

Nov. 23. ✓

FISH STILL HIGH AT T WHARF.

ALTHOUGH PRICES ARE A SHADE LOWER THAN FOR THE PAST TWO DAYS.

With nine arrivals at T wharf this morning, fish prices, although not at the heights attained yesterday and Tuesday are still so far up that a flying machine is needed to reach them.

In the lot this morning are the steam trawlers Crest and Ripple, with small catches, and schs. Pontiac, Georgia and Frances P. Mesquita, all market boats, but fishing this trip on the Cape Shore, and each of them has a fine catch, the Georgia, with 47,000 pounds, having the banner fare. In her lot were 28,000 pounds of haddock, 10,000 pounds of cod and the rest cusk. Sch. Frances P. Mesquita's catch is also a dandy, 15,000 pounds of haddock, 16,000 pounds of cod and 10,000 pounds of cusk.

Sch. Mary E. Silveira, Winnifred and Mary T. Fallon had small shore catches and the steamer Isabel has 40 barrels of fresh herring, which went for bait.

Haddock sold at \$4.50 and \$7.25 and it is to be noticed that the bigger figure was the one paid for the fish of the steam trawlers, while the Cape Shore chaps got the \$4.50 bid. Large cod sold at \$4 and \$6 and hake brought all the way from \$3.25 to \$5.80. Cusk were quoted at \$2 and \$3 and pollock sold for \$2 and \$3.50. It will be a very satisfactory day for the crafts with good trips.

Boston Arrivals.

The fares and prices in detail are: Sch. Isabel, 40 bbls. fresh herring. Sch. Pontiac, 12,000 haddock, 6000 cod, 10,000 cusk, 500 halibut. Sch. Georgia, 28,000 haddock, 10,000 cod, 9000 cusk, 500 halibut. Steamer Crest, 19,000 haddock, 900 cod, 1500 hake. Steamer Ripple, 14,000 haddock, 800 cod, 400 hake. Sch. Frances P. Mesquita, 15,000 haddock, 16,000 cod, 10,000 cusk, 400 halibut. Sch. Mary T. Fallon, 4000 pollock. Sch. Mary E. Silveira, 600 haddock, 500 cod, 7000 hake. Sch. Winnifred, 4000 haddock, 300 cod, 500 hake. Haddock, \$4.50 to \$7.25 per cwt.; large cod, \$4 to \$6; market cod, \$2.50 to \$3; hake, \$3.25 to \$5.80; cusk, \$2 to \$3; pollock, \$2 to \$3.50.

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Must Transfer Fish Cargo.

Sch. Lilla B. Hirtle, bound here from a Newfoundland port with a cargo of salt fish for local dealers, met with very severe weather on the passage and put into Lunenburg, N. S., where she was formerly owned, a few days ago in a damaged condition. She was leaking and her deck was damaged to such an extent that it is necessary to transfer her cargo to another craft to bring here.

Took Fare to Boston.

Sch. Mary E. Silveira, which put in here yesterday morning with 7000 pounds of fresh fish, went to Boston later in the day to market her fare.

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FISH INTOXICATED.

The fish in the Dill river at Dorlar, Eng., were seen behaving in a very peculiar manner, recently. Some of them were swimming backwards and others up and down. Investigations showed that they were badly intoxicated. The explanation is that the alcohol from an adjoining yeast factory had been thrown into the river, and in such great quantities as to have a demoralizing effect on the river inhabitants.

Fitting for Georges Handlining.

Sch. W. H. Moody is fitting for Georges handlining under command of Capt. James Reed.

For Georges Handlining.

Capt. Frank Enslo is fitting sch. Mina Swim for market fishing.

Nov. 23.

Fishing Fleet Movements.
Sch. Flora S. Nickerson was at Halifax, N. S., on Monday.
Sch. Raymah, Harmony and Arkona were at Liverpool, N. S., on Monday.
Sch. Lillian sailed from Canso, N. S., on Monday.

Will Go to Newfoundland.

Schs. Titania and Margaret have fitted for Newfoundland herring trips and sch. Corona is fitting for the same branch.

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Newfoundland Herring Fleet.

