

VARIETY IN FISH RECEIPTS.

REPORTS OF POOR FISHING BROUGHT FROM THE BANK FLEET.

Salt cod, salt mackerel, a few fish to split and a handful of fresh halibut comprises the total of the fish receipts here today.

Of the former sch. John Hays Hammond, Capt. Christopher Gibbs, one of the eastern shackers, has a nice money-making fare of 130,000 pounds. Capt. Gibbs reports getting the most of his fish on his first baiting and the weather has been so bad since the latter part of September that he did very little on the last baiting. He fished on Mizzaine bank and saw two other shackers fishing there under sail, but did not get their names. He also saw the dory handliner John R. Bradley and Capt. Whitten had the same poor report as has come from all the craft fishing to the eastward the past month. Capt. Gibbs says that he had heard from some of the others of the dory handliners and they had been doing poorly.

Sch. Tacoma, from the southern edge of Grand Bank has only 2000 pounds of halibut and 20,000 pounds of salt cod. Capt. Nickerson reports bad weather and saw no fishing vessels in the vicinity of where he was fishing.

Sch. Avalon, Capt. Louis Wharton, of the dory handline fleet, came along yesterday, from her second trip, with 100,000 pounds of salt cod. Capt. Wharton had one of the banner fares on his first trip and will make a saving voyage this time despite the scarcity of fish and bait on the ground.

The new knockabout Rhodora, which has been fishing to the eastward and was at Boston on Saturday, came here this morning with 10,000 pounds of fresh fish to split.

This morning sch. Premier came home from a North Bay seining trip with only a few barrels of salt mackerel and sch. Diana came in just behind her from the same kind of a voyage with 60 barrels of salt mackerel.

It is blowing pretty hard along shore this morning and the harbor is full of market boats, many of whom did not go out and others which went out and had a look and came back.

The bait companies were busy yesterday and this morning. Yesterday they had about 200 barrels of the finest kind of bait and the receipts in this line this morning were hard on to 200 barrels. Some went in the freezer but the fresh fishermen will grab up the most of it.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Avalon, Sable Island Ground, dory handlining, 100,000 lbs. salt cod.

Sch. John Hays Hammond, Mizzaine Bank, salt shacking, 130,000 lbs. salt cod.

Sch. Tacoma, Grand Bank, 2000 lbs. halibut, 20,000 lbs. salt cod.

Sch. Premier, North Bay, seining, salt mackerel.

Sch. Diana, North Bay, seining, 60 bbls. salt mackerel.

Sch. Rhodora, via Boston, 10,000 lbs. fresh fish.

Sch. Margaret Dillon, via Boston.

Sch. Mary E. Cooney, shore.

Sch. Mabel Bryson, shore.

Sch. Mary Edith, shore.

Sch. Ida S. Brooks, shore.

Torchers and traps, 400 bbls. fresh herring.

Sch. Priscilla, shore.

Sch. Appomattox, shore.

Sch. Blanche F. Irving, shore.

Sch. Lafayette, shore.

Sch. Robert and Carr, shore.

Sch. Julietta, shore.

Sch. Lillian, shore.

Sch. Alice, shore.

Sch. Mertis H. Perry, shore.

Vessels Sailed.

Sch. William H. Rider, pollocking.

Sch. Grace Otis, pollocking.

Sch. Grace Darling, pollocking.

Sch. Juniata, pollocking.

Sch. Gladys and Sabra, pollocking.

Sch. Lafayette, pollocking.

Sch. Priscilla, pollocking.

Sch. Reliance, pollocking.

Sch. Annie and Jennie, Boston.

Sch. Rita A. Viator, Boston.

Sch. Frances P. Mesquita, Boston.

Sch. Matiana, Boston.

Sch. Manomet, Boston.

Sch. Lillian, Boston.

Sch. Nokomis, Boston.

Sch. Hortense, Boston.

Sch. Virginia, haddocking.

Sch. Aspinet, haddocking.

Sch. Mary T. Fallon, haddocking.

Sch. M. Madeleine, shore.
Sch. Blanche F. Irving, shore.
Sch. Rose Standish, shore.
Sch. Saladin, Newfoundland salt herring trip.

