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Misunderstands Conditions.

The following communication from a gentleman who evidently does not understand the situation appears in the Boston Post:

To the Editor of the Post:

Sir—Is it not time that ship owners should protect their men who tend the trawls from the dorics?

There is no reason why every fishing dory that leaves the vessel should not have at least a week's supply of water, fog horn, compass, red burning flare lights that will make a smudge signal in the daylight, and also a flag.

If there was a law passed to compel the captains of the fishing industry to provide in this way for the men the death roll at Gloucester would have a perceptible falling off every year.

E. A. FOWLER.

Winthrop, June 28.

Port Saxon, N. S., Glue Factory.

Dr. Malanson's glue factory at Port Saxon, just boarded in, peeps from among the spruces and alders beside a sparkling rill called Indian Brook. It is about 300 yards from the shore, and the same distance from a railway station. It is a one-story flat-roofed building 60 feet long and 50 feet wide, with a 10-foot jog on one end. It is to be operated this summer.—Coast Guard.

The Dr. Malanson referred to is Dr. James Malanson of this city.

New Canadian Shipping Law.

The new Canadian shipping law, which went into effect Thursday, is expected to give a decided impetus to provincial shipbuilding, as it excludes all foreign shipping from engaging in the coastwise trade, and bars scores of Norwegian steamers. The Provincial papers predict that a new era of mercantile marine prosperity.

La Have, N. S., Fishing Notes.

Arrived June 28, sch. May Myree, banks, 650 qtls.

Sch. Latooka has been chartered by Halifax parties for sealing.

Sch. Ulva has cleared for Halifax, where she will load fish for Porto Rico.

Fishing Notes From Various Places.

Eighty-five barrels of weakfish, some of the fish weighing from 8 to 10 pounds each, were taken by the crews of the fishing companies at Anglesea, N. J., on June 14. The catch is said to be the banner one of the season.

Salt Lake, near St. Petersburg, Fla., a body of water half a mile long and a quarter of a mile wide, has been diminishing for the past three years and now is nothing but a muck pool a foot deep and 100 by 400 feet in dimension.

The alligators and turtles have been leaving for some time and now thousands upon thousands of dead and decaying fish are lying all over the place. Over all the water and some surrounding land mullet and beam are spread out a foot thick.

A trout estimated to weigh about five pounds is in Boquet River, near Elizabethtown, N. Y., and thus far none of the fishermen have been able to take him. One man named Cole had him on a line early this week. The trout got away.

Three rare specimens of fish in this part of Lake Michigan were caught recently near Sheboygan, Wis., by Peter Debrall. A 75-pound sturgeon, a 40-pound whitefish, and a 9-pound fresh water salmon were lifted in pound nets set near the city beach.

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SIX FISHING ARRIVALS HERE.

Morning a Quiet One Along the Harbor Front.

It is a quiet morning in fish circles here, there being only six arrivals with fish since last report and none with large fares. One cured fisherman, a southern netter, three pollockers and a halibuter comprise the lot.

Sch. Laura and Marion is in port from Cundy's Harbor, Me., with cured fish for George Perkins & Son. The netter Hobo, beside her 200 fresh mackerel, had the first swordfish landed here this season. The three pollock steamers, which landed as usual at the Gloucester Salt Fish Co., had about 25,000 pounds in all and the fresh halibuter Catherine Burke, from Brown's bank, has only a small catch.

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The arrivals in detail are as follows:

Today's Receipts.

Sch. Catherine Burke, Brown's Bank, 4000 lbs. halibut, 4000 lbs. salt cod, 30,000 fresh fish.

Steamer Independence II., shore, 7000 lbs. pollock.

Steamer Bessie A., shore, 9000 lbs. pollock.

Steamer Marchant, shore, 10,000 lbs. pollock.

Sch. Laura and Marion, Cundy's Harbor, Me., 600 qtls. cured fish.

Sch. Hobo, south netting, 200 fresh mackerel, 1 swordfish.

Sch. Carrie E., south netting, 400 fresh mackerel.