The fleet which has sailed from here to date to engage in the Newfoundland winter herring fishery numbers 41 sail. Several more crafts will go and some, now bound home with cargoes, will go on second voyages. Several of the Bucksport fleet are to go and the big steamer Alcona is scheduled to leave here in a few days.

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HAS LOBSTER AND OLD SHELL.

Former Increased Nearly an Inch in Length in New Habitation.

Lewis McDonald of Custom House wharf, Portland, has a piscatorial prize such as comes into the possession of a man not oftener than once in a life time.

He has a handsome live lobster and with the crustacean he has the old shell that the fish crawled from while basking in a trap on the bottom of the ocean. Pieces of the discarded shells are often picked up and lobsters themselves are numerous. But to have the old shell and the lobster with his new covering is a privilege that comes to very few men.

This particular lobster was caught by Ben Woodbury of Long Island in one of his traps. At the time the trap was raised, the old shell was found in it and alongside was the lobster himself, not over and above lively. The process of getting rid of the old covering and putting on the new is not an easy one for a lobster and when the operation is completed the crustacean usually feels like lying down and taking a rest for a few days.

This was the case with this particular crustacean. He had just shed his shell when Mr. Woodbury hauled the trap. The fisherman took out both shell and lobster, carefully kept the latter in a box and glued the former together so that it appeared just as it was before it was shed. The shell was brought to Mr. McDonald and Mr. Woodbury kept the lobster for a while to give it a chance to harden its shell. This was completed a few days ago and the fish was brought up.

It is interesting to compare the difference between what the lobster was "before and after". Before the old shell was shed, the crustacean weighed a pound and a half and measured from his snout to the end of his back where the tail joints just 5 1/2 inches. The lobster now weighs two pounds and 12 ounces and measures 6 1/4 inches along the back. One could hardly believe that the lobster as he is now could only a few days ago have come from the old shell. But it is a fact nevertheless. It has been found that lobsters coming from their old shells will be an inch and a half longer in their new than in the old.

Portland Fish Notes.

One more good craft has now been added to the Portland fishing fleet. The repairs and alterations to sch. Dorcas have been completed and Wednesday she was given her first trial trip. Her new 36-horsepower Lathrop engine worked to perfection and she made great time about the harbor. She will be engaged in whatever branch of the fishing business may be in vogue at the time. The craft is owned by the F. S. Willard Co.

Capt. Ben Spurling's new auxiliary fishing sch. Pilgrim left Thursday on her way south. In addition to her research work in which she will be engaged this winter she will also be employed in fishing along the southern coast where fish are very plenty, shad, bluefish and Spanish mackerel being found in great quantities, the catch in fact embracing about all the varieties found in northern waters with the exception of cod and haddock.

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HERRING STILL PLENTY AT BONNE BAY

Reported Scarce in Arms of Bay of Islands But Some Outside.

Late telegrams from Bay of Islands, N. F., report herring scarce in the Arms there, but some outside, while they are still plenty at Bonne Bay. The dispatch says the weather has been bad.

Letters from Bay of Islands, dated November 20, state that schs. Lottie G. Merchant and Lizzie Griffin are loaded at Bonne Bay and ready to sail. Sch. Maxine Elliott has arrived at Bonne Bay. Sch. Theodore Roosevelt sailed from Bay of Islands November 17 and sch. Meteor arrived November 19. The letter also states that the weather has been very stormy and that while herring are plenty at Bonne Bay they are scarce at Bay of Islands, although large bodies are reported outside.

On Sunday a heavy westerly gale, accompanied by snow squalls set in and continued several days. On Sunday 10 vessels were at Wood Island and two at Middle Arm, and the letter states that very few fish had been taken the past 10 days. The large body of herring which were in the Arms three weeks ago have gone out and a big body is now reported between North and South Heads. At the present time the outlook at Bay of Islands is not as bright as the fishermen would desire and the usual complaints which go with a scarcity of fish are heard on every hand.

The movements of the herring on the west coast this season are similar to those of last. In the beginning of the season a small run at Bay of Islands was immediately followed by an abundance of herring at Bonne Bay, which is a repetition of last year. Capt. Norman Ross has gone up to Bonne Bay on the steamer Seal, to look over the situation there.

