

April 17.

No Arrivals Today.

There are no arrivals at this port this morning with fish fares.

Vessels Sailed.

Sch. Walter P. Goulart, haddocking.
Sch. Emily Sears, haddocking.
Sch. Frances Whalen, haddocking.
Sch. Nellie Dixon, south seining.
Sch. E. C. Hussey, Rips.
Sch. Eugenia, Rips.
Sch. Norma, Rips.
Sch. Admiral Dewey, flitched halibuting.
Sch. Fannie A. Smith, flitched halibuting.
Sch. Rebecca, Rips.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 8 1-2 and 6 cts. per lb. for white and 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.
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.

The schooner Winifred, which has been in hard luck with its captains lately, and has been hauled up at Long wharf, Boston, and overhauled and repainted, is being refitted, and will be taken out by Capt. Murray Larkin, formerly of the Massasoit, who will fit the craft for Rips fishing.

The following Lunenburg, N. S., salt bankers sailed for the fishing grounds Saturday: schs. Eva June, Aroostook and Earl V. S..

Sch. Winnifred is at this port from Boston to fit for Rips fishing under command of Capt. Murray Larkin.

Harbor Notes.

Schs. Arthur Binney and Teazer are on the Rocky Neck railways.
Schs. Madonna and Catherine G. Burke are on Burnham's railways.
Schs. Good Luck and Raymah are taking salt from steamer Michail Outchoukoff.
The lighthouse tenders Myrtle and Mayflower were in port over night.
Sch. S. P. Willard is taking salt from the steamer Alicia.

Boston.

Sch. Minerva, 4000 haddock, 2000 cod.
Sch. Klondike, 2000 cod.
Sch. Rose Standish, 6000 haddock, 1000 cod.
Sch. Mary C. Santos, 3000 haddock.
Sch. Tecumseh, 4000 haddock, 3000 cod.
Sch. Flora S. Nickerson, 35,000 haddock, 20,000 cod.
Sch. Clara G. Silva, 1000 haddock.
Sch. Manomet, 5000 haddock, 1000 cod, 1000 pollock.
Sch. Victor and Ethan, 10,000 haddock, 500 cod.
Sch. Rena A. Perey, 4000 haddock, 1500 cod.
Sch. Edith Silveira, 7000 haddock, 1000 cod.
Sch. Maud F. Silva, 5000 haddock, 500 cod.
Sch. Hobo, 500 cod.
Sch. A. C. Newhall, 600 cod.
Sch. Sylvester, 500 cod.
Sch. Eva Avina, 500 cod.
Haddock, \$2 to 3.50 per cwt.; large cod, \$4.50 to \$5; market cod, \$3 to \$2.50; pollock, \$3.

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Bait.

Stanley of Deer Island, Me., telegraphed here yesterday that he has plenty of good sized herring in his traps at that place.

Fresh herring of fair size are coming to Boston from South Cushing, Me., three miles from Port Clyde, where they are being caught in traps. The herring sell on the fishing grounds at 75 cents a bushel, which would make them cost here in the vicinity of \$4 a barrel. Sand eels are also coming from Cape Cod, and are being bought by the shore vessels for bait. They are scarce, however, and cost about \$8 a barrel, which makes very dear baiting.

There are plenty of alewives at Edgartown. B. C. Collins wires that he has 70,000 on hand in his trap, waiting to bait fishing vessels.

THE DECREASE OF THE SHAD.**Number Being Caught in New England Getting Smaller.**

In popular estimation the shad is one of the most delicious of food fishes and this accounts for its annual decline in quantity on the Atlantic coast, although it is increasing on the Pacific. It is in season but a few weeks; it is mercilessly caught during that time, as it is one of our natural resources, highly deserving of conservation, it would seem highly appropriate that all states whose streams the fish enter for spawning purposes should adopt reasonable measures for its protection.

Two years ago the legislature of Connecticut, owing to the diminution of the catch in the river which bears its name, cut down the open season to the period between May 10 and June 20. This year before that body bills providing for a longer season have been urged.

