

# MAINE FISHERIES.

## Report of Commission for Past Two Years.

James Donohue, Commissioner of Sea and Shore Fisheries for the State of Maine, has just forwarded his report, covering the years 1907 and 1908, to Governor Cobb. The present and comparative value of the state of Maine of the sea and shore fisheries are given as follows: 1888, \$2,292,000; 1896, \$2,398,000; 1900, \$2,784,000; 1904, \$3,380,000; 1908, \$3,850,000.

The above is the value of the catch, and does not include the value of sardine canning factories or their products nor that of wharves, buildings, boats, gear, traps, etc. A very large sum is paid usually for labor in curing, packing, etc., which is not included. These figures are the value of the product as taken from the water by the fishermen. If all the above items were included, together with allied interests, the total value to the state of the fisheries and investments connected therewith would be approximately \$10,000,000.

Number of men employed, 11,662; number of persons dependent on this industry, practically 50,000; value of plants, boats, gear, etc., \$3,801,253.

The state of Maine ranks second among New England states in the total value of its fisheries, and first in the production of shellfish. The table of comparison of production in the state of Maine is interesting and instructive, but the real proposition is that today the sea and shore fisheries of Maine are among its most important industries and should be not only preserved and protected, but, if possible, increased in value by the enforcement of its present laws, and, where necessary, the passing and enforcement of additional laws which will safeguard the natural increase in production and value through the proper protection of the female and young.

While there may be different scientific and practical views as to the best methods to be adopted in particular cases, the views of the best informed men in reference to the two largest branches of this industry requiring protection—viz., the lobster and clam—seem to be in harmony, and there is apparently no question but what our present lobster law is correct not only in principle, but in practice.

At a meeting of all the commissioners of sea and shore fisheries for the New England states, held in the state house at Boston December 14, 1908, it was unanimously voted that each other commissioner should recommend to the legislature of his state and urge the adoption of the Maine law in reference to the legal size of a lobster and method of measurement.

The clam laws are not working satisfactorily and should be changed. After conference and correspondence with the heads of fisheries departments in the other New England states and representatives of the various branches of the fisheries in this state, I make the following recommendations and suggestions as to important changes which seem necessary in the present laws governing the fisheries.

**Alewives.**—Towns that have control of fish should be obliged to provide suitable fishways in dams.

**Clams.**—Provision should be made, by leasing or otherwise, to prevent entire depletion of productive flats and provide for restocking and propagation of barren flats.

**Dynamiting.**—The law against dynamiting should be made as strong and as far-reaching as possible.

**Herring.**—There should be a uniform seining law in reference to wiers, adopting the present law west of White Head.

**Lobsters.**—A law should be passed requiring all persons engaged in the lobster industry to be licensed.

**Groundfish.**—This is one of the largest fisheries of the state and one in which a large number of our people are employed. It has not been necessary for the state to pass any general protective laws in reference to these deep-sea fish. The industry has heretofore taken care of itself. There are a few special laws well framed for their intended use. We know little of their habits. The supply on this coast continues about the same from year to year; there is comparatively slight variance, due largely to weather conditions and value of the fish market. The value of the industry to the fishermen of the state is approximately \$1,000,000 per year. This represents only the catch landed in the state and does not represent the catch taken by vessels from other states, especially Massachusetts, which in the aggregate would probably amount to about as much more.

There is at present a special law prohibiting netting for codfish at the mouth of the Sheepscot river. The purpose of the law is to prevent the destruction of female cod, who school in large number going up the Sheepscot river to the spawning beds. For some unknown reason this locality seems to be the only known point where a large number of cod are collected at one time for this purpose.

Since the law was passed prohibiting the use of nets, the fishermen have continued to use trawls, in a measure this defeating the purpose of the protection intended; and I recommend an amendment to the present law which shall also prohibit the use of trawls within the same limits.

### No Arrivals Here.

"Nothing doing in the line of arrivals" is the water front report here this morning. There is lots of work on vessels fitting out and getting ready for the season's fisheries, but incoming craft with fish fares are still few and far between. Since March 5 there have been but three arrivals here with fares of fish. They have got to come sometime, however, and when they do we will all forget about the dull spell in March.