Sch. Rushlight, Southwest Harbor, Me., boxed smoke herring.

Vessels Sailed.

Sch. Grace Otis, Rips.

Sch. Appomattox, Rips.

Sch. Josie and Phebe, haddocking.

Sch. Victor and Ethan, haddocking.

Sch. Maxine Elliott, dory handlining.

Sch. Richard, haddocking.

Sch. Almeida, swordfishing.

Sch. Catherine D. Enos, swordfishing.

Sch. Georgia, seining.

Sch. Boyd and Leeds, Rips.

Sch. Oliver F. Killam, Rips.

Sch. Volant, Rips.

Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.

Cape North fresh cod, large, \$1.55; mediums, \$1.40.

Outside sales fresh western cod, large \$2, market \$1.65; haddock 65c and 67½c.

Outside sales salt Rips cod, \$3.30 per cwt. for large; \$3.10 for mediums.

Outside sales trawl bank salt cod, large, \$2.87½; mediums, \$2.62½; snappers, \$1.50.

Dory handline salt cod, large, \$3.12½ per cwt. for large and \$2.87½ for medium.

Bank halibut, 8c per pound for white and 6c for grey.

Fresh mackerel, 20c each.

Salt Cape Shore mackerel, \$10.50 per bbl.

Board of Trade prices:

Large drift Georges cod, \$3.40 per cwt.; medium do., \$3.

Large "halibut" cod, \$3 per cwt.; medium do., \$2.75; snappers, \$1.75.

Splitting prices for fresh fish, Western cod, large, \$1.70 per cwt.; medium do., \$1.50; Eastern cod, large, \$1.55; medium do., \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 60c.; hake, 60c.

Trawl bank cod, large, \$2.87 1-2 per cwt.; medium, \$2.62 1-2; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Round pollock, 50c per cwt.

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FLEET ARE FINDING BULLSEYES.

But Regular Mackerel Not Being Found Very Plentiful.

Sch. George Parker Lost Fine School by Seine Tearing.

Four trips of fresh bullseye mackerel one fare of large and mediums, and a small consignment of the latter kinds, together with news of several vessels salting bullseyes off South Shoal lightship, is gist of the mackerel news this morning.

The seiners at Boston are schs. Lucania with about 30,000 bullseyes, sch. Pinta with 25,000, sch. Conqueror with 20,000, sch. Mary T. Fallon with 10,000 fresh bullseyes, 46 barrels of salt bullseyes and five barrels of large salt mackerel, and sch. Little Fanny with 3500 large and medium fresh mackerel.

Sch. Pinta also brought in 25 barrels of large fresh mackerel for sch. Terra Nova, which caught them recently and did not want to run to market with such a small lot and got Capt. McLean, who was bound to market, to take them in with him.

The vessels got these bullseyes close to the South Shoal lightship and there appeared to be quite a number of schools of them. Some of the vessels that made hauls of them, did not run them fresh, but laid and salted them. Among these latter were schs. Grayling, Veda M. McKown and others.

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The bullseyes go about 300 to an iced barrel, the skippers calling them half-pound fish. Those salting report the fish going from 600 to 650 to a salted barrel.

Prices on large and medium fresh mackerel are way up, 36 cents each for the former and 25 cents each for the latter, while the bullseyes are bringing but 1½ cents per pound.

Late Mackerel Arrivals.

Sch. Priscilla Smith arrived at this port this noon with 3000 large fresh mackerel and sch. Benjamin A. Smith was reported at Boston with 8000 large fresh mackerel.

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MACKEREL SEINING A GAME OF CHANCE.

When the National Government fitted up the Grampus and sent her out along the coast in search of mackerel with a Gloucester skipper as mackerel expert on board, says the Boston Transcript, the hearts of many fisherfolks were gladdened. For ever since the season opened in March—mackerel is due to thrust his snout around the Virginia capes—the entire fleet of 100 vessels, both "netters" and "seiners," has been cruising up and down the coast in frantic search of the lost schools.