Today's Fish Market.

Handline Georges cod, large, \$4.25 per cwt.; medium, \$3.50.

Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.

Bark halibut 11 cents per lb. right through for white and gray.

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, \$4.50 per cwt. for large, \$4.10 for mediums and \$3.25 for snappers.

Swordfish, 14 cts. per lb.

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, \$1.65 per cwt.; medium, \$1.25; snappers, 50 cts.

Haddock, \$1.10 per cwt.; hake, \$1.25 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

Oct. 24

BOSTON TRIPS RUNNING SMALL.

SCH. MORNING STAR HAS LARGEST FARE OF 48,000 POUNDS OF HADDOCK AND COD.

The fresh fish fares at T wharf this morning run mostly small, those of any size being few and far between.

Sch. Morning Star, another of the big off-shore vessels, and which has been fishing to the eastward, had the largest fare, 48,000 pounds, mostly haddock and cod, with a few hake and pollock on this side.

Sch. Squanto, one of the South Channel fleet, had 43,000 pounds, while sch. John J. Fallon, another of the big fellows from the Channel grounds, had 40,000 pounds. These craft had about half and half of haddock and hake, while sch. Evelyn L. Thompson, which led the market boats, had 45,000 pounds, 40,000 pounds of which were hake.

Nine of the pollock fleet are in and their catches run from 2000 to 20,000 pounds.

Prices on new fish are good. New shore haddock brought as high as \$5, while old haddock sold for \$2.50. Large cod were from \$5.50 to \$6.50 with markets \$4 to \$5. Hake sagged along at from \$1.15 to \$1.60, while pollock were from \$1.60 to \$1.75. Cusk were quoted at \$1.50 to \$2.

For the week ending Friday night, 131 fares aggregating 2,931,400 pounds of fresh fish were landed at T wharf, while for the corresponding week last year 88 fares aggregating 1,727,800 pounds of fresh fish were brought in.

The fares and prices in detail are:

Boston Arrivals.

Sch. Squanto, 20,000 haddock, 8000 cod, 23,000 hake.

Sch. John J. Fallon, 17,000 haddock, 3000 cod, 20,000 hake.

Sch. Mettacomet, 6000 pollock.

Sch. Motor, 1000 cod, 14,000 hake, 500 pollock.

Sch. Annie and Jennie, 1500 haddock, 1300 cod, 9000 hake.

Sch. Manomet, 800 haddock, 3000 cod, 20,000 hake.

Sch. Evelyn L. Thompson, 3500 cod, 40,000 hake, 1000 pollock.

Sch. Volant, 14,000 pollock.

Sch. Fitz A. Oakes, 3000 pollock.

Sch. Emerald, 1000 cod, 6000 pollock.

Sch. Yankee, 4000 haddock, 5000 hake.

Sch. Victor and Ethan, 17,000 haddock, 1500 cod, 2000 hake.

Sch. Rita A. Viator, 500 haddock, 1100 cod, 19,000 hake.

Sch. Lillian, 3000 cod, 600 hake.

Sch. Cherokee, 4000 cod.

Sch. Mary E. Silveria, 2000 haddock, 16,000 cod, 3000 pollock.

Sch. Matiana, 4500 haddock, 500 cod, 3000 hake.

Sch. Olivia Sears, 300 cod, 2000 pollock.

Sch. Edward A. Rich, 13,000 pollock.

Sch. Galatea, 20,000 pollock.

Sch. Almeida, 7000 pollock.

Sch. Winnifred, 13,000 pollock.

Sch. Seaconnet, 3500 haddock, 2000 cod, 10,000 hake.

Sch. Athena, 12,000 haddock, 1500 cod, 4000 hake.

Sch. Helen B. Thomas, 7000 haddock, 1000 cod, 2000 hake.
Sch. Hortense, 2000 haddock, 20,000 hake, 2000 cusk.
Sch. Morning Star, 16,000 haddock, 21,000 cod, 3000 hake, 8000 pollock.
Sch. Frances P. Mesquita, 6000 haddock, 3400 cod, 10,000 hake, 2000 cusk.
Haddock, \$2.50 to \$5 per cwt.; large cod, \$5.50 to \$6.50; market cod, \$4.50 to \$5; hake, \$1.15 to \$1.60; cusk, \$1.50 to \$2; pollock, \$1.60 to \$1.75.