If the shad of northern waters are to be saved from extinction it must be by local means. The Connecticut committee on fisheries and game has asked the United States commissioner of fisheries why the government does not distribute fry in Connecticut water. His reply is that the shad fishery in Delaware bay, Chesapeake bay and Albermarle sound, where the bureau maintains hatcheries has been so extensively carried on by the use of pound nets and other devices in salt and brackish waters that comparatively few fish arrive at their natural spawning grounds, and the bureau is able to save so few eggs that it has been deemed advisable to place such as it secured in local waters. It is dependent upon these hatcheries for the supply of fry with which to stock the rivers of New England and other states of the North.

The discouraging confession is made that until the states having jurisdiction over these waters take uniform action, or, perhaps better still, turn the whole business over to the federal government, the shad hatcheries will continue to decrease. This proposition is put up to the committee. "If you can stop the catch of shad in the Connecticut in salt and brackish waters, and confine the fishing to the fresh water where they naturally spawn, there collecting the eggs of the ripe ones, the maintenance of the fishery will be assured. Otherwise you may look forward to conditions which now exist in the streams farther south." It seems to be a question of self help and self preservation. A dozen years ago 50,000,000 pounds of shad were caught on this coast, but the industry is declining and will in time cease to be profitable under the conditions that now exist.

It does not take much of a memory to recall when shad were plenty in the Merrimac river. In fact, we believe there are still laws in existence which have for their intent the protection of these fish, but they are useless, for there are no shad to protect. The same may be said of salmon, which once frequented the Merrimac, but now are no more in these waters.

A few years ago some shad were liberated in the Parker river, but whether or not they will make that stream their habitation can be known only in the future. Nobody knows now about it. If it was possible to again populate the local waters with this fine food fish it would be a great boon to the fishermen along our shores, for the shad season means much to those who can catch and market this popular fish.

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LAST SEASON'S WORK.**Sealers Forced to Abandon Steamer with 9000 Seal Skins.**

With only a short distance separating them from their home port, and a ready market for their catch, the 200 men composing the crew of the sealing steamer Vanguard of St. John's, N. F., were forced to abandon their ship and the results of their month of strenuous work when the steamer's main shaft was broken among the ice fields.

The crew was landed at Catalina Wednesday from the steamer Algerine, which picked the men up after their own craft had sunk. Members of the crew state that 900 seals went down with the steamer, representing their anticipated means of subsistence for the greater part of the coming year.

The Vanguard had been out on the annual seal fishery for more than a month, and was carefully picking her way through the over menacing ice floes when the mishap occurred.

Full details have not yet reached St. John's but it is supposed that when the main shaft broke, the great rod swung around inside the ship, breaking a hole in the steamer's side, which caused her to sink. Had the steamer Algerine not been near, it is possible that many of the crew would have perished.

Just such another accident happened on March 31, 1901, when the crew of the steamer Hope, with 5000 seal-skins aboard, had to leave the ship at Byron Cove.

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LARGE LOBSTER SHIPMENT.**Cargo of Yarmouth Steamer Represented Work of 3000 Men.**

The labor of fully 3000 men was required to trap the lobsters filling 1260 crates landed in Boston a few days ago from Yarmouth by the steamship Boston. The shipment was the largest of the year and represented the Nova Scotia season at its height. Thursday, April 15, to be exact, will be mid season day for the fishery in the provinces.

The Boston's cargo was so large that some of it was lashed on the ship's upper deck, there being no room in the holds. Fifty caravans were kept busy for hours transferring the lobsters to wholesalers in Boston, who will place them in submerged cars to wait orders that will dispose of them within three or four days. A commission merchant who accompanied the shipment from Yarmouth said that not more than 300 crates of the lobsters will be consumed in Massachusetts, the remainder being sent to the far west and south, principally to Chicago and St. Louis.