The middle of April came, but somehow the elusive mackerel hosts could not be located. The fleets were again at great expense, yet no better luck attended their efforts, on the second voyage. The first of May came and went—a date in other years when most owners could have shown goodly profits on their books—and but 50 miserable barrels stood to the credit of the fleet. Mackerel at one time in the winter sold as high as a dollar a piece, and although the small fisheries up and down the coast have sent in small catches in sufficient numbers to supply much of the demand, the price is still high.

It was a most extraordinary situation in the mackerel trade and a standing cause for wonderment. No one knew why or where the "schools" had gone and many an owner had begun to figure on how much longer he could stand the enormous drain of outfitting and provisioning his schooners without some return to offset the loss.

The old-timers who took mackerel with hook and line before 1865, when the seines first came into general use, shook their heads portentously and declared that the heavy catches made possible to the seiners had killed out or at least scared out the wary prize. But most of those that follow the sea believed that some more natural cause, such as unusual slaughter by the "bonita," a species of shark that pursues the mackerel in the same spirit that a dog will worry a cat, or a change of spawning grounds, was the real cause of their absence from the coast.

Great hauls are often made, and the possibilities of securing a big prize at any hour—half the trip money is shared alike among the men—keeps up the excitement of the business like a lottery.

Now when a skipper can strike a school and bring home with him 30,000 fresh mackerel on ice, besides as many more cleaned and salted down in barrels, as did Capt. Jimmy Mathison of the Dauntless and get a good price for them, neither he nor the owner nor the men can have one word to say about the past, no matter how ill-favored it has been. They are too busy smiling—for such a boatload, between \$6000 and \$9000 worth, means a comparative bonanza to them. And

as for the commission men—not to have seen a loaded mackerel seiner for three months of the season and then all of a sudden to have five big schooners dump an abounding of fresh fish, is a feature to make big and exciting business.

Arrival of Seiners Caused Commotion at T Wharf.

Quite naturally there was much commotion at T wharf when the five "seiners," reported from Liverpool, N. S., as bound for Boston, were really sighted, and the pier head and dirty cleaning houses were quickly filled with a curious crowd to watch the boats come stringing in—there were friends and relatives of the crews, anxious owners, shrewd fish dealers, business men just slipped out from their offices to see the "fun," and watch all the riff-raff that congregates to watch money-making.

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As the boat is pushed slowly into the slip, greetings and questions fly thick and fast between crowd and crew. Several anxious owners inquire anxiously did they see anything of the Lucy Fee or the John O'Groat and were they getting any fish; there are other skippers just to compare notes on the strange sail with the yellow patches that "caught" off Halifax, and someone to ask how many miles were made that light day, Tuesday, when the wind died out.

"Well, what do you think of that?" exclaimed an old habitue with a spy-glass. "Decks nigh in the wash." "You look purty fishy, Jim," he shouts. But the triumphant skipper looked more like a drowned rat in the drizzling rain as he directed the warping in. Slowly a grin overspread his face as he drawled, "got everything wet—used up all our salt and ice and could have tuck on more. We found 'em strong." And then he, in his turn, fires rapid questions, too. How many boats are in—and what were their hauls, and what prices, and what did the Pinta get for hers—and so on—all are of vital interest to this man who gets his living by following the uncertainties of the sea.

But before the great stores can be hoisted in the baskets, and counted out into the big two-wheeled fish carts, there is another operation to be concluded—one which even the most picturesque and altruistic of human activities are inevitably dragged to the level of a Jewish pedlar's, and in which the chicanery and selfishness of commercialism contrives to suck the last quarter cent of profit and the last shred of idealism from the deal. It is the bidding in of the cargo, with the poor skipper at bay among the sharp commission men, who are shouting and pushing and bullying him in the upper room of the exchange. It is a ticklish position for the bluff skipper—essentially a man of open play, and one who understands little of the cliques and subtleties by which these

landsmen force him to the bottom prices. In the purposeful excitement of the moment it is hard for him to hold out for his own price, yet if he loses his head, it means a big loss for the long and tedious trip.