### Today's Receipts.

Sch. Susan and Mary, via Boston.  
Sch. Emily Cooney, via Boston.

### Vessels Sailed.

Sch. Thalia, Georges.  
Sch. Blanche, salt banking.  
Sch. Bohemia, salt banking.  
Sch. Emily Sears, shore.  
Sch. Flora J. Sears, shore.  
Sch. Edith Silveira, shore.  
Sch. Viking, shore.  
Sch. Maud F. Silva, shore.  
Sch. Rena A. Percy, shore.  
Sch. Flavilla, shore.  
Sch. Ellen C. Burke, shore.  
Sch. Massasoit, shore.  
Sch. Dorothy, shore.  
Sch. Emerald, Boston.

### Today's Fish Market.

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

Bank halibut, 10 cents per pound for white and 7 cents 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.

Round pollock, 50 cts. per cwt.

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

### Fishing Fleet Movements.

Schs. Fannie A. Smith and Queen of the Sea are on the Rocky Neck railways.

Sch. Smuggler of this port was reported at Lockeport, N. S., Thursday last.

The salt bankers Blanche and Bohemia sailed today practically making the whole of the trawl fleet now on the bank or on the way there.

### Boston Arrivals.

Sch. Moanam, 20,000 haddock, 32,000 cod.

Sch. Seaconnet, 12,000 haddock, 1000 cod.

Sch. Emerald, 2000 haddock, 800 cod.

Sch. Two Sisters, 700 cod.

Sloop Reliance, 3000 cod.

Sch. Vanessa, 10,000 haddock, 40,000 cod.

Sch. Francis V. Sylvia, 10,000 haddock, 3000 cod, 7000 pollock.

Sch. Clara G. Silva, 6000 haddock, 2000 cod, 2000 hake.

Sch. Arbitrator, 18,000 haddock, 3000 cod.

Sch. Margaret Dillon, 10,000 haddock, 1500 cod, 2000 hake.

Sch. Mattakeset, 4500 haddock, 1000 cod.

Sch. Conqueror, 25,000 haddock, 25,000 cod.

Sch. Lizzie M. Stanley, 20,000 haddock, 30,000 cod.

Sch. Manhasset, 25,000 haddock, 28,000 cod.

Sch. Monitor, 40,000 halibut.

Sch. John M. Keen, 7000 haddock, 1500 cod, 1000 hake.

Sch. Catherine and Ellen, 4000 haddock, 5000 cod, 70,000 hake, 14,000 cusk.

Sch. Nettie, 2500 cod.

Sch. Liberty, 2000 cod.

Sch. Margaret S. McKenzie, 2500 cod.

Sch. William A. Morse, 10,000 haddock, 6000 cod, 3000 hake, 4000 pollock.

Sch. Muriel, 28,000 haddock, 32,000 cod.

Sch. Yankee, 1000 haddock, 1000 cod.

Sch. Victor and Ethan, 13,000 haddock, 3000 cod.

Sch. Ethel B. Penney, 14,000 haddock, 2000 cod, 1000 hake.

Sch. Ida M. Silva, 2000 haddock, 2000 cod.

Sch. Ignatius Enos, 4000 cod.

Sch. Walter P. Goulart.

Haddock, \$3 to \$3.30 per cwt.; large cod, \$2.25 to \$3.50; market cod, \$1.50 to \$2.75; hake, \$2 to \$3.50; cusk, \$1.50.

### Portland Arrivals.

The following vessels of the market fleet were at Portland Saturday with trips of fresh fish.

Steamer Ethier, 4000 pounds.

Sch. Etta B., 4000 pounds.

Sch. Fanny Reed, 4500 pounds.

Sch. Mary E. Sinnett, 3000 pounds.

Sloop Defender, 2000 pounds.

Sloop Poutoset, 1500 pounds.

Sloop Laconia, 3500 pounds.

At Portland Sunday were the following:

Sch. Mildred V. Nunan, 8000 pounds.

Sch. Albert W. Black, 9000 pounds.

Sch. Bernie and Bessie, 7000 pounds.

Sch. Fanny Hayden, 3000 pounds.

Sch. Island Gem, 2000 pounds.