The crustaceans brought by the Boston have averaged about 220 pounds to the crate and 140 pounds per barrel. The catch was taken in water ranging from 20 to 35 fathoms deep and very cold along the stretch of coast from Digby to Lunenburg, the fishermen receiving 15 cents for the large and 5 cents for the small. Each fisherman has specially marked crates which will be returned to him by the little steamer, 15 or 20 of them, which make collecting trips and land the catches at Yarmouth. Two lobstermen worked in a dory and the recent large catches are explained by the fact that the dories are fast being equipped with gasoline motors which effect a large saving of time over the old-fashioned sails and oars. Most of the fishing is done about the Tusket islands, 365 in number, where the tide rises and falls matter of many feet. The lobstermen are able to work at slack water only and can haul and set about twenty traps during the short period when the tide is not running like a mill race.

In a week or ten days lobsters will be coming to Boston from the entire length of Nova Scotia, spanning the distance between Digby and Straits of Canso, and the Yarmouth boats will be expected to land in Boston anywhere from 500 to 1000 crates three times a week till the close of the season, by law, puts a temporary stop to the industry. The Halifax season has proved a failure, though some lobsters are being shipped from that port.

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Fishing Facts and Fancies.

The stock of codfish on hand at Newfoundland is being decreased very rapidly, for, naturally enough, low prices in the consuming markets have spread the area of consumption, says the Trade Review. While there is no money in the fish for the exporters at present prices, a feature of the situation which gladdens them is that there will be little or no old stock left over when new goods will be ready. From a pretty close estimate of the fish situation, we are in a position to say that the total holdings will not exceed 180,000 quintals of dried codfish.

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CARP A GERMAN DELICACY.

For Perfection Must Be Killed Immediately Before Cooking.

There is one table delicacy the German epicure must have, and that is carp, and the carp, to be eaten in perfection, must be killed immediately before cooking. Saxony is noted for its carp, and in that kingdom the problem of conveying the living fish for long distances to remote markets, has assumed considerable importance. For several years past fresh water fish have been imported in casks of water from various points to cities at some considerable expense. The living fish can be purchased daily in the markets of Dresden, Chemnitz and other cities, and are naturally preferred to fish transported in ice. Living sea fish are also transported to a less extent in salt water tanks. They are to be found thus far in only a few of the larger cities. The desirability of providing a cheaper means of transporting Saxon carp to distant points reached by fluvial routes has led to the introduction of ingeniously devised river craft for the purpose. They consist of scows 65 feet long and 16 feet wide. The interior is divided by partitions into 30 compartments. In the bottom and sides of a scow, as well as in the inner partitions, cracks are left open, so that when floating in a river there is a continual circulation of fresh water. The city of Hamburg demands very large quantities of carp, especially in the autumn, and this economical method of bringing the living fish from the remote breeding places, does much to increase the demand. These craft made the first journey down the river during the month of September. How long will it be before fresh trout and salmon are brought to London in the same way?—London Chronicle.

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CAPT. JACOBS LOST SEINEBOAT.

Cut in Two by Being Run Into by Sch. Effie M. Prior.

Minus her bran new seine boat, which had been cut in two, and with no mackerel, sch. Benjamin Smith, Capt. Solomon Jacobs, was at Fulton dock, New York yesterday. He reported things pretty dull in the mackerel line, but hoped for some catches soon.

Capt. Jacobs reported almost continuous bad weather and further than that, he had not been on any fish and had not seen any. He said that the whole fleet reported practically the same thing, but al were hoping they would strike them before long. At present, however, it certainly did look pretty dull.

Capt. Jacobs telephoned from Fulton Market to Benjamin A. Smith in this city, and wanted a seine boat sent out to him as soon as possible. He was fortunate though in securing one from another of the fleet to use until one could be sent him.

He explained that sch. Effie M. Prior had run into his boat, a bran new one, cutting it right in two, and sinking it.

Mackerel News.

One barrel of large mackerel was taken in the traps at Chincoteague Saturday night and shipped to Wilson & Barry, Fulton Market. The fish were on sale Monday and brought 75 cents each.