But in spite of all their hardships and uncertainties and the slight compensation for many a bootless voyage, these Gloucester men have all the fruits of a hardy, hopeful life, and if good blood runs in their veins, theirs is a happy lot. To see them come back from a long trip makes the stooping, thin-blooded man or the offices and streets long for the wild, free spaces where he can fill out his scrawny shoulder blades and pump full his lungs.

Mackerel Supply a Chief Feature of the Fish Trade.

The mackerel supply is one of the chief features of the fish trade, and from the middle of March to November, when the last straggler disappears around Cape Hatteras to the unknown winter haunts, the schools are harried and pursued relentlessly by keen-eyed skippers. But it was quite different this season. The fleet had coursed all that vast expanse between Delaware breakwater and the banks of the Newfoundland, ranging from close in-shore to one hundred miles out, and not a trace of the migrants, could be found. The schooner captains, however, were desperately earnest, and when, some weeks ago, small catches were reported at Newport, it seemed to be just a matter of time until some boat would break the charm with a big haul. Certainly there was fame as well as fortune awaiting the one lucky enough to find the first big mackerel.

Those hundreds of epicurean souls who dote on the plump, muscular mackerel with its clean cut rounded body—as it appears dainty and steaming upon their white tables—can hardly appreciate the keen disappointments of the business or the vagaries of fortune that attend the mackerel skipper in his restless cruising after the wandering schools.

"It's just like findin' gold," said Capt. Jimmy Mathison of the newly arrived Dauntless as he watched the crew getting out their big catch from the hold. "It's just like findin' a gold mine—all depends on your luck. Once you find a school, they's no trouble if you're spy with your seine. But mackerel is just as bad as a flock of swallows—you've seen 'em flockin' round on barns by the thousands and raisin' a great fuss. An' you know how mebbe the mornin' after they ain't one within 500 miles. Well, mackerel's just like that. Now you see 'em, now you don't."

And that is literally true. The lucky boat that spies a "school" of mackerel one hour must make the most of that opportunity, for the fish are easily disturbed, and once started they are gone forever. What direction they will take or where they will wind up to "play" agains beyond the power of man to tell.

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Mackerel Schools "Fire" the Water with a Rosy Tint.

The mackerel has a conical head and forepart and a thin muscular tail which with the clean run of the afterpart fits the species for great bursts of speed. For long and rapid journeys it is perhaps the best built of all the food fish, and since its habits are without any definite purpose and its feeding so little confined, it is the hardest to find. When traveling it sinks deep and its passage cannot be detected. Only when it rests or feeds can it be discovered. It is made visible to the lookout whenever it shoals by the look of a cloud which it forms upon the water. Also there is an iridescent rosy tint that "fires" the water at night, and when thousands are closely massed and resting, the reflection of this color can be seen to considerable distance. Each sort of fish gives a clear color to the water that is peculiar to it, and an experienced fisherman can tell at sight whether the quarry is pilchard, her-ring mackerel or whatnot.

A grizzled old veteran of 50, with the classic face and white crinkly beard of the New England type was recounting some of the common mishaps. "Why," said he, "one day off the LeHave bank, 'bout a wholesale breeze here sou'west, we shot around a good shoal of fish. Pursed up lively and found we had her full of thunderin' big mackril—and a big swordfish. Old feller begun to wind hisself up in the twine and let every fish outer that in spit of us. You better believe we had a scrape unwindin' him. Reckon he spoilt about 3000 for us. 'Nother time we found we had a black fish, about 25 feet long. It looked like fun I can tell ye; and we counted both seine of fish gone up. But he made a rush and got out there like a shot ghost. Well, well we pulled up the lint and sure as you live, we saved 90 wash barl of fust-rate fish out of that school oter all."

Difference Between the Seiners and the Netters.

