as the bill provides that the local boards of health be authorized to issue permits, when in their judgment no nuisance will be committed. The fishermen of the bay at the present time, and who are mostly responsible for this condition, are men from other sections of the state, who have in many instances forced the local fishermen out of business.

Mayor Trowt of Beverly told the committee that his city has a large shore front and for the last few years the dead herring on the shore have got to be so unbearable, that people living not only along the water front but those living inland are compelled to move to other quarters. The conditions are getting from bad to worse year in and year out. This fact, supplemented by the enactment of the Lynn bill, must eventually result in a serious epidemic unless some legislation is enacted to remedy conditions. It is a matter of general knowledge among the fishermen along the shore that the condition is due to torchlight fishing. The herring are bewildered by the glare of the light and they swim to shore, where they are dried by the sun, causing a most disagreeable odor.

Another abuse of the torchlight fishermen is the killing of so many of the young herring. The herring is a very tender fish and when ever one of their scales are hurt, they die very soon after. These torchlight fishermen catch these fish in long dip nets, shaking out through the mesh of the net, those too small for use. Ninety per cent of those so thrown out die very soon after, and then they drift ashore, where they add to the nuisance.

There is a good deal of sentiment in the city that this promiscuous killing must be stopped and the city government has taken favorable action along this line, at the same time conserving the rights of the fishermen, who do their business in a legitimate way.

Dr. John J. Martin, chairman of the Beverly board of health, spoke in favor of the bill from a medical standpoint. He told of the dangers that might arise from inhaling the stench of the dead fish. He knew personally of a number of persons who have been aggravated to no small extent by resan of the stench. Persons suffering with sick headaches and like complaints find it particularly unbearable. People are actually driven away from the seashore because of the unbearable conditions.

Representative Ebsen of Salem and Agent Newcomb of the Salem board of health both advocated the bill most earnestly. They told the committee that conditions in Salem were similar to those in other sections along the North Shore, and unless some legislation along this line was enacted, this section would lose its popularity as a summer resort.

Representative Chase of Danvers wanted to have the bill amended so as to include his town, but the chairman ruled that in view of the fact that the petition accompanying the bill was not broad enough, it would jeopardize the bill to have it so amended.

Others who spoke in favor of the bill were Representative Adams of Marblehead, Town Clerk Litchman of Marblehead, Councilman Loring of Beverly, Clerk Lee of Beverly and David Crowell of Beverly.

The committee will take the matter under advisement and report to the legislature at a later date.

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Fishermen Drowned.

Two of the best known fishermen of Lyme, Conn., Eugene Moore and William Banta, were drowned in the Connecticut river near Lyme Wednesday night. With a companion, Thomas Dickey, they left Lyme at 4 in the afternoon and were preparing to return home, when a gust of wind caught the sail on their small sharpie and the craft turned turtle.

Monroe and Banta sunk, but Dickey managed to cling to the bottom of the boat and yelled for help as he drifted down the stream. John Noyes heard Dickey's cries, and putting out in a boat, brought him ashore in an exhausted condition. He regained consciousness long enough at midnight to relate what had happened and sank again into a comatose state, in which he now lies at the home of a farmer, Lewis Powers, in Lyme.

Monroe and Banta leave widows and Banta is also survived by three children.

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Gasoline Dory One Day Trips.

Quite a number of our fishermen are taking hold of the Provincetown idea of single day shore fishing trips in gasoline dories, and already some seven or eight of these crafts are in commission and others will soon be added to the fleet. These dories carry two men and make daily trips, bringing in their fish right alive and getting a good market for them.

The Provincetown fleet of these dories is understood to number fully 100 and the fishing is very remunerative. It would not be surprising if this advance guard at this port makes a success of the fishing off here, that the number here would be largely increased.

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THE FRESH! HALIBUT FLEET.

Nearly a Score of Vessels Will Follow This Fishery.

Taken as an all the round product, halibut is the highest priced fish sought, caught and landed by the vessels of the Gloucester fishing fleet. It is splendid eating and never in even abundant supply, although sometimes in summer the price drops pretty low on account of the great amount of other and varied kinds of fresh, seasonable fish, both of the fresh and salt water variety, heaped upon the market.

The skippers and men who follow the "big hook" fishery, as it is generally termed here, are the hardest, nerviest kind of men, who must not only know how to fish, but where to fish; who must not only be willing to take desperate chances in making sets, but must be able to make the most spectacular and daring passages to market with their fares. These men fish hard and drive their vessels to the very limit; judgment and endurance are their qualifications and to be a successful halibut skipper, a good "icer" or a good halibut hand generally is a stamp as high in rating as Lloyds A1 on an ocean liner.