Oct. 24

Good Mackerel Haul at Liverpool, N. S.

On Thursday evening, off Strawberry Point, in the harbor at Liverpool, N. S., the trap of Frelick Brothers and associates succeeded in stopping what was estimated at from 12,000 to 14,000 mackerel. Of these only about 3000 or 4000 fish were landed owing to the heavy gale which sprung up, making the work of landing the fish almost impracticable.

At one o'clock Friday morning, when the tug Mersey with nine boats, all deeply loaded with fish in tow, had just left the trap, a perfect hurricane of wind swept across the harbor from the northeast, swamping the boats and sinking two, in which were John Frelick and a man by the name of Wolf. Gilbert Sawler, who was in one of the boats, jumped in time to catch a line from the Mersey's side and was hauled on board. In the dense darkness, lively sea, and howling wind, it was difficult to know just what to do, but the prompt cool-headed action of Angus Frelick, William Freeman and others is due the fact that there was no loss of life. The mackerel landed are of large size and were iced and shipped to Boston.

Oct. 25

WILL NOT CALL UPON THE EXPERTS.

FISHERIES QUESTIONS MAY BE TREATED WITH PROVINCES DIRECTLY.

A copyrighted dispatch from London to the New York World, under date of yesterday, says:

"It was learned today that the Canadian and Newfoundland governments have decided to enter into direct negotiations with the United States with the object of settling the points in the north Atlantic fisheries arbitration that had been referred by The Hague tribunal to the committee of experts.

"This course, in spite of the British foreign office objections to it on grounds of procedure, has received the approval of the home authorities, and if it is acceded to by the United States it will obviate the necessity of summoning the committee of experts and will bring the proceedings connected with the award to a final conclusion at a much earlier date."

Oct. 25

No Herring at Bay of Islands.

Advices from Bay of Islands, N. F., state that there is no sign of herring in the Arms as yet, but that the fishermen report signs of fish outside in deep water.

Fresh Fish at New York from Nantucket.

The first arrivals of vessels of the Fulton market fleet from Nantucket with fresh codfish, came in last week. The fares were small.

Met Bad Weather.

Schs. Morning Star and Frances P. Mesquita, which arrived at Boston yesterday, report bad weather recently on Western bank and Georges.

On Herring Trip.

Sch. Saladin, Capt. Wallace Parsons, sailed yesterday on a Newfoundland salt herring trip, being the first of the fleet to get away this season.

South Boston Man Landed Queer Specimen While Fishing for Crabs.

A most peculiar fish, with a head more than 2½ feet in diameter and a narrow body, and tail but little more than 2 feet long, with an ugly mouth, fully 1½ feet in diameter, was landed at South Boston recently by William McIntyre, of that district.

McIntyre is an ardent fisherman, for the fun there is in it, and went out for crabs, which are quite plentiful off the northern part of the extreme end of City Point. He had had pretty good luck when suddenly there was a pull at his line which nearly hauled him off his seat. He caught hold of the line with both hands, braced his feet and pulled. There first appeared above the surface of the water a large head, with two eyes far back from the mouth, staring at him, and over the eyes were two short horns, and back on top of the head two more horns. A tongue fully a foot across was snapping out of the mouth and the fish tugged away at the line as if determined to avoid capture.

McIntyre landed his fish and soon ended its existence. By actual measurement it was 4 feet, 5 inches from the mouth to the tip of the long, narrow part that was 90-100 body and 1-100 tail. The head was just 2 feet, 8 inches in diameter and almost the entire front was the mouth which, when opened, showed about 50 small teeth. There are no lips, the teeth being on the edge of the mouth and visible even when the mouth is closed. The tongue was a large ugly mass, two inches thick and a width of a foot or more.

At the end of the head and where it curves about to meet the narrow portion serving for a body on either side were large fins spreading a foot and a half. The under part of the fish was clear white, with half a dozen fins scattered over the underbody.

FEAR HERRING WILL DISAPPEAR.

Maine Legislature To Be Asked to Regulate Seining.