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SCH. JESSIE COSTA LOST MAST.

Pot Bail Gave Way While Schooner Was Fishing in Georges.

Not even the hardest and clearest eyed "old salt" in Provincetown recognized the strange craft which worked in round Long point in the morning light Saturday, under sloop rig, with a dozen little sails scattered about her after deck, as the staunch fishing sch. Jessie Costa, shorn of her mainmast.

But when her skipper swung his disabled craft alongside Long wharf and climbed over the rail, the "old salts" learned how the pot bail gave way while the Costa was fishing on the Georges last Wednesday, how the mainmast, after wobbling in the breeze for a minute, finally tumbled

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backward and nearly smashed the wheel, how the two men on deck, narrowly escaped being struck by the big spar, and how the crew returned from their trawls and cleared away the wreck.

No one had to explain to the "old salts," that the pot bail is the iron band at the head of the mast, under the hounds, which holds the stay between the fore and mainmasts. Most of them had had similar experiences, but they admitted that they had never sailed back into port with the fore and headsails, assisted by a dozen little dory sails, perched about the decks like toy affairs. Fortunately the Costa had fair soft winds on her way in, and declined assistance from a revenue cutter which spoke her off Highland light yesterday.

The Jessie Costa won second prize in the Fishermen's race two years ago, and under her single masted rig Saturday was the largest sloop which has sailed into Provincetown harbor since the yacht Independence dashed round Long point, on her wrecking trip to Newport.

Fishing Fleet Movements.

Sch. Carrie C. was at Portland yesterday and landed 3000 pounds of halibut.

Capt. John Swim is here to fit sch. Etta Mildred for Rips fishing.

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FRESH FISH GLUT AT T WHARF.

Over a Million Lbs. in 57 Arrivals Since Saturday.

T wharf, Boston, has about all the fish her dealers can take care of today, and probably more, for with 57 barrels, nine of them offshore trips with large fares and the rest market boats, a dozen of which have over 20,000 pounds each, the million pound mark is easily passed and off-shore goods are going slow.

As is to be expected the prices are not too high, except in some lines where there is a lack of supply. Off-shore haddock had only \$1 bid at 8.30 o'clock, which means that some of the fish may find the way here for the splitters, particularly so as there is no sale for off shore market cod, and off-shore large cod are not too strong on a \$2.25 opening for just a few out of one craft and no other sale recorded.

Among the market boats, new haddock brought \$2.50 and large cod opened at \$4, with market cod at \$2 but there was but little prospect that these figures would be maintained. Quite a number of the market boats have good catches of hake and cusk, in consequence of which the latter is only bringing splitting prices and the former, on two culls, brought \$1.50 and \$3, the latter for the largest and best of the lot.

Among the fine trips of mixed fish there are sch. Terra Nova, Capt. Hickey, with 110,000 pounds; sch. Conqueror, Capt. Robertson Giffin, with 90,000 pounds cod and 2500 weight of halibut; sch. Thomas A. Cromwell, Capt. Stephen Black, 65,000 pounds. The new sch. Mary DeCosta, Capt. Joseph Silveira, one of the market fleet, but going to Georges for her maiden trip, chafed T wharf for the first time, with 65,000 pounds, which must pretty nearly fill her; and is certainly a fine christening fare. Sch. Josie and Phebe, Capt. Larry Norris, has 80,000 pounds and schs. Catherine and Ellen and Metamora both have good fares, the size of which is not reported.

The dock on both sides is packed full of vessels, and it is difficult to find out what some of them have. Of the market boats, an even dozen have over 20,000 pounds each, sch. John M. Keen, Capt. Roderick McNeil, being high with 38,000 pounds. The others are schs. Mattakeset, Mary E. Cooney, Louisa R. Sylvia, Rose Dorothea, Athena, Victor and Ethan, Mary B. Greer, Mary C. Santos, Matchless, Frances V. Sylvia and Mary Edith.

