

August 15.

August 16.

# TWO MACKEREL TRIPS AT BOSTON.

## Sch. Etta Mildred and Steamer Bessie M. Dugan Land Fares.

A ray of hope still lingers in the bosom of the men who still continue to prosecute the mackerel fishery, for another surprise was in store for the buyers at T wharf, Boston, this morning when they found sch. Etta Mildred at the pier with a fine trip of 18,000 fresh mackerel and the little steamer Bessie M. Dugan with 8000, which were caught off Chatham.

The former craft only sailed Saturday evening from Boston after landing 5000 mackerel there. So the trip is a most remarkable one.

The price today is 27 cents and both vessels will make a fine stock. Sch. Etta Mildred, Capt. Charles Forbes, was the only seiner from this port on the New England shore, until sch. Indiana went out again Saturday, after hearing the news from the south shore. Capt. Forbes is to be congratulated for the pluck he has shown in remaining out after all others had given up seining.

Both skippers report the mackerel in small schools but no great body of fish. The mackerel are mixed, some of which will weigh four pounds and some only one pound, while they will average on

the whole about two and one-half pounds.

**Gloucester Vessels in North Bay.**  
A letter received today from the Times special correspondent at Souris, P. E. I., under date of August 11, says, sch. Margie Smith, Capt. Thomas White, arrived there on August 8, being the first of the mackerel fleet and took out a license, shipped some men and sailed for the Magdalenes, where it is reported that shore fishermen are doing well with hook and line. The Margie Smith he says was quite a surprise for she is a typical old-timer fishing vessel with hook and line, has abundance of bait and a crew of 15 men all over 60 years of age.

Sch. Diana also arrived August 11, for seining but took no license. The Diana and Capt. McLean, he says, is well remembered as figuring in the celebrated "Amelia vs. Diana" law suit. Capt. McLean has many friends in the island province and is looking well after his recent sickness in the Newport hospital.

No catches of mackerel as yet reported around Prince Edward Island.

The Canadian Fish Bureau of Friday report some mackerel being taken by shore fishermen at various places along the Nova Scotia coast.

# MANY WHALES OFF NORTH SHORE

There is no longer any need for whalers to go to the Indian and South Atlantic oceans in search of the big fellows. From reports brought in by those aboard the freighter St. Hugo from Buenos Ayres, just arrived at Boston, not more than a dozen miles off the Massachusetts coast was one of the biggest schools of whales ever seen simply waiting to be caught. But as there wasn't such a thing as a harpoon on board the St. Hugo, to say nothing of anyone who knew how to use it, there was nothing doing.

"It seemed as though there were miles of them," one of the apprentices declared, and they were so tame that they come right up alongside of us and spouted. And they were giants. They didn't seem afraid of anything. It would have been a good job if a whaler had been there."

The monsters apparently had seen many a ship before and took good care not to be cut in two by the prow. It is believed there were hundreds in the lot and they would have been worth a fortune.

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## FISH PLENTIFUL AT PORTLAND. Several Fares Landed There Latter Part of Week.

There was no scarcity of fish at Portland at the end of the week. On Friday three vessels came into port and together they brought more than has been received there for a month. But much as they had there was no drop in the market, for fish are scarce, the price is firm and there is a live demand everywhere for the sea food.

The first of the fleet to arrive, and the one that came from the longest distance, was sch. Margaret, Capt. William Grady. She brought 15,000 pounds of halibut, 15,000 pounds of fitchers and 30,000 pounds of salt cod. The vessel has been fishing off the coast of Newfoundland for the past six weeks. Capt. Grady reported that the weather had been fairly good but that the fish were beginning to grow scarce.

Late in the afternoon, sch. Catherine Burke, a frequent visitor there, came in with a fare of 30,000 pounds of halibut, 12,000 pounds of fresh cod and 20,000 pounds of salt cod. Sch. Marjie Turner, one of the Portland fleet, arrived at about the same time with 12,000 pounds of halibut and 10,000 pounds of fresh fish.