Mackerel are caught by "seiners" and "netters." The nets for the latter are built of thin and very strong thread with mesh just large enough for the fish to push its head through. These, being buoyed at the top and leaded at the bottom, are stretched in a straight line in what is judged the most likely grounds. And when the school, traveling along the coast strikes the yielding net, their gills catch in the meshes and the fish is held fast until extricated by the tenders in the dories. A different method is employed in "seining." The seine, a fine-meshed net, about 1500 feet long and 200 feet deep, is loaded into the mackerel boat, which is either towed or carried by the schooner. This is built on the sunt-boat style, and is from 30 to 40 feet long, and this with a dory tender starts out toward the floating school. It endeavors to intercept the course of the school if they are swimming slowly, and when close in leaves a part of the seine in the dory, and with the men paying out the rest, properly buoyed and leaded, gets out at high speed to encircle the school. The men in the dory act as anchor for one end and the bigger boat, after making its rapid circuit, brings the other end back to the dory. Having thus encircled the school the "purse line" or puckering string, bottom of the seine is quickly pulled in, and the moment that all egress at the bottom of the seine is closed, the mackerel are bagged. When that culminating point is reached, all hands devoutly inclined give "thanks." Then the vessel is brought alongside and the process of hauling out the "catch" on deck, of splitting and gibbing and packing in salt barrels is begun. Or, if a large catch has been made and the skipper plans to run for market with his fresh catch, they are packed in ice in compartments below.

It is a pretty game of speculation that the skippers play, too. While on the banks they are keenly alert as to just what every one of their neighbors is doing, what hauls they have made and how soon they will likely head for the market. Then when fishing for the trip is over, all sail is crowded on for Boston and the port reached as soon as possible. For the added cargo of one boat more may knock the price from one to two cents lower per head, and on a catch of 30,000 this means a neat sum. The skipper must judge the chances of his rivals for getting up and away, as well as his own and the wind is always one big gamble. It is often well worth while to give up a catch that could be made for the sake of getting a strong breeze and arriving 12 hours sooner, since the higher price possible at the wharf 12 hours earlier may be equivalent to catching 6000 or 10,000 more mackerel for a later market. In such a case it would be more than worth while, since the boat would receive just as much money, would save a lot of hard work and would be able to outfit and get off for another trip at least a day sooner.

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ONLY TWO FARES AT THIS PORT.

Unusually Light Receipts Since Saturday.

From Saturday noon, up to this morning, but two vessels with fish fares had arrived at this port, which is unusually dull for this season of the year and especially when a goodly number were looked for in to speed the holiday.

Sch. Aloha, which came in Sunday from Newport and went around to Rockport to put her 200 barrels of fresh bullseyes in the freezer.

The arrivals and receipts in detail are as follows:

Today's Receipts.

- Sch. Pauline, Rips, 35,000 lbs. salt cod.
- Sch. Aloha, South Shoal, via Newport, 200 bbls. fresh "bullseye" mackerel.
- Sch. George Parker, seining.
- Steamer Bessie M. Dugan, seining.
- Sch. James A. Garfield, pollock seining.
- Sch. Fitz A. Oakes, south netting.

Vessels Sailed.

- Sch. Ida S. Brooks, haddocking.
- Sch. Emily Sears, haddocking.
- Sch. Mary DeCosta, haddocking.

Today's Fish Market.

- Cape North salt cod, large, \$3; mediums, \$2.75.
- Cape North fresh cod, large, \$1.55; mediums, \$1.40.
- Outside sales fresh western cod, large \$2. market \$1.65; haddock 65c and 67½c.
- Outside sales salt Rips cod, \$3.30 per cwt. for large; \$3.10 for mediums.
- Outside sales trawl bank salt cod, large, \$2.87½; mediums, \$2.62½; snappers, \$1.50.
- Dory handline salt cod, large, \$3.12½ per cwt. for large and \$2.87½ for medium.
- Bank halibut, 8c per pound for white and 6c for grey.
- Fresh mackerel, 20c each.
- Salt Cape Shore mackerel, \$10.50 per bbl.
- Board of Trade prices:
 - Large Western cod, \$2 per cwt.; markets, \$1.65.
 - Large Eastern cod, \$1.70 per cwt., market, \$1.50.
 - Large drift Georges cod, \$3.40 per cwt.; medium do., \$3.
 - Large "halibut" cod, \$3 per cwt.; medium do., \$2.75; snappers, \$1.75.
 - Splitting prices for fresh fish, Western cod, large, \$1.70 per cwt.; medium do., \$1.50; Eastern cod, large, \$1.55; medium do., \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 60c.; hake, 60c.
 - Trawl bank cod, large, \$2.87 1-2 per cwt.; medium, \$2.62 1-2; snappers, \$1.50.
 - Salt cusk, large, \$2.50 per cwt.; medium snappers, \$1.
 - Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
 - Round pollock, 50c per cwt.