By long odds the finest trip at T wharf this morning is that which Capt. Lemuel E. Spinney has stowed away in the hold of sch. John Hays Hammond. He hauls for 45,000 pounds of halibut and 30,000 pounds of fresh codfish. It is not known exactly, but is thought that the craft is from St. Peters bank. It certainly is a fine trip and shows that although Capt. Spinney has been ashore for a year, he still knows how to snare them and is fully capable of living up to his reputation as one of the greatest skippers that ever sailed from this coast.

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HALIBUT DAY IN THE HARBOR.

Four Good Trips at This Port This Morning.

It is halibut day down the harbor this morning, as far forth as fishing arrivals are concerned, for the only crafts to make port since last Saturday have been four of the fresh halibut fleet.

The banner trip goes to the credit of Capt. John J. Carroll of the sch. Massachusetts. Capt. Carroll has been out but three weeks, making only a brief stay on St. Peters bank, where he found good fishing, picked up a fine fare in short order and dusted for home. Capt. Carroll calls his fare 50,000 pounds, and as he is quite conservative in his hailings generally, it is safe to credit the trip with something over that amount.

Capt. Carroll reports seeing sch. Gladiator on Quero bank as he was coming home, but before the Massachusetts had gone many miles farther, Capt. Kilpatrick had his craft underway and bound for St. Peters bank, where the former had got her fare.

Sch. Agnes, Capt. Ernest Engstrom, is here from Quero bank this morning with 12,000 pounds of halibut and 10,000 pounds of salt cod.

From Grand bank, way down on the southern edge, schs. Monitor, Capt. John McKay, and Niagara, Capt. James Bowie, are both home, each hailing for about 20,000 pounds of halibut and a few thousand weight of salt cod. They report sch. Preceptor the only craft they left down there.

The harbor is pretty bare today, for of all the big fleet of shore boats, there is but one in port, sch. Florida. Some of the big off-shore fellows and the Rips fleet are fitting, and but few vessels ready to sail at any line of fishing are left in port.

The fares of schs. Monitor and Massachusetts sold to the New England Fish Company and those of schs. Agnes and Niagara to the American Halibut Company, each at 8 1/2 cents per pound for white and 6 cents per pound for gray.

PORT OF GLOUCESTER.

Arrived Today.

Sch. F. A. Smith, Boston, to load salt for that port.

Sch. Edward S. Eveleth, Boston for Ipswich.

Sch. Reporter, Boston for Ipswich. Barge Stafford, in tow of tug Tacoma, South Amboy, coal for the Gloucester Coal Co.

Italian ship Guiseppe D'Ali, Trapani, salt for the Gorton-Pew Fisheries Co.

Portland Fishing Notes.

The following fishing vessels were at Portland Sunday and Monday:

- Sch. Fanny Hayden, 6000 pounds.
- Steamer Elthier, 13,000 pounds.
- Sch. Albert W. Black, 10,000 pounds.
- Sch. Fanny Reed, 6000 pounds.
- Sch. Carrie C., 3000 pounds halibut.

The steam seiner Elthier arrived at Portland Sunday from the fishing grounds with 13,000 pounds of mixed fish on board. This is the largest fare yet secured by the men on board the vessel and when she came into port yesterday there was not an available inch of room left. The compartments had all been filled with the catch and the decks had also been covered over. The capacity of the steamer is limited to about 7000 pounds but while at the grounds the catches were good and every time the seines were hauled on board they were found to be filled with large squirming fish. It was decided to take advantage of the conditions and all that could be carried were hauled in. The members of the crew of the steamer have stocked considerable since shipping on her and an average of 6000 pounds a day has been maintained for weeks at a time.

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Today's Receipts.

Sch. Monitor, Grand Banks, 20,000 lbs. halibut, 10,000 lbs. salt cod.
Sch. Massachusetts, St. Peter's Bank, 50,000 lbs. halibut.
Sch. Niagara, Grand Bank, 20,000 lbs. halibut, 2000 lbs. salt cod.
Sch. Agnes, Quero Bank, 12,000 lbs. halibut, 10,000 lbs. salt cod.