Sch. Lizzie May, 3000 pounds.

Sch. Etta B., 3000 pounds.

Sloop William A. Morse.

Steamer Gladys, 5000 pounds.

Sloop A. P. Parkhurst, 2000 pounds.

Sloop St. Paul, 2500 pounds.

Sloop Minerva, 2000 pounds.

## HAGUE FISHERIES ARBITRATION.

Details of the Adjudication Proceedings Being Rapidly Arranged. Members of Court and American Counsel Have Been Chosen.

The following interesting statement on the North Atlantic coast fisheries arbitration has just been issued by the state department at Washington:

"The North Atlantic coast fisheries controversy between the United States and Great Britain is the first case to be referred to the permanent court at The Hague for arbitration under the general arbitration treaty between the United States and Great Britain, entered into on April 4, 1908, and pursuant to the terms of The Hague convention of 1907 for the pacific settlement of international disputes. The proceedings which have already been taken and are still to be taken in this case, therefore, will furnish a precedent for future arbitration proceedings in which the United States is concerned.

"The general arbitration treaty requires that in each case the parties shall conclude a special agreement defining clearly the matter in dispute, the scope of the powers of the arbitrators and the periods to be fixed for the formation of the arbitration tribunal and the several stages of procedure, which agreement is required to be made on the part of the United States by and with the advice and consent of the senate.

"The special agreement in this case, which was signed on January 27 last and confirmed by the senate on February 18 and formally ratified by both governments on March 4, fulfills these requirements by setting out first a series of seven questions to be answered by the tribunal, and provides that the tribunal shall be chosen in accordance with the provisions of article 45 of The Hague convention of October, 1907, and provides further that when not inconsistent with any particular provision of the special agreement the provisions of that convention shall govern the proceedings in this case. The remaining provisions of the special agreement relate to the presentation of the case and to the procedure before the tribunal.

### Judges Who Will Comprise Court.

"The article of The Hague convention, in accordance with which the members of the court are to be chosen, requires that the court shall be composed of five members selected

March 17.

from the list of the members of the permanent court at The Hague. Their selection is to be made by direct agreement between the two governments, if possible, and in case of failure to agree, other methods of selection are provided for. In this case a direct agreement has already been reached, so that it will be unnecessary to resort to the alternative method, and the court, as now agreed upon, will consist of the following members of the permanent court at The Hague:

"Dr. Heinrich Lammasch of Austria, umpire, who will be president of the tribunal.

"His Excellency Luis M. Drago of the Argentine Republic.

"Jonkheer A. F. de Savornin Lohman of the Netherlands.

"Hon. George Gray of Delaware, judge of the United States circuit court.

"Sir Charles Fitzpatrick, chief justice of the supreme court of the dominion of Canada.

"The agent on the part of the United States, who will have charge of the preparation and presentation of its case before the tribunal, will be Chandler P. Anderson of New York, who was one of the counsel for the United States before the Alaskan boundary tribunal and has acted as special counsel for the department of state in Canadian and Newfoundland matters during Secretary Root's administration.

#### S. J. Elder Among Senior Counsel.

"The counsel on the part of the United States will include as senior counsel ex-United States Senator George Turner of Spokane, Wash., and one of the members of the Alaskan boundary tribunal, and Hon. Samuel J. Elder of Boston, and as associate counsel James B. Scott, solicitor for the department of state, who was one of the delegates of the United States at the last Hague conference, and Hon. Charles B. Warren of Detroit, who was one of the counsel on the part of the United States before the Behring sea claims commission in 1897; also Hon. Robert Lansing of Watertown, N. Y., formerly one of the counsel for the United States before Paris, who will be solicitor of the agency, which position he also held in the Alaskan boundary case.

March 17.

#### Notice to Mariners.

On March 13 the gas buoy, with red and black horizontal stripes and showing a fixed red light, was established in Pollock Rip Slue, Nantucket Sound, in 33 feet of water, to mark the wreck of the steamer Horatio Hall. The buoy is situated 300 feet southwest of the stern of the wreck, which heads northeast.

Bantom Rock, Maine, whistling buoy, 16, BR, reported not sounding March 13, will be replaced by a perfect buoy as soon as practicable.