Capt. Charles L. Donovan of Jonesport, Mayor Hanson of Belfast and other prominent residents of Maine coast towns are calling upon members-elect of the Maine legislature and asking support for a law to regulate seining in Maine waters. Capt. Donovan, who is extensively engaged in the coast fisheries, declares that if some protection is not afforded by the legislature the herring will soon disappear, and along with them the cod, which will not go where there are no herring. Capt. Donovan says:

"There are now employed on the Maine coast seines enough to reach from Cape Ann to Eastport. Fish are taken in these seines in such vast quantities that they cannot be handled, and much of the catch is left to rot and pollute the waters. This has been done at Davis Beach, Machias Bay, Roque Bluffs, Jonesport and vicinity, and at Dyer's Island, near Milbridge, where thousands of hogheads of fish now lie rotting on the bottom, thus entailing not only the loss of the fish, but also the destruction of the spawn."

Capt. Donovan says that the seiners, one of whom carries a seine ten miles long, fish close to the shore, taking big schools and often not utilizing ten per cent. of the catch, the remainder drowning or dying from being confined in immense masses. He says that four out of five of the seiners thus operating in Maine waters are from New Brunswick or Nova Scotia.

Catch of French Steam Trawlers.

The French steam trawlers which have been operating on this side of the Atlantic during the past summer have all been very successful. On Grand bank and St. Peter's bank the fish were plentiful and to these two places the trawlers confined their operations. The fleet numbered twelve. One of the number, the Beluga, was lost near Canso on her way to Halifax for repairs after colliding with the steamer Invermore at the mouth of Sidney harbor. Four others have gone home to France and the remainder are still at the fishing grounds. Following is a list of the trawlers with their aggregate catches:

Canada—6000 qtls., to France.
Labrador—3500 qtls., to France.
Notre Dame De Lourdes—4000 qtls., to France.
Baleine—7200 qtls., on banks.
Rorqual—6200 qtls., on banks.
Nordicapor—5300 qtls., on banks.
Gibbar—3500 qtls., on banks.
Marguerite Marie—8200 qtls., on banks.
Sacha—6000 qtls., on Banks.
Jeannette—7500 qtls., on banks.
Total—61,900 qtls.
Average—5630 qtls.
Beluga—1700 qtls. (lost).

NEAR FISH FAMINE AT T WHARF.

SCARCITY SENDS PRICES OF ALL KINDS SOARING THIS MORNING.

T wharf isn't saying much about fish this morning. The situation of cod and haddock is nothing short of a regular famine and the few hake are only a drop in the bucket to what can be used.

There is quite a bunch of pollock, but no more that is wanted at good prices. Ten of the fifteen crafts in are pollockers and their catches range from 2300 to 19,000 pounds and they are getting from \$1.70 to \$1.90 for them.

Haddock of which there are only about 200 weight at the wharf went at from \$5.75 to \$7, with codfish from \$7 to \$7.25 for the large and \$5 to \$7 for the markets, while the hake sold at from \$1.50 to \$2.75.

The fares and prices in detail are:

Boston Arrivals.

Sch. Wm. H. Rider, 11,000 pollock.
Sch. Rose Standish, 2000 haddock, 1000 cod, 2000 hake.
Sch. Georgianna, 3000 pollock.
Sch. Thomas Brundage, 19,000 pollock.
Sch. Valentina, 14,000 pollock.
Sch. Mary A. Gleason, 7000 pollock.
Sch. Hattie L. Trask, 9000 pollock.
Sch. Almeida, 18,000 pollock.
Sch. Jubilee, 10,000 pollock.
Sch. Esther Gray, 100 haddock, 400 cod, 8000 pollock.
Sch. Reliance, 4000 pollock.
Sch. Mary T. Fallon, 1000 cod, 12,000 hake, 2500 pollock.
Sch. Priscilla, 1000 cod, 11,000 hake.
Sch. W. H. Clement, 4500 cod.
Sch. W. H. Reed, 3500 cod.

Haddock, \$5.75 to \$7 per cwt.; large cod, \$7 to \$7.25; market cod, \$5 to \$7; hake, \$1.50 to \$2.75; cusk, \$1.25; pollock, \$1.70 to \$1.90.