Adopted Raise in Prices.

At a meeting of the fisheries committee of the Board of Trade Saturday afternoon, the recent price of \$2 per hundred weight for large fresh Western cod and \$1.65 for mediums was confirmed and made Board of Trade prices for these goods. The committee also made large fresh eastern cod, \$1.70 for large and \$1.50 for mediums, a raise of 15 cents on each.

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GOOD FLEET AT BOSTON.

Fish Receipts Include Many Varieties.

Five seiners, half a dozen swordfishermen and 14 market fishing crafts is the sum total of vessels at T wharf, Boston, this morning. The latter have fair catches, the swordfishers being fine

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trips, but the seiners, with one exception "won't kill a whale."

Four of the seiners have "bullseyes," small, half-pound mackerel, from 10,000 to 30,000 count in each trip. The little sch. Little Fanny, Capt. Charles Nelson, from the Rips, has 3500 large and medium fresh mackerel and will get a big stock, as he is getting 35 cents each for large and 26 cents for medium.

Of the swordfishermen the catches range from 18 to 62 fish, sch. Annie and Jennie being high with the latter fare, which is the largest of the season thus far.

Sch. Metamora with 135,000 pounds of fresh fish has the largest ground fish fare, mostly all hake.

The receipts in detail are:

Boston Arrivals.

- Sch. Lucania, 100 bbls. fresh bullseye mackerel.
- Sch. Mary T. Fallon, 10,000 fresh bullseye mackerel, 46 bbls. salt bullseye mackerel, 5 bbls. large salt mackerel.
- Sch. Pinta, 25,000 fresh bullseye mackerel.
- Sch. Annie and Jennie, 62 swordfish.
- Sch. Angie B. Watson, 40 swordfish.
- Sch. Ida M. Silva, 39 swordfish.
- Sch. Ada B., 18 swordfish.
- Steamer Spray, 33,000 haddock, 1000 cod, 8000 hake.
- Sch. Geo. E. Lane, Jr., 5000 haddock, 35,000 cod.
- Sch. Mary J. Ward, 6000 cod, 1000 pollock.
- Sch. Etta B., 3000 cod, 500 pollock.
- Sch. Metamora, 5000 cod, 13,000 hake.
- Sch. Edith Silveira, 18,000 haddock, 4000 cod, 3000 hake.
- Sch. Nettie Franklin, 3000 haddock, 20,000 cod, 8000 pollock.
- Sch. Mary B. Greer, 25,000 haddock, 5000 cod.
- Sch. Mary A. Whalen, 10,000 haddock, 12,000 cod, 14,000 hake.
- Sch. Ignatius Enos, 1700 cod, 200 pollock.
- Sch. Eva Avina, 1000 haddock, 1000 cod.
- Sch. Marian, 2000 cod, 1000 pollock.
- Sch. Conqueror, 20,000 fresh bullseye mackerel.
- Sch. Athena, 12,000 haddock, 16,000 cod, 2000 pollock.
- Sch. Alice M. Guthrie, 12,000 haddock, 12,000 cod, 2000 hake.
- Sch. Albert D. Willard, 54 swordfish.
- Sch. Esther Gray, 44 swordfish.
- Sch. Little Fanny, 3500 fresh mackerel, large and medium.

Haddock, \$2.75 to \$4.25 per cwt.; large cod, \$4 to \$5; market cod, \$2 to \$4.25; hake, \$1 to \$2; pollock, \$2 to \$3; swordfish, 10c per pound; fresh "bullseye" mackerel, 1 1/2c per pound; fresh large mackerel, 35c each; fresh medium mackerel, 26c each.