On Saturday evening, sch. Preceptor arrived from Grand Bank with 35,000 pounds of halibut and 35,000 pounds of salt cod, which is one of the best trips at Portland this season.

During the week there was little or no fish received there. The small boatmen have occasionally got outside but have brought back only a few hundred pounds of ground fish. Shad have been brought in in fairly liberal quantities and there have been a number of butterfish, but until Friday afternoon, there was hardly anything that could really be called a fish supply.

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# BOTH SEINERS STOCKED HIGH.

## Crew of Str. Bessie M. Dugan Shared Over \$150 Each.

There is no news from the mackerel fishermen today, as the two vessels which were in Boston yesterday did not get away again and there are but two other vessels engaged in the business, schs. Nellie Dixon of Boston and Indiana of this port.

The steamer Bessie M. Dugan which left here Thursday last has made two trips since stocking about \$3900. The crew in the meantime made the splendid share of \$157.46, which has not been equalled in the mackerel fishery for the same length of time this season.

Some of the fish of sch. Etta Mildred were reported to be soft and unsaleable, and a loss was sustained in consequence. As it was, however, Capt. Forbes is reported to have stocked \$3200 which is pretty large for one trip.

The crew of the Bessie M. Dugan who came here last night said they only saw one school of mackerel and that they got, so they could not tell what the prospects were.

The fare of sch. Etta Mildred was also taken in one school, which would indicate quite a body of fish.

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# MACKEREL STILL ON THE COAST.

## Cape Cod Fisherman Says They Have Not Changed Their Habitat.

To the Editor of the Times:—I read in the Gloucester Times of July 27, that mackerel had left the coast, and the prospect for further catch was very discouraging. I do not agree with you that mackerel have left this coast. I know that mackerel have not left this coast at this time of the year since 1876 and as far as I know before. There were mackerel seen and caught in the season of 1909 on the same feeding grounds, at nearly the same time in the year, as in 1876. That shows that mackerel have not changed in their habits.

I am thoroughly familiar with mackerel feeding grounds, as I have made a study of mackerel and their habits for over 30 years. I know from actual experience in the mackerel fishery what time in the year the mackerel go to them.

Mackerel do not always show in schools when on their feeding grounds but could be raised from the bottom and caught by hook and line by throwing bait as was done before the purse seine was invented. You have got to go back to the hook and line, but use the seine when a chance offers, but do not depend too much on the seine and the mackerel fishery will come back.

Mackerel can be found on their usual feeding grounds at this time in the year, and later in the season can be found in other places. They follow the red feed from one place to another. There is scarcely any bait thrown in the water now by the seiners, so the mackerel have to follow the red feed to get something to eat or starve.

A. EVERETT BASSETT.

Harwich, Mass., August 12.

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# Scotch Steam Trawler Arrives at Canso.

The steam trawler Coquet of Aberdeen, Scotland, arrived at Canso, N. S., last Wednesday after a fine passage. This vessel is owned by Aberdeen fish curers, one of whom is now on his way to this country to establish a fish business. Capt. Sheekey reports that he tried for fish on the nearby fishing grounds and brought in some varieties of fish not often seen on this side.

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**Fish Sales.**  
The fare of fresh mixed fish of sch. Alice was sold to the Cunningham & Thompson Co.

# Lunenburg, N. S., Fisherman Drowned.

The Lunenburg banker Tamania arrived at Torbay recently to obtain a supply of bait, and while there one of her crew named Russel was drowned. He was last seen early one night sitting on the fore-castle head and later could not be found, and as none of the dories were missing, must have fallen overboard. His body has not yet been recovered. The man has a widow and family residing in Lunenburg.

# Lunenburg Fishing Notes.

The Lunenburg banker Montana, Capt. Romay, arrived Saturday afternoon from the banks for salt and supplies, which she is now taking at Job's. The vessel has 1300 qtls. of codfish to date for this trip. During a gale last week her mastsail was torn, and repairs to it are being made here.

Sch. Ambition, Capt. Himmelman, was at Newfoundland recently with 1,600 qtls. and a full baiting of squid, which is to be fished on Quero. Capt. Himmelman expects to be home on the 15th of this month.