For those who follow the halibut fishery there is no mystery attached to the tides and bergs and great ice fields off the "Funks" and Bacalieu; no terrors to the fogs of the Grand Bank; the sudden gales on Quero and in The Gully, with the "graveyard of the Atlantic," Sable island under their lee are old stories to them. They do not wonder why there is a natural fishing spot between Browns and Georges, neither is there anything wonderful in their eyes in hauling up beautiful pieces of coral from the deep water, "down among the trees," from the deep gullies of Georges. What they go after is halibut and they are not satisfied unless they get what they go after.

The fresh halibut fleet this season is made up of the following vessels, some of which will later go at what is known as "Georges" halibuting, a sort of combination shack and haddock trip:

Sch. Mooween, Capt. Daniel McDonald.
Sch. Preceptor, Capt. Fred Upshell.
Sch. Monitor, Capt. John McKay.
Sch. Gladiator, Capt. Melvin Gilpatrick.
Sch. Senator, Capt. George Marr.
Sch. Paragon, Capt. William Hermon.
Sch. Atalanta, Capt. Richard Wadding.
Sch. Tacoma, Capt. Adelbert Nickerson.
Sch. Niagara, Capt. James Bowie.
Sch. Dictator, Capt. Fred Thompson.
Sch. Agnes, Capt. Ernest Engstrom.
Sch. Margaret, Capt. Samuel Colson.
Sch. Cavalier, Capt. Robert B. Porter.
Sch. Selma, Capt. Charles Colson.
Sch. Waldo L. Stream, Capt. Frank Stream.
Sch. Kineo, Capt. John G. Stream.
Sch. Teazer, Capt. Peter Dunsky.
Sch. Massachusetts, Capt. John J. Carroll.

PORT OF GLOUCESTER.**Arrived Today.**

Sch. Reporter, Boston for Ipswich.
Sch. Marguerite, Boston for Ipswich.
Sch. Eben Parsons, Boston for Ipswich.
Sch. John S. Presson, Boston for Ipswich.

Southern Mackerel Fleet.

Capt. Almon D. Mallock is fitting sch. Indiana for south mackerel seining.

Capt. Lemuel E. Firth started in this morning to fit sch. Claudia for south seining.

Sch. Patrician, Capt. C. Wesley Farmer, and sch. George Parker, Capt. Joseph E. Graham, are about fitted for their southern seining trips and will start the first of next week.

Sch. Grayling, Capt. Reuben Cameron, will start to fit for the southern mackerel fishery Monday.

Capt. Thaddeus Morgan is expected here, from Virginia, by Tuesday and will immediately fit sch. Constellation for the southern seining trip.

Several of the off shore haddockers will make one more trip to Georges and then fit out for south mackerel seining. Among these craft are sch. Lucania, Capt. Martin L. Welch and sch. Cynthia, Capt. Geoffrey Thomas.

Capt. Charles Maguire will begin Monday to fit out sch. Esperanto for south mackereling.

Capt. John McInnis is expected soon to fit out sch. Aloha for south seining. Capt. Wallace Parsons of sch. Ingomar will also be along in a few days.

Capt. Archibald Devine has sch. Arthur James all fitted out for south seining and expects to get away today.

Fishing Facts and Fancies.

The North Sydney, C. B. Fish Co., are having a steamer built to ply in connection with their business between that port and Cape North, taking in the larger places along the shore of Victoria county. This boat, designed especially as a fresh fish tender, is to be fitted with refrigeration, the first time this principle has been applied to the Nova Scotia coastal steamers. The day is at hand for its extension if the fish trade is to have a great future.

Large Fleet Off Marshfield.

Sch. Yankee, Capt. John T. Dench came in here during the night, having been fishing over off Marshfield. Capt. Dench reports a big fleet over there yesterday finding fish very scarce. Some got nothing at all and others made small hauls.

New School of Haddock on Jefferies.

Sch. Aspinet, which is reported at Boston this morning, has about 22,000 pounds of fish, about all haddock. She fished on Jefferies and the haddock are extra large, showing that a new school of fish has struck on there recently.

New Schooner.

The new knockabout schooner now building at John Bishop's Vincent street yard, for Capt. Joseph Silveira, formerly of sch. Mary E. Silveira, will be launched next week.

Mackerel Imports.

The imports of salt mackerel at Boston, to date, of the catch of 1908 was 41,705 barrels against 23,625 barrels to date last year, of the catch of 1907.

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NO FISHING ARRIVALS HERE.

Saturday, and again no arrivals, making the record stand two arrivals with fish at this port since a week ago yesterday. Perhaps next week will be different.

Let us hope so. It certainly is unusually dull.

Vessels Sailed.