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LARGEST MACKEREL THIS SEASON.

Fish of Sch. Priscilla Smith Bigger Than Cape Shores.

Several Fares of Bullseyes Arrived Yesterday.

Quite a few mackerel mostly bullseyes, however, have arrived since last report, there being four trips at Boston and one at this port. Most of the fleet are still hunting for the large and medium fish, and although things are dry at present, news of some good hauls are hoped for soon.

Sch. Priscilla Smith, Capt. William J. Corkum, arrived at this port yesterday afternoon from the Rips, with 3000 of the largest fresh mackerel seen this season. They were even bigger than Cape Shores, and sold at 24 cents each to the Gloucester Fresh Fish Company.

Capt. Corkum reports getting his trip on the Rips and that there were quite a number of the seiners there, and also a lot of mackerel evidently, but it was almost impossible to catch them on account of the very high run of tides. He also says that something has come along and driven away from the close proximity of the South Shoal lightship, and that 35 sail of the fleet have gone to Georges to look for the large or medium fish there.

At Boston yesterday afternoon sch. Benjamin A. Smith Capt. Solomon Jacobs arrived with 7000 of the very large fresh mackerel from the Rips, for which he got the fine price of 26 cents each. Capt. Jacobs' report coincides with that of Capt. Corkum.

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This morning three more of the mackerel fleet arrived at Boston, each with a good fare of bullseyes. Sch. Evelyn L. Thompson had 30000 fresh in count of the little chaps, while schs. Tartar and Monarch had 200 barrels each fresh and 50 barrels salt each of the same kind of fish. They

got a raise on the fresh ones over yesterday's figures, getting two cents per pound, and were offered \$6.50 per barrel for their salt mackerel.

Sch. Mary T. Fallon sold her salt mackerel yesterday at \$6.50 per barrel.

Sch. Aloha came here from Newport Sunday with her 200 barrels of fresh bullseyes and went to Rockport, where she put them in the freezer.

Several of the vessels of the fleet investigated recently the coaster report of miles of mackerel 150 miles southwest from Block Island but found no fish after carefully covering the ground in that vicinity.

Some of the captains report a large body of herring on some parts of the Rips.

About all the fleet are now on the Rips or around the South Shoal lightship.

Capt. William Doyle of the pollock seiner reports mackerel schooling near the Rose and Crown shoal.

Lost School by Tearing Seine on Bottom.

Sch. George Parker, Capt. Joseph E. Graham, arrived from the Rips Sunday with her seine badly torn. Capt. Graham reports fishing on the Rips. He had a fine school of large fish in his seine, having set in 14 fathoms of water, but before he could get dried in, the seine caught up on bottom, tearing it and the fish escaped. He reports quite a lot of schools showing there and some as big over as all Harbor Cove, but they were very wild.

Capt. Graham also reports that he never saw so much feed in the water as there is out there now. He thinks the high course of tides now on is also a handicap in catching the fish, the tide being very strong.

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BRAVEY OF GLOUCESTER FISHERMEN RECOGNIZED.

British Government Presents Watch to Captain and Money to Sailors.

Took Off Crew of Coal-Laden Schooner in Fearful Gale.

Capt. Robertson Giffin of sch. Conqueror of this port, and seamen Charles White and Charles Decker, both of this city, were yesterday afternoon in the office of the British consulate in Boston presented awards for bravery from the Canadian government.

Last January, in acknowledgment of one of the most daring rescues at sea in the history of the Gloucester fisheries, Capt. Giffin and five of his men were rewarded by the Massachusetts Humane Society, the captain receiving a framed certificate of merit, and the five men each a medal and money token.

At the same time, Capt. Giffin received notice from the Canadian minister of marine and fisheries that his government was cognizant of the brave act of himself and his men in saving the crew of a British craft, and that they would properly acknowledge the act later.

Yesterday afternoon, Vice British Consul C. Graham presented Capt. Giffin a solid gold watch and White and Decker \$15 each in cash from the Canadian minister of marine and fisheries, and said that as soon as the others of the daring band return from voyages they are now on they will be given similar sums of money.