Starboard island ledge buoy, at Machias Bay, an HS spar, found adrift, was replaced March 11.

#### Two More Skippers Here.

The fishermen and vessel owners were pleased to greet two of the well known skippers of the fleet who have returned from their winter's sojourns at their homes. From the green fields of Virginia comes Capt. Thaddeus Morgan to fit sch. Constellation for south seining, while from the icy shores of Cape Breton, Capt. John McInnis is here to take charge of sch. Aloha in the southern mackerel game.

#### Will Blow Up Wreck.

The attention of the masters of vessels going south "over the shoals," is called to the fact that the steamship Horatio Hall, sunk in Pollock Rip slue and a dangerous menace to navigation, has been abandoned by the government, and will be blown up, probably in the latter part of the week.

The Hall is working loose and her upperworks are expected to go very soon. As yet, however, she has held together, and none of her fittings or cargo has come ashore.

#### Met Heavy Ice.

After encountering the heaviest ice this season on the passage across Cabot Strait, the steamer Bruce arrived at North Sydney, C. B., Thursday morning with her bow considerably damaged as a result of the heavy ice encountered.

Several plates on her bow were twisted out of shape and other damage done to the wood work.

#### Halibut Sales.

The halibut of sch. Monitor, at Boston yesterday sold at 10 1-2 cents per pound for white and 7 1-2 cents for gray.

The fare of sch. Mooween, which came in later in the day sold at the same figure and will take out today.

## FRESH FISH IN ABUNDANCE.

### Boston Dealers Took Pick of Trips This Morning.

The T wharf dealers are up to their necks in fish this morning and will be unable to see their way clear until some of the crafts now there depart with their fares for this port to turn their catches over to the knives of the splitters.

The fleet of off shore vessels, with lots of codfish, that the T wharf men have been looking for since last Wednesday, began to come in yesterday, after the bell rung, and up to 7 o'clock this morning some 13 of them had come piling in with trips of from 50,000 to 100,000 pounds each. As was expected, they had a lot of codfish, and haddock too, and to make it more binding, all the little fellows that have been fishing over Plymouth way, seemed to have decided that Wednesday was going to be a good market day, and struck in with them.

Many of the shore boats were also on deck with fares, large and small, so that since last report, no less than 65 vessels with fares of all sizes, have arrived there, some of them not being able to even get within hailing distance of the wharf.

These all, together with 28 vessels at the fish pier at 7 o'clock yesterday morning, makes a record of 93 trips since the close of business Monday night, which is certainly going some, and then some more, giving the dealers a chance at almost 2,000,000 pounds since Tuesday morning's opening.

Among the big trips there are sch. Thomas S. Gorton, Capt. William H. Thomas, with 100,000 pounds, which is high for the day, going about half haddock; sch. James W. Parker, Capt. George P. Tufts, 60,000 pounds, divided the same; sch. Francis J. O'Hara, Jr., Capt. Publicover, with 55,000 pounds; sch. Josie and Phebe, Capt. Larry Norris, with 80,000 pounds, half hake; sch. John J. Fallon, Capt. Michael Brophy, 40,000 pounds; sch. Yakima, Capt. Robert Wharton, 65,000 pounds, 45,000 of which are cod; sch. Slade Gorton, Capt. George E. Heckman, 80,000 pounds, half and half; sch. Arthur Binney, Capt. Morris Whalen, from the Cape Shore with 65,000 pounds, about all haddock; sch. Flora S. Nickerson, Capt. Jethro Nickerson, 50,000 pounds, 35,000 of which are cod; sch. Squanto, Capt. Jack Robbins, 41,000 pounds, most all cod, and sch. Frances P. Mesquita, Capt. Joseph P. Mesquita, with 70,000 pounds, all codfish. The craft has been out only a few days, and evidently set her trawls right on the heft of the cod school.

Some of the Provincetown craft brought up some fine trips from back of Cape Cod, sch. Mary C. Santos with 44,000 pounds being the leader, while the other shore boats had from 5000 up to 19,000 pounds, sch. Elizabeth W. Nunan leading off with the later amount.