Schs. Hiawatha, and Oregon are reported with 800 and 1200 respectively. The crew of sch. Alma Nelson, Capt. Backman, shared \$133 as a result of the spring voyage.

Sch. Uda A. Saunders with 2100 quintals of salt cod from Grand Bank, sch. Carrie L. Hirtle with 1700 qtls. arrived at Lunenburg last week.

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# DISCUSSED THE LINE OF BAYS.

## British Counsel Answered United States Arguments at the Hague.

### Reiterates Claim That Term Bay Includes Entire Area.

(From Our Special Correspondent.)

Following the four days argument of Charles B. Warren, Esq., who presented the American contention on question relating to five bays John S. Ewart, king's counsellor, addressed the tribunal, for Great Britain and made a four days argument on question one, five, two and seven, putting the major portion of his time on the two former. He was a very interesting speaker—not forceful, but possessed of a pleasant voice and manner which he used to the best advantage.

He opened by taking up question five right at the start, that question having been under consideration by Mr. Warren in the concluding part of his address.

Mr. Ewart said that upon this question, which is from what point must be measured the three marine miles from any of the coasts, bays, creeks or harbors referred to in article one of the treaty of 1818, the British government has, during the whole controversy had but one view. It has never seen any reason to depart from the idea that when the treaty said "three miles from bays," it meant exactly what it said—three miles from bays. In fact, the British government has never been able to express that idea in any other language; and when they are giving their interpretation of the meaning of the words "three miles from bays," after hesitating for language in which to express it, they merely have to say—"three miles from bays."

That contention of the British government must not in any way be mixed or confused with the headland theory which, as known in international law, was the peculiarly British idea that lines were to be drawn between headlands—even widely distant headlands—whether the intervening water formed a bay, or was a mere curvature in the shore.

The position of the British government has been completely misunderstood by the United States, and he found in their counter-case a wholly erroneous statement of what the theory is. In fact, Great Britain has had no theory; she has had an interpretation of the treaty, or rather, we have merely said, "there is the treaty." That has been spoken of by the United States as though it were the headland theory.

Not a word is said there as to the intervening water being bays. But our whole contention is that according to the words of the treaty, you do not draw lines from headlands irrespective of the character or conformation of the water in between, but from the headlands of bays.

#### Seizure Made Under the Headland Theory Repudiated.

As against that it may be said in reply to what I have urged, that this has not always been the view of the British government, because in the case of the Argus the seizure was made, based upon the British view of the headland idea. That is perfectly true. The seizure was made upon that idea. But as soon as it was made it was repudiated by the British government in a letter from the Right Honorable Lord Stanley to Governor Falkland of Nova Scotia. That was a letter in which Lord Stanley announced that the proposal of the British government to open all the bays had been withdrawn. He urged, however, scrupulous observance of the treaty.

Evidently the opinion of the law officers was taken; evidently they said this headland theory is not something which is applicable to North American coasts; the treaty says nothing about that sort of thing; this is not "within a bay" or unlawful propinquity to a bay which is unjustifiable, and directed reparation to be made for the wrongful seizure.

Other seizures were made by a provincial cruiser in 1852 under Captain Dodd, the same man, I believe, who seized the Argus. He seems to have had the headland idea in his mind, and it will be observed that the Argus was seized not by an imperial vessel but by a provincial vessel and therefore not in pursuance of any admiralty instructions.

Those other seizures in 1852 were repudiated by the provincial government and never came before the imperial government at all. It was not necessary. The tribunal will therefore see that my statement remains unimpaired that the British government has had but one view of this treaty from the commencement of the discussion until today, namely, that "within three miles of a bay" means—there is no other language to express it—within three miles of a bay.

#### Would Solve Headlands Question by Taking the Shortest Line.

Mr. Warren has put in here maps covered with suggestive red lines, and he asks the Tribunal, which of those are you going to take? Well, sirs, I have two answers to that. In the first place I think that if the members of the tribunal will take any of those charts and look at almost any bay, you will find your minds at once coming to an opinion as to where the headlands are. If two or three are looking, one will say "It is here," almost at once, almost instantly, and very frequently there will be agreement amongst all those who are looking at the same map. Sometimes questions of doubt arise, but there is a very simple rule for determining in case of doubt which can not be resolved in any other way, namely,—take the shorter line.