Vessels Sailed Saturday Afternoon.

Sch. Mary A. Gleason, Rips.
Sch. Pauline, Rips.
Sch. Lillian, salt shacking.
Sch. Mary F. Curtis, salt shacking.
Sch. Raymah, salt shacking.
Sch. Mary A. Whalen, Boston.

Vessels Sailed Sunday.

Sch. Wm. A. Morse, haddocking.
Sch. Ida S. Brooks, haddocking.
Sch. Tecumseh, haddocking.
Sch. Motor, haddocking.
Sch. Ida M. Silva, haddocking.
Sch. Emily Sears, haddocking.
Sch. Leo, haddocking.
Sch. Athena, haddocking.
Sch. Ethel B. Penney, haddocking.
Sch. Walter P. Goulart, haddock-
ing.

Sch. Teresa and Alice, haddocking.

Vessels Sailed Yesterday.

Sch. Good Luck, Rips.
Sch. Appomattox, Rips.
Sch. Admiral Dewey, fitched hall-
buting.
Sch. Norma, Rips.
Sch. Corona, salt shacking.
Sch. Hattie F. Knowlton, haddock-
ing.

Sch. Valentinna, haddocking.
Sch. Rena A. Percy, haddocking.
Sch. Patriot, Rips.
Sch. Ralph Russell, Rips.

Vessels Sailed Today.

Sch. Kineo, halibuting.

Today's Fish Market.

Salt Georges cod, large, \$3.50; me-
diums, \$3.00.
Bank halibut, 8 1-2 cts. per lb. for
white, and 6 cts. per lb. for grey.

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

Splitting prices for fresh fish, West-
ern 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; had-
dock, 60c; hake, 60c.

Trawl bank cod, large, \$3.25; me-
dium, \$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.

Boston.

Sch. Terra Nova, 55,000 haddock, 23,-
000 cod, 22,000 hake.

Sch. Thomas A. Cromwell, 30,000 had-
dock, 20,000 cod, 3000 hake.

Sch. Conqueror, 60,000 haddock, 5000
cod, 25,000 cusk, 2500 halibut.

Sch. Josie and Phebe, 60,000 haddock,
20,000 cod.

Sch. John J. Fallon, 20,000 haddock,
15,000 cod.

Sch. Mary Edith, 3000 cod, 20,000
hake, 3000 cusk.

Sch. John M. Keen, 8000 cod, 20,000
hake, 10,000 cusk.

Sch. Ethel B. Penny, 10,000 haddock,
5000 cod, 1000 hake.

Sch. Pontiac, 6500 haddock, 3000 cod,
2500 hake.

Sch. Priscilla, 5000 cod.

Sch. Blanche F. Irving, 4000 cod.

Sch. Frances V. Sylvia, 2000 haddock,
18,000 cod.

Sch. Helena, 900 cod.

Sch. A. C. Newhall, 1000 cod.

Sch. Valentinna, 11,000 haddock, 2000
cod.

Sch. Dixie, 5000 cod.

Sch. Yankee, 12,000 haddock, 5000 cod,
Sch. Rose Standish, 7000 haddock,
5000 cod.

Sch. Margaret Dillon, 4000 haddock,
3000 cod, 2000 hake.

Sch. Emily Sears, 8000 haddock.

Sch. Matchless, 6000 haddock, 15,000
cod, 8000 hake.

Sch. Mary C. Santos, 20,000 haddock,
7000 cod, 4000 hake.

Sch. Flora J. Sears.

Sch. Washakie.

Sch. Rose Cabral, 10,000 haddock, 4000
cod.

Sch. Richard.

Sch. Belbina P. Domingoes.

Sch. Genesta.

Sch. Mary B. Greer, 15,000 haddock,
10,000 cod.