Herring Plant at Bay of Islands.

The Bay of Islands, N. F., Western Star, publishes the following which will prove interesting reading:

"Mr. Whittaker, president of Beardsley's Sons of New York is in town, looking over the ground with a view of erecting a smoked herring plant and freezer here. Mr. Whittaker's firm is one of the largest of its kind in the United States and controls a large amount of capital. It has agencies in the principal cities of the Union. Owing to the continued scarcity of herring on the Maine coast Mr. Whittaker's firm has been obliged to seek a new source of supply in Bay of Islands. It is the intention of the company to go into the business on a very large scale and Mr. Whittaker is now negotiating for the purchase of the Atlantic Fish Company's premises at Benoit's Cove, lately bought by T. Basha. This industry will furnish employment to a large number of our people including boys and girls. The herring will be smoked and prepared for market and shipped to New York.

"Mr. Whittaker states that he can easily dispose of 24,000 barrels during the season. Such an enterprise will prove a great source of prosperity to our people and the promoter should be given every encouragement to carry out his project."

Whaling Brig Viola Dismasted.

A cable dated at St. Vincent, Cape de Verde islands, reports disaster to the whaling brig Viola, which was built at Essex last spring and rigged and fitted at this port. Both the fore and main topmasts were lost, presumably in the squall, when the brig was off Cape de Verde islands. The vessel will go into a Cape de Verde port to make repairs.

The brig Viola sailed from New Bedford on her maiden voyage in June 30, and had been once reported, on September 3, at Fayal, when she had on board 270 barrels of sperm oil. The Viola was launched last spring from the Essex yards of Tarr & James, and was built for the John A. Cook Whaling Company for service as a whaler after a previous season of fine success in the schooner Valkyrie of New Bedford, formerly of this port. She sailed in command of Capt. John A. Cook of Provincetown, who is well known here.

French Fishermen Sail for Home.

After a good season of fishing about 1000 fishermen representing the crew of 50 French fishing schooners sailed Saturday from St. Pierre, Miquelon, for their homes in France on the steamer St. Laurent, bound for St. Malo. The departure of this large number of fishermen which is the greater portion of the French fishermen who go there annually, gives the colony a deserted appearance.

SCH. MAXINE ELLIOTT'S MISHAP.

Lost Rudder at Virgin Rocks and Cut Cable to Avoid Stranding.

The St. John's, N. F., Chronicle, speaking of the trip of sch. Maxine Elliott of this port, which put in there a few days ago, with her rudder gone, says:

"She had been fishing in these waters since August and since that time secured 250 quintals of fish for 20 men and 20 dories, which she has now on board. During the latter part of September the weather was very stormy and hampered operations considerably, and only twice were the dories able to leave the vessel. On Saturday morning last when the heavy gale raged the schooner was near the Virgin Rocks, the famous place of destruction when a "comber" struck her, carrying away her rudder and doing other damage. The vessel was then swinging in towards the breakers and fearing she would go ashore the captain cut the cable and put her before the wind. A number of other American vessels were around at the time and sustained damage. Capt. Shea spoke to several of the vessels all of which are well fished."

LOST THEIR RUDDERS.

Schs. Senator Gardner and Flirt at North Sydney, C. B., for Repairs.

Sch. Senator Gardner of this port, arrived at North Sydney, C. B., Thursday afternoon from the banks with part of her rudder missing. The vessel encountered heavy weather on the banks, and the carrying away of her rudder rendered the task of making port an exceedingly difficult one. She will go on the marine railway for repairs. Sch. Senator Gardner is one of the salt trawl bank fleet and is commanded by Capt. Vincent Nelson.

Sch. Flirt of this port, one of the salt bank dory handline fleet, is at North Sydney, C. B., with her rudder gone, the result of one of the recent heavy gales on the banks.

This is the fourth craft of the Gloucester fleet which has had to make port recently with her rudder gone, the first being sch. Hope, then coming sch. Maxine Elliott and Senator Gardner and the Flirt.

BOUGHT VESSELS FOR FLORIDA.

Boston Schs. Alcina and Ida M. Silva Will Go to Pensacola.