That is the first answer I have to make, and if the members of the tribunal will take Mr. Warren's map, embarrassed by all the red lines, and each separately mark down where they would draw those headland lines they will find not much disagreement. Where there is disagreement, then, if they will take the shorter line, they will have solved the difficulty that Mr. Warren has put to the tribunal.

#### Difficulty Never Been Sufficient to Prevent Agreements.

But the other answer which I make is that this practical difficulty has never been sufficient to deter nations from agreeing as to bays and making arrangements as to bays. If you will take the treaty between Great Britain and France in 1686, you will there find a reciprocal agreement for abstention from fishing "in the havens, bays, creeks, roads, shoals or places, which the king of Great Britain possesses or shall hereafter possess in America."

How are you going to find out what a "bay" is? That practical difficulty was not sufficient to prevent the making of that treaty. If that is a little too long ago, let us take the treaty between the United States and France, in which you will find a treaty of very similar character to the one of 1686 that I have just referred to.

If that is still too long ago, we will take one between the dates of our two treaties, namely, in 1794.

There we have again, an arrangement as to bays, and no method prescribed in the treaty, at all events—plenty of methods outside—no method prescribed in the treaty for ascertaining what a bay is.

#### The Treaty Itself the Best Exponent of its Meaning.

At the outset, in 1824, the view of the United States seems to have agreed with that of Great Britain, that three miles from any bay meant three miles from any bay. The evidence of that is not very strong, and in that statement he did not include, the Bay of Fundy, but so far as there is any evidence, it would appear that the United States took the same view as Great Britain has always taken.

In 1839 came a period of doubt and indecision. The mackerel were running, and were of value now in the colonial coasts, because they were disappearing from the United States coasts, and it was advisable that some method of getting to the fishing in the bays should be discovered.

But when the question was distinctly put to the United States government by its own citizens, as to what the construction of this treaty should be, the reply which was given was to send a copy of the treaty. That request was accompanied with the statement that it was very necessary that they should know, because of possible conflicts in these bays where the disputes were going on between the fishermen; and the reply which the United States government gave was to send a copy of the treaty.

#### How Would the Fishermen Naturally Interpret the Treaty?

Now, supposing these fishermen got that treaty, with a statement from the British government that: "There is the limit of what you are entitled to;" and they read it, and they said: "Why, the United States have renounced the right to fish on any bay." What meaning would they give to it? There seems to be only one meaning, not only "on" any bay, but they cannot fish "within three miles of any bay." What meaning would they give to it? Were the fishermen to whom that intimation was sent familiar with the difficulties of the triangle, or the complexities of international law? Does the United States government really imagine that the United States fishermen were going to work things out in that way? No, sir, they were going to take just the language of the treaty that the United States government sent them.

It will be observed that in this contention which, for brevity, I may speak of as the "fishermen's contention," or the "fishermen's theory," the question of the point about territoriality has no place whatever. It is a mere question of the construction of the treaty. Does the distance of three miles count from the bays, or from the shores of the bays? Territoriality has no place in that discussion whatever.

#### Arrangement Continued Till Treaty of 1854.

That arrangement—I am almost justified in using the word "arrangement" because Sabine uses it; for myself I would not put it as high as an arrangement, and so I shall not use the word—but that sort of tacit understanding, an admission of the general principle upon the one hand, a concession of its inapplicability to the principal bay that the United States were interested in on the other hand, remained in operation until 1853, when it was repudiated. But its operation may, perhaps, be said to have continued on the part of Great Britain until 1854, when the reciprocity treaty, which lasted for 12 years afterwards, supervened and put an end, of course, to all arrangements, and an end to all contentions.