Sch. Helen B. Thomas, 1000 haddock,
1000 cod, 500 hake.

Sch. Mattakesett, 15,000 haddock,
16,000 cod.

Sch. Mary E. Cooney, 25,000 haddock,
3000 cod.

Sch. Ignatius Enos, 1000 cod.

Sch. Hobo, 1200 cod.

Sch. Marian, 2000 cod.

Sch. Sarah, 2000 cod.

Sch. Georgiana, 3000 cod.

Sch. Two Sisters, 2000 cod.

Sch. Louisa R. Sylvia, 10,000 haddock,
11,000 cod, 1000 hake.

Sch. Mary D. Costa, 25,000 haddock,
35,000 cod, 5000 cusk, 1000 halibut.
Sch. Rose Dorothea, 15,000 haddock,
9000 cod, 2000 hake.
Sch. John Hays Hammond, 30,000 cod,
45,000 halibut.

Sch. Mary E. Silveira, 5000 haddock,
3000 cod, 3000 hake.

Sch. Arbitrator, 8000 haddock, 6000
cod.

Sch. Emilia Enos, 5000 haddock, 5000
cod.

Sch. Mary E. Sennett, 4000 haddock,
600 cod.

Sch. Leo, 8000 haddock, 2000 cod.

Sch. Athena, 12,000 haddock, 3000 cod,
5000 hake.

Sch. Catherine and Ellen.

Sch. Metamora.

Sch. Motor.

Sch. Ida M. Silva, 3000 haddock, 1500
cod.

Sch. Matiana.

Sch. Reliance, 1000 haddock, 500 cod.

Sch. Emerald.

Sch. Victor and Ethan, 6000 haddock,
15,000 cod, 4000 hake.

Sch. Joseph H. Cromwell.

Haddock, \$1 to \$2.50 per cwt.; large
cod, \$2.25 to \$4; market cod, \$2; hake,
\$1.50 to \$3; cusk, \$1.50; pollock, \$2 to
\$2.50.

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VERY FEW MACKEREL
BEEN SEEN.

Large Schools Rep-
orted Now Believed
to Have Been Porgies.

Advance Guard of Mack-
erel Netters Will Sail
This Week.

Beyond the school captured by sch.
Electric Flash, and a few fish seen on
the night these fish were taken, the
seining fleet out south has seen prac-
tically no mackerel thus far this sea-
son.

Several of the fleet which were har-
bored at the Delaware breakwater
early this week, reports that the ves-
sels have seen rafts and rafts of por-
gies, but no mackerel except on the
night sch. Electric Flash secured her
small haul, and even then, only a few
fish pods were seen. Of porgies,
however, it was different. The ocean
seemed to be alive with them, and
they could be seen night after night
in endless procession.

Six or eight of the seining fleet
were at New York on Monday for har-
bor, and reported not having seen a
mackerel since they left home. The
Times' New York correspondent had
a long talk with some of the skippers
of these crafts, and from what he
learned, writes that he is inclined to
think that the large bodies of fish
seen, and thought to be mackerel,
were porgies.

Two or three of the fleet were with-
in two miles of sch. Electric Flash
when she made her haul, but saw none
themselves.

A letter to the Times representative
from sch. Monarch reports that plenty
of porgies and bonitas have been seen,
and on April 15, they set three times
at mackerel, but the fish were wild
and the pods small and they stopped
only half a barrel. They have seen
no fish in the daytime. Sch. Elec-
tric Flash got her fish on the night of
April 15, and sch. Monarch was near
her at the time.

It looks as though what few mack-
erel there are out south are coming
their mid-season Maine coast trick of
getting close in on the shore, among
the rocks. Several shipments have
been made to New York from the
traps about Chincoteague, showing
that there must be some fish coming
up the coast from the unknown south-
ern haunts. Yesterday these traps
made another catch, for six barrels of
bloaters, consigned to Wilson & Bar-
ry, reached Fulton Market from there,
and the fish easily brought 75 cents
each.