Following his usual fall custom, Capt. Frank Cooney has varied the monotony of fishing by buying a couple of vessels to send to a firm down in Florida and says he is looking around for three or four more if he can get the kind he is looking for.

He has bought for the E. E. Saunders Fish Company of Pensacola, Florida, the sch. Alcina, of Boston, 81 tons gross, 53 tons net, and built at Essex in 1899, also sch. Ida M. Silva, of Boston, 55 tons gross, 55 tons net, built at Essex in 1903.

Portland Schooner Had Gale Heavy.

The fishing sch. Topsail Girl arrived at Portland Sunday from LeHave banks with a fare of 3000 pounds of halibut and an equal amount of salt fish, the result of a four weeks' cruise. Her commander, Capt. George Doggett, says in all his experience at sea, and he has been fishing for nearly two score years, the voyage just finished was the worst he ever experienced. Continued rough weather was encountered, the wind at times blowing with hurricane force, making fishing almost impossible for several days at a time. In a terrific gale about a week ago on the banks the schooner was boarded by a tremendous sea which stove in the skylight and flooded the cabin, wetting down everything, but fortunately doing no other damage beyond badly shaking the nerves of some of the crew who were unused to such an experience.

Oct. 25.

Portland Fish Notes.

The fish arrivals Sunday were unusually large. Sch. George H. Lube brought 40,000, sch. Hockomock 12,000 pounds of mixed fish, sch. Sadie Nunan 6000 pounds, and sch. Topsail Girl 3000 pounds of halibut and 2500 pounds of salt fish.

The steamer Lucretia brought 3100 lobsters to S. A. Skillings & Son, and the steamer Robert and Edwin 3800 lobsters to F. S. Willard & Company.

The herring catchers were in Saturday in full force, steamers, schooners and small boats, all with fares, the aggregate being the largest for any day this season, about 800 barrels, of which 700 barrels were sent to Eastport by rail from the Portland Cold Storage plant.

TWO CARGOES OF CURED FISH.

NONE OF THE FISHING FLEET HAVE ARRIVED SINCE YESTERDAY NOON.

There were no fishing arrivals here during the night, but two of the down east cured fish fleet came in, each with about 800 quintals of cured fish, the crafts being schs. Annie F. Kimball from Manset and sch. Lillian from Martinicus. Several of the off shore market fleet and pollockers are down from Boston for bait.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

- Sch. Annie F. Kimball, Manset, Me., 800 qtls. cured fish.
- Sch. Lillian, Martinicus, Me., 800 qtls. cured fish.
- Sch. Moonam, via Epston.
- Sch. Morning Star, via Boston.
- Sch. Francis J. O'Hara, Jr., via Boston.
- Sch. Fitz A. Oakes, via Boston.
- Sch. Almeida, via Boston.
- Sch. Hortense, via Boston.
- Sch. Mary B. Greer, via Boston.
- Sch. Leo, shore.
- Sch. Gladys and Nellie, shore.
- Sch. Annie and Jennie, shore.
- Sch. Frances P. Mesquita, via Boston.

Vessels Sailed

- Sch. Cecil H. Low, Georges.
- Sch. Esperanto, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Belbina P. Domingoes, haddocking.
- Sch. Walter P. Goulart, haddocking.
- Sch. Ida S. Brooks, haddocking.
- Sch. Emily Cooney, haddocking.
- Sch. Mary Edith, haddocking.
- Sch. Maud S. Silva, haddocking.
- Sch. Mary E. Cooney, haddocking.
- Sch. Alice, haddocking.
- Sch. Harriett, haddocking.
- Sch. Flora J. Sears, haddocking.
- Sch. Robert and Carr, haddocking.
- Sch. Francis J. O'Hara, Jr., haddocking.
- Sch. Morning Star, haddocking.
- Sch. Mary B. Greer, haddocking.
- Sch. Eglantine, pollocking.
- Sch. Volant, pollocking.
- Sch. Hattie L. Trask, pollocking.
- Sch. Little Fannie, shore.
- Sch. Catherine D. Enos, shore.
- Sch. Rita A. Viator, shore.
- Sch. Leo, shore.
- Sch. Annie and Jennie, shore.
- Sch. Mabel E. Bryson, shore.
- Sch. C. A. Dolliver, shore.
- Sch. Walter P. Goulart, shore.
- Torchers and traps, 250 bbls., fresh herring.