During that period, however, between 1845 and 1854, the Webster incident took place, in 1852. The determination of Great Britain to exercise greater vigilance in the enforcement of her views upon the treaty grounds, unfortunately synchronized with the approach of a Presidential election; and what happened is what always happens when you touch a match to a barrel of gun powder,—a tremendous explosion.

#### Webster Claimed Difficulties of Fishermen Due to an Oversight.

The United States was alive with excitement upon this question, because Mr. Webster had published a notice on the 19th of July indicating his agreement—I do not think I am putting it too strongly when I say that—indicating his agreement with the view of the British government, and saying that the difficulty that the United States fishermen found themselves in was due to an oversight—his word—on the part of the United States negotiators in 1818.

That notice, published on the eve of a presidential election, was taken advantage of, very naturally, by the opponents of the Fillmore administration, in which Mr. Webster was secretary of state. There was a tremendous, as Mr. Webster speaks of it, "flare-up" in the senate. The newspapers were full of it. Was the administration "going to give away bays to which we are rightfully entitled?" And efforts were made to calm this excitement, and to get rid of the difficulty, by negotiations for a settlement of the whole subject, in the way afterwards accomplished by the reciprocity treaty.

That was Mr. Webster's way out of the difficulty. He saw no other way. He tried his hand at a memorandum, but he could make nothing of it; and he tried by negotiation to get rid of the difficulty, which he could see no other way of getting rid of, by bringing about a reciprocal trade arrangement, including this difficult subject of these fisheries.

We then have here not merely a concession from Mr. Everett in 1845, not merely a tacit agreement or understanding,—a better word—from 1845 to 1852—but we now have a man with such an intellect as Daniel Webster, doing his best for his country, under the pressure of a presidential election, to formulate some theory upon which he can contend that three miles from a bay does not mean three miles from a bay; and Daniel Webster could not do it.

The result of the elections was to put Mr. Dobbin in the place which had been vacated by Mr. Webster's death. And Mr. Dobbin went back to the fishermen's idea. It was not necessary to discuss that question with Mr. Dobbin, and no discussion seems to have taken place, because the treaty of 1854 came into operation the next year.

So, now, we are back to the fishermen's idea again, in 1853, having come through the cycle.

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## THREE TRIPS FROM BOSTON.

Some of Arrivals at This Port This Morning.

The arrivals at this port this morning with fish are confined to sch. Alice, via Boston with 85,000 pounds of fresh mixed fish, sch. Agnes, via Boston with 20,000 pounds of fresh fish and 6000 pounds of salt cod, and sch. Mooween, via Boston, with 3000 pounds of salt cod.

Several of the little seining steamers which were out arrived without taking any fish. A number of the shackers which have been out some time are now due and should arrive most any time.

The arrivals and receipts in detail are:

### Today's Arrivals and Receipts.

Sch. Alice, via Boston 85,000 lbs. fresh fish.  
Sch. Mooween, via Boston, 3000 lbs. salt cod.  
Sch. Eva, Avina, via Boston.  
Sch. Agnes, via Boston, 20,000 lbs. fresh fish, 6000 lbs. salt fish.  
Sch. Ignatius Enos, via Boston.  
Steamer Joppiate, shore.  
Steamer Philomena, shore.  
Sch. Rose Standish, shore.  
Sch. A. C. Newhall, shore.  
Sch. Mary Emerson, shore.

### Vessels Sailed.

Sch. N. A. Rowe, swordfishing.  
Sch. Romance, shacking.

### Today's Fish Market.

Fresh halibut, 8 cts. per lb, for gray, heads off.  
Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.  
Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.  
Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.  
Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.  
Outside sales of Bench cod, \$3.75 for large and \$3.50 for medium.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2.  
Salt haddock, \$1.25 per cwt.  
Salt hake, \$1.25 per cwt.  
Salt pollock, \$1.25 per cwt.  
Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.  
Splitting prices for fresh fish:  
Western cod, large, \$2.25 per cwt.; medium, \$1.75.  
Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.  
Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.  
Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.  
Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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SCH. MOOWEEN STOCKED \$4325.  
Landed Fine Halibut Fare from Green Bank at Boston.