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Highest Price Offered for Clams.

The lowly bivalves has arisen into his own and clams have reached the high water mark for price.

The packers want them, and they are bound to get the shellfish no matter what happens. According to a story brought to Portland Wednesday by the captain of one of the coasters, clams at Friendship, Me., have touched a record mark. One firm of packers from Thomaston sent a representative to Friendship recently and 55 cents was the sum offered for the toothsome bivalve. Never before, it is said, has such a figure as this been reached. The canning factories are doing a rushing business and as there are several operating in that vicinity, the competition is keen for the product.

Two New Vessels for Boston Fleet.

Capt. Sylvester Whalen of Boston is to have two new fishing crafts built for well known T wharf skippers. Both crafts are designed by Binney of Boston, and are expected to be the last word in fishing vessel models. One, which will be built by Arthur D. Story of Essex, will be commanded by Capt. Bartholemew Whalen, the king of the T dock fleet, and the other will be constructed by Tarr & James of Essex and when completed will be commanded by Capt. Michael Brophy.

Large Fleet Harbored at Shelburne, N. S.

A large fleet of fishing vessels sheltered at Sandy Point, Shelburne, N. S., last week. Among them were the John Hays Hammond, Governor Russell, Georgia, Eugenia, Georgiana, Aspinet, Patrician, Marjory Turner, Effie F. Morrissey, Kineo, Pontiac, Yakima, Paragon Francis P. Mosquito, Loran B. Snow, Flora S. Nickerson and Dorothy Snow.

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TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for snappers.
Handline Georges codfish, large \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large \$5.50, medium, \$4.75.
Haddock \$1.75.
Pollock \$1.75.
Cusk, large \$2.50, medium \$2; snappers \$1.50.
Hake, \$1.75.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Large fresh mackerel, 31 cents each.
Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.
Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk 60c.
Hake, \$1.45.
Dressed pollock 90c, round 80c.
Bank halibut, 13c per lb., for white and 10c for gray.
Fresh mackerel, large 24 1/2c and 25c each.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Salt shore herring, \$1 per bbl.
Frozen squid, \$2.50 per bbl.

PORT OF GLOUCESTER.

Coastwise Fleet.

Steamer W. H. Moody, Rockport, ballast for salt ship.

Louisburg, C. B., Fisheries.

Warden Levate of Louisburg C. B., speaking of the fisheries in that vicinity said that the past season had been on the whole a poor one. Except for lobsters, the catch has been far below the average. Even a lobster catch could hardly be said to have been an average one, as regards quantity of fish taken, but the high price paid lately had interfered seriously with fishing. Indeed, the warden said, were it not for the high prices of fish, many of the fishermen of the county would be reduced to severe straits.

Former Boston Fishermen Sailed for Cuba.

The former Boston fishing sch. Joseph H. Cromwell and Gladys and Sabra, both flying the flag of Cuba, sailed from that port at 10 a. m. yesterday for Havana, from which port they now sail. The schooners were purchased by Cubans for the snapper fisheries in the Gulf of Mexico. They were manned by Cuban sailors and commanded by Cuban skippers. The schooner will go at once to Havana.

Fishing Fleet Movements.

Schs. Tattler and John Hays Hammond were at Shelburne, N. S., on Tuesday, the former bound home from the Virgin Rocks and the latter bound in from the fishing ground. Both cleared the same day.

Sch. Arthur D. Story was at Liverpool, N. S., on Tuesday and cleared the same day.

Sch. Arabia was at Louisburg, C. B., on Tuesday, and cleared for the fishing grounds.

Heavy Snowfall in Newfoundland.

Twenty inches of snow has fallen in Newfoundland during the past 24 hours, blocking trains and tying up traffic generally. The storm was so severe that coasting steamers were compelled to seek harbors and three schooners were driven ashore at different points.

Erected Packing Shed.

The Gorton-Pew Fisheries Company has just completed a large packing shed at its Louisburg, C. B., branch plant.