Today's Fish Market.

- Handline Georges cod, large, \$4.25 per cwt.; medium, \$3.50.
- Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.
- Trawl bank cod, large \$4.25, mediums \$3.87 1-2, snappers \$2.75.
- Drift Georges cod, large, \$4 per cwt.; medium, \$3.50.
- Eastern double dory salt handline cod, \$3.87 1-2 per cwt. for large and \$3.55 for mediums.
- Bank halibut 11 cents per lb. right through for white and gray.
- 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, \$4.50 per cwt. for large, \$4.10 for mediums and \$3.25 for snappers.
- Swordfish, 14 cts. per lb.
- 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, \$2.50 per cwt.; medium, \$1.75; snappers 75 cts.
 - Cusk, large, \$1.65 per cwt.; medium, \$1.25; snappers, 50 cts.
 - Haddock, \$1.10 per cwt.; hake, \$1.25 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

Oct. 25

Will Join Market Fleet.

Sch. Nokomis, Capt. John Pettypaw, which was in the swordfishing fleet until a few weeks ago, has been repaired and had her old power engine taken out and a new one put in. She will take a place in the market fleet, and Capt. Pettypaw hopes to be able to start on his first trip today.

For Behring Sea Fisheries.

A western agent is at Shelburne, N. S., seeking 200 men for the Behring sea fisheries. Only expert handline fishermen are wanted.

TROUBLE FOLLOWS SCHOONER.

Sailor Lost From Former Sch. Edward E. Webster of This Port.

Trouble of one kind or another seems to follow sch. E. B. Marvin, which reached North Sydney, C. B., two weeks ago, says the North Sydney Herald, reporting the loss of one of her crew, a young man named Graves who was drowned while the schooner was passing the buoys near Corbett's Light, about three miles from St. Peter's Canal.

The schooner was at one time owned by Capt. Solomon Jacobs, and was then known as the Edward E. Webster of Gloucester. That was about 22 years ago, when the once famous mackerel killer was engaged in the seal fishery in the Behring Sea. As a result of some hitch in the sale or disposal of the vessel's catch, Capt. Jacobs got into a legal tangle, followed by his arrest and imprisonment. And when the Marvin came into port last week, the first man to go aboard was Capt. Jacobs.

About two or three months ago, while the Marvin was lying at one of the piers in the West Indies, Capt. Walker's brother walked over the side of the vessel and was drowned, so that the sad death of young Graves, or Griffiths, is the second one from the same vessel within a short time.

Will Keep Beam Trawler Out of Bay of Fundy.

Ottawa has not given a final decision, but it is quite likely the beam-trawler Coquet will not be allowed to operate in the Bay of Fundy, that is to say, so much of it as is bordered by British possessions.

It was given out in the papers three weeks since that the Coquet was ready to go around to Digby for her winter base. To all appearances it was to work the machine on the haddock grounds of the Bay, which have rewarded the toil of the Bay shore boat men for a long while using the old fashioned set trawl which gives everybody an equal chance and injures nothing. If a beam trawler should rake those preserves, it would be a bad for the people along the whole shore from Digby Neck to the head waters. The order-in-council forbidding those craft the three mile fringe was considered inapplicable there, as large bays were debatable territory.

The Hague arbitration has unmistakably settled that question. By that judgment, Canada has jurisdiction practically over the whole Bay of Fundy. If such authority is exercised as it ought to be, the Coquet can't play in that back yard.—Clark's Harbor N. S. Coast Guard.

Wireless Station for Magdelene Islands.

Mr. Taylor, construction engineer of the Marconi Company, will arrive in Pictou in a day or two on his way to the Magdalen Islands, where he will superintend the erection of a new wireless station. Work on the station will be rushed, and it will be opened this winter, giving communication for the Magdalens by wireless in case of a break in the cable such as occurred last winter. Three men will be stationed on the Magdalens in the winter months and probably two in the summer months. With wireless stations at the Magdalens and Pictou it is likely that the steamer Lady Sybil will be equipped with wireless next season. The Point Amour and Belle Isle stations will be kept open all next winter, which will be of benefit to the sealing steamers in the spring.