Netting Fleet Getting Underway.

Quite a number of the mackerel
netting fleet are now fitting out for
their southern cruise and some are
expected to get away from here this
week. Schs. Lafayette and Actor
are taking their ice today and will
probably be the first to sail.

Among those now fitting, or will
soon start in are the following:

Sch. Lafayette, Capt. George Pee-
ples.

Sch. Actor, Capt. Frank Nolan.

Sch. Jennie H. Gilbert, Capt.
Charles White.

Sch. Florida, Capt. Edward A.
Procter.

Sch. Freedom, Capt. Peter Millett.
Sch. Lillian, Capt. John Barrett.
Sch. N. A. Rowe.

Sch. Marguerite, Capt. Jacob P.
Barrett.

Sch. Mabel Bryson, Capt. Joseph
Bryson.

Sch. Reliance, Capt. John Nelson.

Sloop Maxwell, Capt. David Gillis.

Sch. Blanche F. Irving, Capt.
George Turner.

Sch. Robert C. Harris, Capt. Park-
man G. Hodgdon.

Single Mackerel from Cape Cod.

The first mackerel of the season
came to Boston on Monday in a dou-
ble sense. The fish that had been
sent up from New York arrived, and
was delivered, 100 large medium
mackerel in five packages. The first
mackerel from Cape Cod also arrived.
How the fish got astray from the
schools in the south and reached Cape
Cod so quickly, no one can explain,
but it was there and was caught in
the traps at Monomoy Point. There
was also a buck shad taken in the
same trap at the same time, which
is also looked upon as remarkable, as
shad have not been heard from above
Virginia so far up to the capture of
this one. The fish came from the
Cape to Freeman & Cobb. The mack-
erel weighed when it arrived at Bos-
ton 2 1-2 pounds, and the shad weigh-
ed 4 pounds.

April 21.

THE SOUTH MACKEREL FISHERY.

The utter failure thus far of the
southern mackerel seining fishery
means a great deal to Gloucester. Up
to the present time but one small fare
has been landed, and when it is con-
sidered that over 45 of the finest fish-
ing vessels afloat, representing nearly
\$750,000 in value, and over 800 picked
men are manning this fleet which has
thus far done nothing, not made a
cent, worse than that, have actually
gone in debt, the seriousness of the
situation can be realized.

True there is time yet for a good
spurt and some catches will probably
yet be made, but whatever may come
is not likely to make up for the whole
month or more that has been lost.
The latest reports from the fleet, not-
withstanding the steamer stories of
miles on miles of schools of mackerel
seen, is most discouraging. All that
can be heard from the skippers is
word of bad weather and none or very
few fish seen.

To go to the Cape Shore the ma-
jority of the fleet will have to be home
here between May 10 and 15 to fit
out, so it can be seen that the time re-
maining for a catch out south is get-
ting extremely short.

Naturally all are hoping that each
day will bring word that the fleet
have found the fish, but the day has
passed and nothing encouraging has
come, until now even the most san-
guine are despairing of any great
catch before the fleet goes to the Cape
Shore.

Still much can be done in a few
days in the fish catching line and
while there is life there is hope. May
the fleet soon be on big schools and
make good hauls.

April 21.

FOR BARRELLED HERRING.

Sch. Alice R. Lawson Now on the Way
to Bay of Islands.

A letter from Bay of Islands, N. F.,
states that the bay is still full of ice,
and that it is not expected to break
up for three weeks. What is wanted
is a good southeaster, which would
help greatly to free the bay.

The Bay of Islands, N. F., Western
Star says:

"Mr. Chaney Hall of the Gorton-
Pew Fisheries Co. is once more among
us. He comes to load herring, and
has chartered Capt. Paul Young's
schooner for the purpose. He will
also disburse a large amount of need-
ed cash among our fishermen."

Sch. Alice R. Lawson, which sailed
from here the middle of last week,
is bound for Bay of Islands for a fare
of barrelled herring and one other
may go from here later on the same
errand.