The watch presented Capt. Giffin bears this inscription: "Conqueror-Eric. Presented to Capt. Robertson Giffin from the honorable minister of marine and fisheries of Canada as a souvenir of a seamanlike performance on Friday, 30th October, 1908."

In making the presentations, the British vice consul made a brief address on the manliness of the deed of the men honored, and then congratulated and shook hands with each one as he handed the awards.

The men entitled to reward beside Capt. Giffin, White and Decker, are Alonzo Townsend, Thomas Lennan and William Muise, but the latter poor fellow will not appear to receive his, as he was drowned by the capsizing of his dory on Georges last

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winter. His reward will be sent to his father in Nova Scotia.

Took Off Crew in 70-Mile Gale.

The deed for which Capt. Giffin and his men are rewarded was the rescue of the entire crew of the Canadian sch. Eric, coal laden, off Nauset, Cape Cod, October 30, 1908, in the face of a 70-mile and hour gale. Capt. Giffin's masterly handling of his craft in the wickedest blow of the winter, while the five men got to the Eric and back in the dory, and brought the whole crew off and safe to the Conqueror, was the cause of the rewards. Among the skippers of fishing vessels in the vicinity at the time, the act is spoken of and will always be remembered as the height of superb seamanship and daring, flashing bravery.

The story of the rescue has been told several times in the Times and is familiar to its readers.

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THREE BIG CODFISH TRIPS.

Salt Cod Fares About the 300,000 Pound Mark.

Three of the salt cod Bank vessels which arrived last week, landed fares in the vicinity of the 300,000 pounds mark, making unusually good stocks and shares for the crews, above \$150 each.

Sch. Theodore Roosevelt, Capt. William Morrissey, weighed off 308,335 pounds of salt cod as the result of her recent salt trawl bank codfishing trip, making a fine stock of \$8106.57. Capt. Morrissey is a young skipper, a member of the famous Morrissey family which has given to this port many master mariners of recognized ability. He is the youngest and latest contribution of the family and bids fair to walk in the same hard working, good judgment, big trip path those before him have trod.

Sch. Ella M. Goodwin, Capt. James Goodwin, weighed off just 300 pounds short of 300,000 pounds, as the result of her recent salt trawl bank codfishing trip, stocking \$8133, the crew of 22 men sharing \$152 each, a good share for such a large crew. Capt. Goodwin is one of the ablest that goes, but the big trip is saddened for him by the critical illness of his nine-year-old boy, and all of his army of friends are hoping that the youngster, a sturdy lad and blessed with the strong constitution of his father, will pull through all right.

Sch. J. J. Flaherty, Capt. Fred LeBlanc, weighed off 310,000 pounds of salt cod as the result of her recent dory handlining salt codfishing trip to Quero Bank. The stock and share has not yet been figured. Capt. LeBlanc, even before he came to Gloucester, to go master, had the biggest kind of a name as a hustling salt bank skipper, and he has certainly more than lived up to it during the recent years he has been going in the "long black ones" from the greatest fishing port in the new world.

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Fishing Fleet Movements.

Sch. Thomas A. Cromwell was at Liverpool, N. S., Friday and cleared.

Sch. Emma F. Chase, Jonesport, Me., for this port, was at Portland Monday and sailed.

Sch. Susan and Mary will now fit for shacking under command of Capt. Albert Hubbard.

Sch. Thomas A. Cromwell was at Liverpool, N. S., on Saturday, seeking bait.

Lunenburg, N. S., Fishing Notes.

Small herring are schooling in the harbor. A number of nets have taken small quantities, beside squid.

The handline fishing schooner W. C. Silver, Silver, returned from the banks this morning with 600 quintals of fish.

The Mahone Bay schooner Two Brothers, Ernst, is said to be the oldest vessel in commission on the Nova Scotia coast. She has reached three score and ten.

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Sch. Grampus Sailed.

The fish commission sch. Grampus sailed yesterday afternoon on her mackerel research cruise to the southward.