Boston Dory Fishermen Doing Well on Herring.

The T wharf dorymen who have been seining and dipnetting for herring are doing a fine business now. Herring have a good sale for bait and food and bring good prices. Sunday night one of the large dories, with its crew of four Italians, went out, and within 45 minutes had dipped up 15 barrels of herring. When they had been culled there were four barrels of small herring and 11 barrels of large ones. The fish sold at T wharf, where the fishermen got better than \$1 for the small herring and \$4 a barrel for the large fish.

Portland Fish Notes.

Arrived Monday.—Sch. Sylvia M. Nunan, 12,000 pounds fresh fish. There was quite a falling off in the herring fleet here Monday for only a few of the fleet came in with the fish. The largest was that of the steamer Geisha which had 150 barrels. The herring are reported to be plentiful still, but are said to be too small even for sardine packing.

MACKEREL SOLD AT \$26 PER BBL.

The fares of salt North Bay mackerel of schs. Victor and Premier sold this forenoon to Davis Bros., the owners of the vessels for \$26 per barrel.

When the crafts came in Mr. Davis put their traps on the market, but the best offer he could get outside was \$24 per barrel. He considered that the fish were worth \$26 per barrel, and therefore took them in at that figure.

"LOBSTER ROW" PASSING.

Boston Fish Wharf Adjunct to be Transferred to South Boston.

"Lobster Row," like T wharf, Boston, is soon to pass into history. The long row of low brownish red buildings on Commercial wharf used by men in the lobster trade will soon be deserted, the lobster rafts will have been removed, and there will be still more space on Atlantic avenue for commercial progress of the merchant marine.

Two causes conspire to put to an end this famous mecca for those who seek the crustacean delicacy. First the fish trade as an entirety is getting ready to move to South Boston to the new fish wharf, and next the water of Boston harbor is not clean enough to permit the storing of lobsters in the traps near the places of business.

On Governor's island, out in the harbor, where the water is clear, the hulks of old sailing vessels in which wells are built, are used for lobster rafts. There the lobsters will live indefinitely if supplied with food. But in the slip at Commercial wharf no matter how well cared for their life is limited to 48 hours.

No picture can convey to the mind the odors that come from the great steaming boxes where the lobsters are turned from green to red, or illustrate the flavor of lobster meat taken from lobsters that were crawling about the bottom of the sea but a few hours before its flesh is offered to the fortunate visitor.

The lobsters that supply New England come from Lobster Row, which may be properly termed "T" wharf's rival. What Lobster Row does not have in quantity it more than makes up for in quality, and the percentage of profits is undoubtedly much higher.

The Sicilian fishermen who have until recently been engaged almost exclusively in ground fishing, have taken up lobster hunting and they are now found in large numbers on Lobster Row, as well as on T wharf.

Oct. 26.

Nova Scotia Fishermen Object to Traps.

Many years ago the codfish trap was used in Nova Scotia, but was soon abandoned as impracticable. They have tried the same device in Newfoundland, but not with very great success. Indeed, the opinion now held there is that the passing of the trap must come about if codfish can only be caught in deep waters. Traps are not only uncertain and expensive, but they make for "spurts" out of all proportion to the facilities of the fisherman's crew to handle the fish, and, hence, there has been a marked lowering in the standard of cure the last few years. Trap fishing, too, is slowly but surely demoralizing. The new generation of fishermen, whether they ship on shares or for wages, want to abandon the voyage as soon as the trap is out of the water, and run away from the business before the season proper is half over. The prospect is that the trap in Newfoundland will give place to the motor boat with hook-and-line or trawl.—Maritime Merchant.

Oct. 26.

Novel Fish Refrigerator.

A writer in the Strand Magazine tells of the unique method of refrigeration used in the rural districts of Japan. At Takata, on the northwest coast, he found what he first imagined was a haystack, but which proved to be a mound of snow covered with straw. The mound, he found, was used to keep fish in cold storage during the summer season. These stacks, it was added, are to be seen in considerable numbers in different parts of the country.