With all this amount of fish, the dealers were not too strong for the off shore goods. They barely looked at a few of the off shore cod and offered \$1.50 and \$1.75, and then said they guessed the rest would have to go to Gloucester splitters. They figured, however, on taking out most of the off shore haddock at \$1.50 for new goods and started the old ones at \$1, but the skippers looked for the 60 cents splitting price to come in on most of their old ones, or else bring them here.

For shore goods, haddock brought \$2, and large cod the same, with markets at \$1.50. Cusk was not too strong at \$1.25, while the few pollock easily brought \$3. Hake dropped off, but still were quoted at \$2 and \$2.25.

Several of the off shore fares were not sold at all at 9 o'clock, and a lot of the big fellows are looked for to sail for Gloucester during the day.

#### Halibut Trips Brought Good Prices.

There was one trip at T wharf that did go all right. It was that of sch. Mooween, Capt. Daniel McDonald, from the Gully, and 40,000 pounds of nice fresh halibut was what "Capt. Dan" opined that he had. These sold at 10 1-2 cents per pound for white and 7 1-2 cents for gray, and means another big booster for Capt. McDonald's already unusually large stock, for this is his third trip thus far this year, all from the same spot, he stocking \$6600 on the two previous ones, so that up to date he will give \$10,000 a close rub.

March 17.

## BANNER FISH TRIP HERE.

### Sch. Benjamin A. Smith Hails for 175,000 Pounds.

Boston has the most fish this morning, but Gloucester has the banner trip, sch. Benjamin A. Smith, the big auxiliary knockabout craft, commanded by Capt. James D. Goodwin, the noted haddock slayer, indeed the slayer of any kind of fish he goes after, being here with a monster fare, 175,000 pounds of fresh fish.

Not only is this the largest trip of the season, but it is one of the largest ever landed at this season of the year. On his trip before this one, to Little LeHave Bank, Capt. Goodwin brought home 116,000 pounds for the 11 days he was gone and hustled out again, remarking that he ought to get more this time, if the weather held good. It must have been good fish weather all right and fish must have been there too, for again he has only been out 11 days and has given the 200,000 pound mark a hard rub. Of this monster fare, 120,000 pounds are haddock and the rest are codfish.

The craft hauled in at the Gloucester Fresh Fish Company and Manager Livingston at once began to take the haddock out first, paying Capt. Goodwin \$1.50 per hundred weight, just the same price that the off shore vessels at Boston are getting. It means a big stock and share all right.

Capt. Goodwin will now probably take his sch. Ella M. Goodwin, which is all ready to fit out for a salt bank codfishing trip, and Capt. Solomon Jacobs is about ready to take the big gasoliner and fit her for south seining. Capt. Goodwin has had a good season in this fine vessel and has certainly wound up the season in a big way of glory, fish and money.

Sch. Richard, Capt. Donald McCoish, is also here this morning with a nice fare, 75,000 pounds of fresh fish, half haddock and half cod, from Georges. The codfish will go to the splitters and the Gloucester Fresh Fish Company may take the haddock after the cod are out.

Sch. Monitor, Capt. John McKay, which took out her fare of halibut at Boston yesterday, is here this morning, to land 4000 pounds of salt cod and also to settle up. Capt. McKay hailed for 55,000 pounds of halibut yesterday when he struck Commercial wharf but, he had more than that, weighing out over 60,000 pounds, or 51,600 pounds net weight.

The fare was the largest of the whole season and shows what a skipper and crew can do who are bent on getting a fare even after their craft has been dealt a damaging blow by the sea, for the craft had to go in to St. Pierre to have a new bobstay, replace smashed dories and make other repairs after she had been on the bank a short time.

As soon as they got out, it was away for the southern edge of Grand Bank for Capt. Jack and his trawlers and there 43.08 they found what they went after. Then too they were blessed with fine weather. There was no wind or gales, not a sign of ice, and barring the weather being thick, it was a fine chance to fish. Nobody got astray in the fog, however, and at each set the dories came loaded.

It was a happy gang of fishermen that kept their craft off about a week ago, for they knew they had a \$100 check as good as in their pockets if the price held up. It had dropped a little, but their luck stayed with them, for they got a raise of half a cent on both white and gray. On their halibut they stocked \$4200 and the codfish will add over \$100 to this, so they have that \$100 they figured on pretty close to coming to them. On her previous trip sch. Monitor stocked about \$2300, so Capt. McKay is starting in all right again this year.