THE NEED OF A SEA-GOING HOSPITAL

A sea-going hospital ship for the benefit of American fishermen on the banks is a matter which will probably be brought to the attention of Congress when it next convenes. For years sick and maimed fishermen on American banks have either had to be brought hundreds of miles to land for treatment or, if that craft be handy, taken on board the French charity sustained hospital ship St. Francois d'Assise, or be visited by some of her doctors, for the needed medical or surgical aid.

Several times in the past few years the Times has editorially taken up the matter of an American hospital ship and it is a pleasure to see that others have become interested and will in all probability, make a plea direct to Congress, such a craft.

Recently The Survey published a long article, from the pen of Dr. Thomas W. Salmon, M. D., of the United States Marine Hospital service on "A sea-going hospital for deep-sea fishermen." The article was one full of facts regarding what other countries with a fishing marine are doing and have done in this line and also brought out the amazing fact that American charity has provided hospital ships for the fishermen of Newfoundland and Labrador, whereas our own fishermen are dependent on the services so kindly and willingly rendered by the French St. Francois d'Assise. The whole article was, in effect, a plea to Congress for an American hospital ship for the American fishermen.

This St. Francois d'Assise is well known and in high favor with the fishermen who man the American banks and several times have some of the Gloucester skippers and vessel owners contributed toward her maintenance.

What is needed, however, is an American hospital ship for the fishermen on American crafts who pursue their calling from Georges to the Virgin Rocks.

The following resume of Dr. Salmon's article, above referred to, is sent out by The Survey press bureau and the cuts are used by courtesy of The Survey.

"Every August a company of sad-faced men and women and curious summer burlards, gather, in Gloucester to take part in a ceremony such as can be witnessed no where else in the United States. It is the annual memorial service for the deep-sea fishermen who have perished at sea. Not more than 6,000 men go, "out from Gloucester" to the deep-sea fisheries, yet during the last ten years the names of more than 1,600 Gloucester fishermen have been read at these services. In time of war such a loss would fill the land with mourning; but in Gloucester it is simply counted as the cost of a peaceful industry.

This toll of the sea from those who gather her harvest is not all for other brave men were lost whose names were not read at the services and for whom no flowers were strewn by children upon the receding tide. These fishermen died in bed in marine hospitals attended by nurses and provided with many comforts. Yet they lost their lives through the dangerous nature of their calling, just as certainly as their comrades in the dories that went astray or in the schooners which foundered on the banks. Many of them died from illness which the resources of modern medicine, if they can be applied in time, are quite sufficient to cure. Besides those who die, many fishermen are badly maimed through infected wounds which could be treated so successfully, were they received

ashore, that only the slightest permanent effects would follow them. When a giant sea hoards a little schooner, a broken bone or two is very likely to be included in the wreckage. Fractures which have to be neglected for days and even weeks until port is reached have a very different outlook from those which are promptly cared for.

The lists which are read at Gloucester tell of a loss of life which is inevitable. But it is the belief of those who have the welfare of the fishermen at heart, that the list of deaths and the much longer one of men disabled, which are never read at memorial services, are longer than they need be. Although the deep-sea fisherman cannot come to the hospital in time for more than a small part of the relief the hospital can afford him, there is a way of sending the hospital to him.