Sch. Mooween, Capt. Daniel McDonald, which was at Boston yesterday had a fine fare of 72,000 pounds of halibut and 3000 pounds of cod, which realized a stock of \$4325, which is the best made in the halibut fishery for some months.

Capt. McDonald said he fished on Green Bank, which at one time was a noted fishing ground and especially in winter. But the large number of vessels that fished there for several years despoiled it, so that the vessels were forced to leave and look for a new field of operations.

This season several good trips have been brought in from there and it looks now as if the halibut were returning to their old time haunts.

The vessels, however, have not been going so far from home this summer in search of halibut, and the trips brought in from the nearer grounds have been the best in several years.

## T WHARF MARKET OVERSTOCKED.

Overplus Will Come to Gloucester For the Splitters.

Quite a fleet of vessels are at Boston today and receipts more than equal demand. Prices of haddock and some other ground fish have further declined, while cod remains firm.

The catch of haddock at this time is larger than usual, so that the market is stocked beyond expectations.

A number of the vessels in today are from off shore, and their fares of mixed fish are larger than expected, so that a portion of their catch will doubtless be taken to Gloucester for the splitters.

Sch. Alice M. Gurthie, which has been out only four days, is in today with a large fare, mostly of haddock. The fares and prices in detail are:

### Boston Arrivals.

Sloop Rara Avis, 500 cod.  
Sch. Alice M. Guthrie, 55,000 haddock, 4000 cod, 5000 hake.  
Sch. Regina, 40,000 haddock, 5000 cod, 5000 hake.  
Sch. Eva Mildred, 105 swordfish.  
Sch. Julietta, 50 swordfish.  
Sch. Edith Silveria, 45,000 haddock, 30,000 cod, 1000 hake.  
Sch. Laura Enos, 5000 pollock.  
Sch. Morning Star, 3000 pollock.  
Sch. Geraldine, 2000 haddock, 3000 pollock, 1 swordfish.  
Sch. Elva L. Spurling, 18,000 haddock, 9000 cod, 6000 hake, 5000 pollock.  
Sch. Frances E. Silva, 7000 haddock, 6000 cod, 1000 hake, 3000 pollock.  
Sch. Philip P. Marita, 6000 haddock, 25,000 cod, 5000 hake.  
Sch. Rebecca, 1000 haddock, 35,000 cod.  
Sch. Mary C. Santos, 10,000 haddock, 40,000 cod, 3000 pollock.  
Sch. Fannie Belle Atwood, 38,000 haddock, 24,000 cod, 6000 hake.  
Sch. Seaconnet, 23,000 haddock, 2000 cod, 10,000 hake.  
Sch. Georgianna, 30,000 haddock, 21,000 cod.  
Sch. Mary Silveria, 7000 haddock, 22,000 cod, 2000 pollock.  
Sch. Helen B. Thomas, 27,000 haddock, 9000 cod, 3000 hake.  
Sch. Emily Sears, 20,000 pollock.  
Haddock, \$1.35 to \$2.25 per cwt.; large cod, \$3.25 to \$3.50; market cod, \$2 to \$2.80; hake, \$3 to \$3.75; pollock, \$2; swordfish, 10c to 10½c per lb.

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## LATE CATCHES OF MACKEREL.

Some Being Landed at Provincetown and Newport.

A few mackerel are being taken by the late fleet now on the New England coast, sch. Indiana, which sailed from here Monday, being reported as landing 40 barrels of large fish at Provincetown, while the boat Freedom is reported at Newport with 1700 mackerel and one swordfish, sloop Alice with 1600 bullseye mackerel and sloop Catspaw with 1200.

The sch. Nellie Dixon is the other vessel out and sch. Etta Mildred and steamer Bessie M. Dugan also seiners were in here last night and sailed today.

No news of a favorable character has been received from the vessels which went to North Bay and is not likely to be for some time.

Sch. Monarch is fitting out again and sailed for North Bay this forenoon.

## T WHARF HAS GLUT OF FISH.

Many Vessels With Good Trips There Today.