The first fish to split, at this port this season, came down this morning in sch. Moocanam, which brought 20,000 pounds of fresh cod to the Gorton-Pew Fisheries Company. According to the looks of what is in Boston today, Capt. Quinlan will have plenty of company before the day is over.

March 17.

March 17

March 18.

Today's Receipts.

Sch. Sadie A. Kimball, Dix island, Me., 800 qtls. cured fish. Sch. Benjamin A. Smith, Le Have Bank, 175,000 lbs. fresh fish. Sch. Monitor, via Boston, 4000 lbs. salt cod. Sch. Richard, Georges, 75,000 lbs. fresh fish. Sch. Moonam, via Boston, 18,000 lbs. fresh fish. Sch. Stranger, via Boston. Sch. Hockomock, via Boston. Sch. Emily Cooney, via Boston. Sch. Washakie, shore. Sch. John M. Keen, shore. Sch. Teresa and Alice, shore. Sch. Edith Silveira, shore. Sch. Hope, shore. Sch. Mettacommet, shore. Sch. Ida S. Brooks, shore. Sch. Rita A. Viator, shore. Sch. Rose Standish, shore. Sch. Walter P. Goulart, shore.

Vessels Sailed.

Sch. Arcadia, south seining. Sch. Indiana, south seining. Sch. George Parker, south seining. Sch. Carrie C., Georges. Sch. Olive F. Hutchings, pollock seining.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00. Bank halibut, 10 cents per pound for white and 7 cents 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. Round pollock, 50 cts. per cwt. Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Georgie Campbell was at Shelburne, N. S., Monday and cleared. Sch. Olive F. Hutchins sailed today on a pollock seining trip. Sch. Veda M. McKown is on Burnham's railways. Sch. Pinta is on Parkhurst's railways. Sch. Arabia is on the Rocky Neck railways.

PORT OF GLOUCESTER.

Arrived Today.

Sch. Nile, Boston for Rockland. Sch. Frank Belano, Calias, lumber for L. B. Nauss & Sons. Sch. Eben Parsons, Boston for Ipswich. Sch. Reporter, Boston for Ipswich. Sch. John J. Perry, Boston for Rockland. Sch. Johanna Durgain, Boston for Rockland.

Boston Arrivals.

Sch. Francis P. Mesquita, 1000 haddock, 70,000 cod. Sch. Mary Edith, 4000 haddock, 500 cod. Sch. Rena A. Percy, 6000 haddock, 500 cod, 500 hake. Sch. Louise R. Silva, 25,000 haddock, 2000 cod, 3000 pollock. Sch. Hortense, 9000 haddock, 2000 cod. Sch. Catherine G. Burke, 25,000 haddock, 45,000 cod. Sch. Squanto, 30,000 haddock, 11,000 cod. Sch. Joseph H. Cromwell, 7000 haddock, 2000 cod, 500 hake. Sch. Annie M. Perry, 6000 haddock, 1500 cod, 7000 pollock. Sch. Viking, 4000 haddock, 2000 cod. Sch. Maud F. Silva, 10,000 haddock, 1000 cod. Sch. Hattie F. Knowlton, 2500 haddock, 200 cod. Sch. Little Fannie, 200 haddock, 2500 cod. Sch. Flavilla. Sch. Manomet, 3000 haddock, 1000 cod, 1000 hake. Sch. Thomas J. Carroll, 3000 haddock, 2000 cod, 500 hake. Sch. Hobo, 3000 cod. Sch. Massasoit, 1500 haddock, 3000 cod. Sch. Dorothy, 6500 haddock, 800 cod, 1000 cusk. Sch. Motor, 2500 haddock, 600 cod. Sch. Aspinet, 10,000 haddock, 2000 cod. Sch. Scud, 1000 cod. Sch. Little Belt, 2300 cod. Sch. Ellen C. Burke, 7000 haddock, 500 cod. Sch. Valentinna, 4000 haddock, 2000 cod. Sch. Mildred V. Nunan, 2000 haddock, 800 cod. Sch. Matchless, 10,000 haddock, 3000 cod, 2500 pollock.