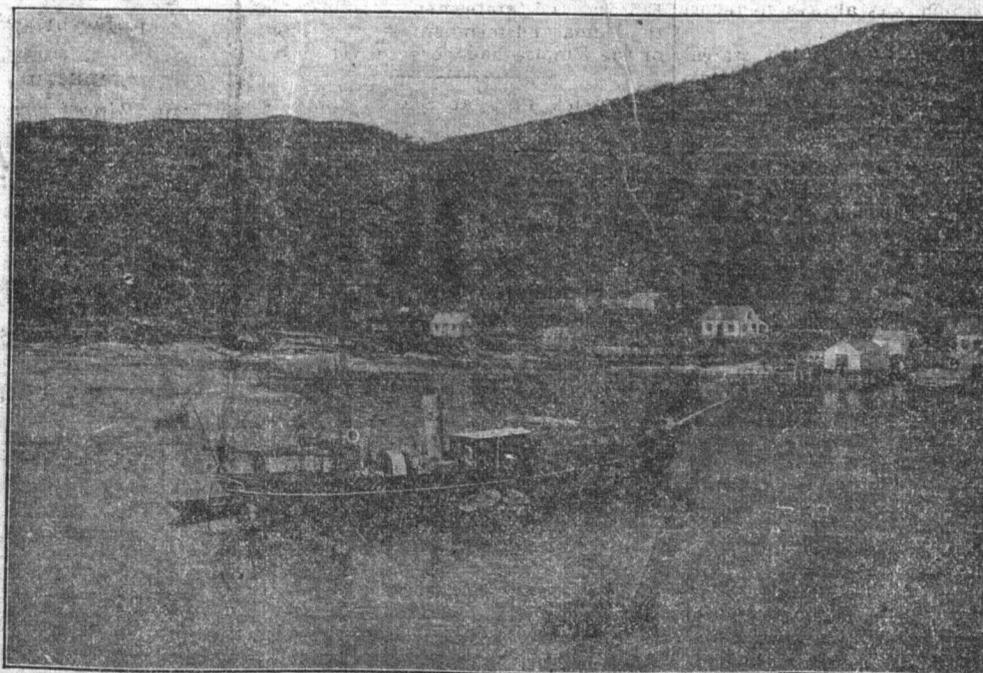
In other countries where deep-sea fishing is an important industry, the need for providing medical and sur-

gical aid at sea has been recognized so long that the agencies for relief are well established institutions. It is a rather surprising fact that no steps have yet been taken to do for the American fisherman what is done in England by the Royal National Mission for the Deep-Sea Fishermen, in French possessions by the Societe des Oeuvres de Mer, and in Newfoundland and Labrador by Dr. Grenfell.

In the North Sea the Royal National Mission maintains three hospital and four dispensary ships which gave

medical relief last year to more than 12,000 men. Many of those who were dangerously ill were carried to hospitals ashore in comfort and safety. Instead of a two hundred mile journey, every mile bringing new tortures for badly injured men, treatment is commenced at once and fishermen, who in the old days would have been reduced to the workhouse, live to walk the deck again.

Since 1892 Dr. Grenfell has performed a similar service for the fishermen of Newfoundland and Labra-



THE STRATHCONA.
Dr. Grenfell's hospital steamer, which has lately been replaced by the auxiliary schooner George B. Cluett, the gift of George B. Cluett of Troy, New York.



SHIP FOR AMERICAN FISHERMEN

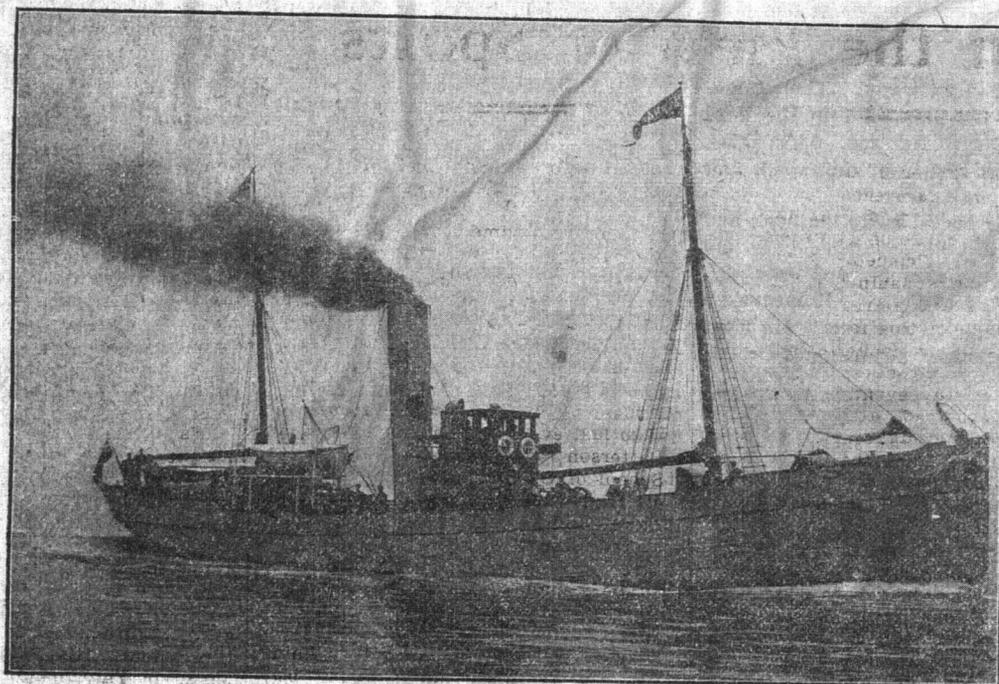
dor. Within the last few weeks a fine new auxiliary schooner has been presented to Dr. Grenfell by an American friend and the auxiliary yawls, Yale and Andrew J. McCosh presented by American college students, show that Dr. Grenfell's work has found appreciation in this country.