Sch. Maud F. Silva, haddocking.
Sch. John M. Keen, haddocking.
Sch. Ida S. Brooks, haddocking.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 11c per lb for white and 8c for gray.
Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.
Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Schs. James R. Clark and Kernwood sailed from Yarmouth, N. S., on Tuesday for the fishing ground.

Sch. Buema is at this port from Boston to shift over from shore fishing and put on double dories for the Georges fresh cod and haddock fishing.

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Capt. Alden Geel is here, but will not hurry in fitting out the big sch. Tattler for dory handlining. He says it will be a week before he starts in to get ready.

Quite a lot of fishermen are expected here tomorrow from Nova Scotia to engage in the fisheries. They will come over on the steamer from Yarmouth to Boston.

Capt. John Cooney will now command sch. Mettacommet in the shore fishery.

Boston.

Sch. N. A. Rowe, 3000 cod.
Sch. Julietta, 1000 haddock, 1000 cod, 1500 cusk.
Sch. Hattie F. Knowlton, 3000 haddock, 200 cod.
Sch. Little Fannie, 200 haddock, 2500 cod.
Sch. Leo, 2500 haddock, 1200 cod.
Sch. Rose Standish, 4000 haddock, 500 cod, 500 hake.
Sch. Rena A. Percy, 4000 haddock, 1000 cod.
Sch. Edith Silveira, 5000 haddock, 1000 cod.
Sch. Aspinet, 18,000 haddock, 2000 cod, 2000 hake, 1000 cusk, 1000 pollock.
Sch. Seaconnet, 6000 haddock, 1000 cod, 2000 hake.
Sch. Emily Cooney, 9000 haddock, 1000 cod.
Sch. Motor, 1000 haddock, 1500 cod.
Sch. Valentina, 3000 haddock, 1000 cod.
Sch. Dorothy, 11,000 haddock, 1200 cod, 1200 hake, 1000 cusk, 1000 pollock.
Sch. Tecumseh, 3000 haddock, 2500 cod.
Haddock, \$3 to \$3.10 per cwt.; large cod, \$3 to \$4; market cod, \$2 to \$2.50; hake, \$2.50 to \$5.50; cusk, \$2.50 to \$2.75; pollock, \$3 to \$3.10.

Provincetown Notes.

George Brown has added to his big flotilla of small boats by the purchase of a motor seine boat from "Al" Davis of Wellfleet. Mr. Brown will use his motor craft in bay fishing in which work she has been employed. The craft, decked, has a good sized engine room, surmounted by a small pilot-house, a capacious hold and a comfortable cuddy forward.

Sch. Georgie Campbell of Gloucester, took on a store of Provincetown cold storage bait here Tuesday.

Small hauls of herring were taken in anchored nets Saturday, Joseph Sears taking two barrels, Woods & Francis seven baskets, and other parties sharing in the night's distribution. Those fish sold for \$3 per basket to dory trawlers.

It is reported that Capt. Angus Matheson is to command one of the Whorl fleet, in the Grand Bank, codfishery, the coming season.

Sch. Joseph P. Johnson will enter the trawling field, with Capt. John G. Silva commanding, in about ten days.

SOME EXTRA LARGE SHARES.

Made by Haddockers at Boston Thursday and Yesterday.

Some of the off shore haddockers at T wharf Thursday and Friday make fine stocks and shares.

Sch. Terra Nova, Capt. John Hickory, stocked over \$2000, the crew sharing \$50.50.

Sch. Lucania, Capt. Martin L. Welch stocked \$1800, the crew sharing \$43.80 clear.

Sch. Cynthia, Capt. Geoffrey Thomas, stocked \$1300, the crew sharing \$27 clear.

The crew of sch. Alice M. Guthrie, Capt. Martin Guthrie, shared \$47 on their fine trip.

Sch. Natalie J. Nelson, Capt. Albert Larkin, stocked \$1400 on her trip, the crew sharing \$28.

SMALL FLEET AND LOW FARES.

Fifteen of the market fleet are at T wharf, Boston, this morning, most of them being the small ones. Fares with but few exceptions are small indeed, 3000, 4000 and 5000 pound trips predominating.

The Aspinet is the topline with 24,000 pounds, schs. Emily Cooney and Seaconnet having about 10,000 pounds, each, and sch. Dorothy 15,000 pounds. Prices are good, haddock bringing \$3.00 to \$3.10 and cod from \$2.00 to \$4.00.

The dealers are looking for quite a fleet of shore boats and a number of the big fellows on Monday, provided tomorrow is a fish day.

March 15.

Halibut Sale.

The fare of sch. Gladiator sold to the American Halibut Co. at 10 cents per pound for white and 7 cents per pound for gray, this being a drop of a cent on both white and gray from last sales.