Sch. Flora S. Nickerson, 15,000 haddock, 35,000 cod. Sch. Matiana, 2000 haddock, 600 cod, 4000 pollock. Sch. Warren M. Goodspeed, 14,000 haddock. Sch. Elizabeth W. Nunan, 10,000 haddock, 2000 cod, 2000 hake. Sch. Sadie M. Nunan, 3500 haddock, 1800 cod, 10,000 hake. Sch. Helen B. Thomas, 14,000 haddock, 2500 cod, 2000 hake. Sch. Sylvia M. Nunan, 2000 haddock, 700 cod, 6000 hake, 300 cusk. Sch. Emily Sears, 3000 haddock. Sch. Julietta, 4500 haddock, 1500 cod. Sch. Pontiac, 6000 haddock, 1000 cod. Sch. Mary E. Cooney, 5000 haddock. Sch. Emelia Enos, 12,000 haddock, 500 cod, 3000 pollock. Sch. Juniata, 5000 haddock, 1000 cod. Sch. N. A. Rowe. Sch. Elva L. Spurling, 11,000 cod. Sch. M. Madeleine, 1000 haddock, 6000 cod. Sch. Gov. Russell, 13,000 haddock, 4000 cod. Sch. Stranger, 3000 haddock, 2000 cod. Sch. Florida, 3500 haddock, 500 cod. Sch. Eddie A. Minot, 2000 cod. Sch. On Time, 2000 cod. Sch. Sylvester. Sch. Francis J. O'Hara, Jr., 40,000 haddock, 15,000 cod. Sch. James W. Parker, 30,000 haddock, 30,000 cod.

March 17.

Sch. Josie and Phebe, 15,000 haddock, 20,000 cod, 40,000 hake, 4000 cusk. Sch. Louise C. Cabral, 8000 haddock, 5000 cod. Sch. Yakima, 20,000 haddock, 45,000 cod. Sch. Thomas S. Gorton, 50,000 haddock, 40,000 cod. Sch. Slade Gorton, 30,000 haddock, 40,000 cod. Sch. John J. Fallon, 20,000 haddock, 20,000 cod. Sch. Arthur Binney, 55,000 haddock, 10,000 cod. Sch. Belbina P. Domingoes, 9000 haddock, 1500 cod. Sch. Mary C. Santos, 41,000 haddock, 3000 cod. Sch. Mooween, 40,000 halibut. Sch. Arbitrator, 19,000 haddock, 4000 cod. Sch. Nokomis, 2000 cod, 2000 pollock. Sch. Freedom, 1500 cod. Sch. Marguerite, 2500 cod. Haddock, \$1 to \$2, per cwt.; new off shore haddock, \$1.50; large cod, \$1.50 to \$2; market cod, \$1.50; hake, \$2 to \$2.25; cusk, \$1.25; pollock, \$3. Several off shore fares unsold, very few off shore cod sold at \$1.50 and \$1.75; much of off shore cod will probably go to Gloucester.

Portland Arrivals.

The following vessels were at Portland with fresh fish fares: Sch. Angie B. Watson, 8000 pounds. Sch. Etta B., 3000 pounds. Sch. Eva and Mildred, 9000 pounds. Sch. Maud S., 7000 pounds. Sch. Mary E. Sinnett, 9000 pounds. Sch. Bernie and Bessie, 7000 pounds. Sch. Fanny Hayden, 3000 pounds. Sch. Lochinvar, 18,000 pounds. Sloop Bennie, 1500 pounds. Sloop St. Paul, 1500 pounds.

NO CHANGE IN PRICES.

Board of Trade Fisheries Committee Discussed Handling Short Trips.

The shippers committee met last evening and wound up all the affairs connected with the Pure Food work it has been engaged upon during the past three years.

The board of directors will meet tomorrow forenoon at 9.30 o'clock. The increased attendance at the rooms both day and evening shows that the business people are appreciating the new quarters.

At a recent meeting of the fisheries committee no changes were made in the present prices, one additional quotation being added, round pollock being set at 50 cents per hundred weight. The committee also considered at length the very important matter of handling shack trips the coming season and will probably have an announcement to make later in regard to the same.