Boston has another big glut of fish today for a large fleet have arrived since yesterday and many of them have good trips.

Prices as the last two days are off several points from those of last week. This week will not see such a glut again, as most of the market fishermen have been in since Monday. The fares and prices in detail are:

### Boston Arrivals.

Sch. Mary DeCosta, 50,000 haddock, 25,000 cod, 2000 pollock.  
Sch. Joseph P. Johnson, 2000 haddock, 14,000 cod, 10,000 hake.  
Sch. Josephine DeCosta, 5000 haddock, 10,000 cod, 9000 hake.  
Sch. Gertrude, 14,000 haddock, 15,000 cod, 2000 hake.  
Sch. William A. Ward, 30,000 haddock, 20,000 cod, 10,000 hake.  
Sch. Matchless, 14,000 haddock, 32,000 cod.  
Nettie Franklin, 7000 haddock, 10,000 cod.  
Sch. Harvester, 10,000 haddock, 14,000 cod, 2000 hake.  
Sch. Diana, 2000 cod, 6000 pollock.  
Sch. Olivia Sears, 5000 pollock.  
Sch. Georgianna, 10,000 pollock.  
Sch. Thomas Brundage, 5000 haddock, 28,000 cod.  
Sch. Esther Gray, 62 swordfish.  
Sch. Leo, 11,000 haddock, 9000 cod.  
Sch. Catherine and Ellen, 35,000 haddock, 25,000 cod, 3000 hake.  
Sch. Genesta, 20,000 haddock, 6000 cod, 10,000 hake.  
Sch. Flavilla, 4000 haddock, 10,000 cod, 15,000 hake.  
Sch. Annie Perry, 30,000 haddock, 22,000 cod.  
Sch. Harmony, 10,000 haddock, 20,000 cod.  
Sch. Jessie Costa, 10,000 haddock, 25,000 cod.  
Sch. Athena, 14,000 haddock, 20,000 cod.  
Sloop Priscilla, 22 swordfish.  
Sch. Robert and Arthur, 25,000 haddock, 5000 cod, 1000 hake.  
Sch. Mary B. Costa, 5000 haddock, 25,000 cod.  
Sch. Washakie, 35,000 haddock, 16,000 cod.  
Sch. Gladys and Nellie, 33,000 haddock, 6000 cod, 9000 hake.  
Sch. Ethel B. Penney, 2,000 haddock, 28,000 cod.  
Sch. Theresa and Alice, 27,000 haddock, 2000 cod, 4000 hake.  
Sch. Warren M. Goodspeed, 22,000 haddock, 18,000 cod.  
Haddock, \$1.25 to \$1 per cwt.; large cod, \$2.50; market cod, \$1.75 to \$1.80; hake, \$1.25 to \$2; pollock, \$1.50 to \$1.60; swordfish, 10 cts. per lb.

### NEW STEAM TRAWLER FOAM.

Ready for Launching at Quincy Tomorrow Forenoon.

Everything is in readiness for the launching at Quincy tomorrow of the new steam trawler Foam, which when completed will run to the local market. The launching ceremony will occur at 9 a. m.

The Foam, which is built from American designs, will resemble the Spray in general appearance, but she will be much faster. The Spray makes a speed of 10 to 12 knots. The Foam is 117 feet on the waterline, or 10 feet shorter than the Spray, and will have triple expansion engines capable of developing a horsepower of 450. She will have a two furnace Scotch boiler. A crew of 19 will be carried.

### Sighted School of Sharks.

Hundreds of sharks were sighted off Nantucket Sunday by the officers of the United Fruit company's steamship Esparta, which arrived at Boston Monday morning from Port Limon, Costa Rica. Capt. Glenn said there must have been between 200 and 300, and they were lying motionless until the Esparta steamed through the school, and then they scattered in all directions.

### Good Stock.

Capt. Jeffrey Thomas of sch. Cynthia which abandoned mackerel seining and went shacking, arrived home last week with a big fare of 200,000 pounds which realized a stock of \$4550, while the crew shared \$101.53 each. This is one of the best shack trips made in a long time.