March 18.

New Knockabout Sold.

The new knockabout schooner recently built by Arthur D. Story at his yard in Essex and rigged and fitted at this port has been sold to Capt. Albert Watson and Fred Robinson of Boston. The craft has been named Alice, and will engage in the market fishery under command of Capt. Edward Russell.

ARRIVALS SCARCE.

But Fresh Fish Market is Well Supplied.

Six more of the off shore haddock fleet are at T wharf, Boston, today, all from Georges, with fares of from 45,000 to 85,000 pounds of cod and haddock. Besides these craft their are five of the market fleet there with only small catches.

The dealers have all the fish they want today, however, as besides these trips, they have also six off shore and 18 shore fares that did not sell yesterday because they could not get any where near the wharf.

The off shore vessels have from 20,000 to 48,000 pounds of cod and this is far from the big lot of this kind of fish that the dealers have been expecting. Really, as a whole, the off shore fleet has not raised such havoc with the cod school as it did last year.

All the skippers say that the fishing on Georges is very spotty and far from satisfactory.

Prices this morning are low and off shore cod are going slow. Haddock are \$1.25 to \$2.60, large cod \$1.50 to \$2.25 and markets \$1 to \$1.75.

The off shore crafts there and their fares are as follows: sch. Onato, Capt. Henry Larkin, 84,000 pounds; sch. Regina, Capt. Shea, 75,000 pounds; sch. Fannie Belle Atwood, Capt. Atwood, 63,000 pounds; sch. Ramona, 50,000 pounds; sch. Fannie E. Prescott, Capt. Thomas Downey, 55,000 pounds; sch. Tartar, Capt. Thomas Somers, 45,000 pounds; sch. Rex, Capt. John Grady, 60,000 pounds.

At this port this morning is sch. John Hays Hammond, Capt. Horace Wilde, from Georges, with 70,000 pounds of fresh fish, also the following craft which came down from Boston yesterday afternoon bringing their codfish to split; sch. James W. Parker, 25,000 pounds; sch. Catherine G. Burke, 40,000 pounds; sch. Slade Gorton, Capt. George E. Heckman 45,000 pounds and sch. Frances P. Mesquita, 70,000 pounds. This latter fare was caught in two days and a half, the vessel being out only six days.

First of Pollock Seining Fleet.

Sch. Olive F. Hutchins, one of the gasoline auxiliary powered market boats is going after pollock with a seine and is now at the wharf of Cunningham & Thompson fitting out. She is the first of the fleet to get ready this spring for pollock seining.

Last spring and for a few springs before, several of our large vessels and a goodly number of the small ones engaged in this fishery, their scope of work ranging from the Bay of Fundy to the Rips. Previous to last season many of them did quite well indeed, but last spring was considerable of a frost, taking everything full and by, and not much has been heard thus far about any vessels taking up the fishery this season.

On Sunday morning, however, the market haddockers fishing off Thachers island ran into school after school of spring pollock. The waters seemed to be alive with them. This probably started the skipper of the Hutchins to come down here as soon as he got his fish out in Boston, slat his dories and trawl gear ashore, and make ready to "wallop the pollock."

As pollock are a good price in the Boston market and shore fishing generally is very dull by reason of the scarcity of fish, it may be that other crafts will soon follow the lead of the Hutchins. One thing is sure, as soon as the schools move up into Ipswich bay, a lot of little shore boats and steamers will be after them up off the smooth sand of Plum Island.

Lobster Fishery 53 Years Ago.

In the back room of the West End Market at Provincetown, there hangs a clipping, concerning the lobster fishery, cut from an autumn number of the Provincetown Banner of 1856. The fishery article, written by the late John Atwood, states that in the year named, 16 sloops, averaging 49 tons, were employed carrying lobsters from Provincetown to New London, New Haven and New York, the total number so conveyed being 320,000, while other boats carried 12,000 to Boston, making a total catch of 332,000 lobsters by the fishermen of Provincetown in that one year. In 1854, the writer stated, that the town catch was 300,000, while 400,000 were taken here in 1855. The average price during 1856 was two and one-half cents per lobster.