But the American fisherman's only chance to obtain medical relief on Banquerau, St. Pierre Bank and the Grand Banks is when a small hospital ship, maintained by charity and by a small grant from the French government makes her summer visits to the

fish to begin, a man will suddenly need medical care. The schooner is headed for a Nova Scotian port or for home, the bait is thrown overboard, the good "berth" is lost and 18 men lose the proceeds of the trip for fishermen share in the sum left after the owner's share and the expenses have been met.

In looking about for a remedy the most significant fact is that the deep-sea fisherman is already a beneficiary of the United States government. The United States Marine hospital service was established in 1793 to care for

ample auxiliary power, fit her with a complete little hospital amidships and with all the equipment necessary for giving medical aid at sea, and to send her out to patrol a watery beat which will bring her into communication at frequent intervals with the deep-sea fishermen of New England—from the Georges to Banquereau in winter and to the Grand Banks in summer. Manned by a skipper and crew who have been fishermen themselves and who know the banks as a landsman knows his own back yard, it would be possible to cruise to such advantage



THE ST. FRANCOIS D'ASSISE.

The hospital ship which crosses the Atlantic every summer to care for the men on the Grand Banks near the French Islands Saint Pierre-Micquelon. Many American fishermen have to depend upon this ship for medical aid.

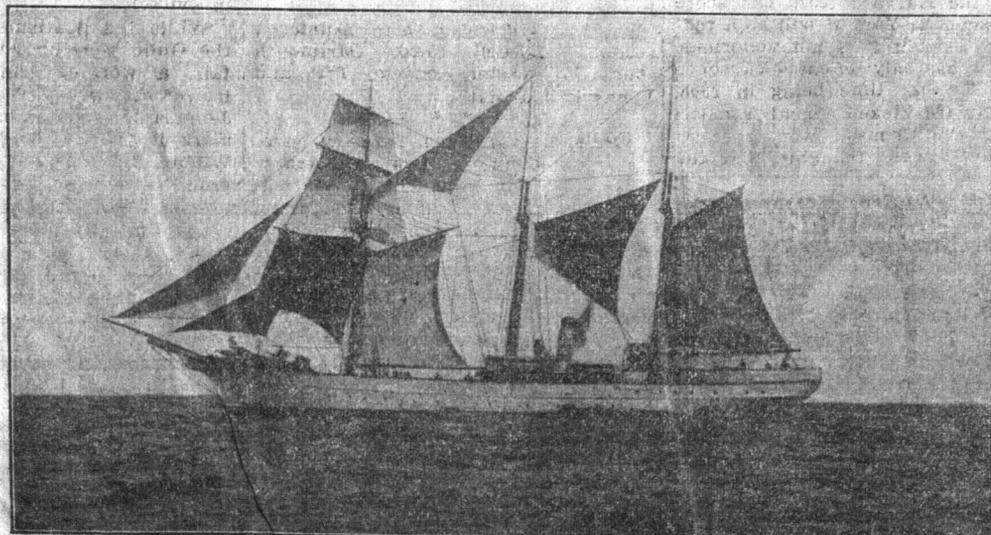
fishing grounds. At other times on these banks and at all times on banks which lie nearer home no medical aid whatever is available in time of need. The injured man must grit his teeth and bear it with the chance of being permanently crippled increasing every minute, and the man stricken with sudden illness must console himself with the reflection that perhaps he has one of those diseases which doctors cannot cure anyway. Often it happens that after a week or more has been spent in securing bait and a good berth and when all is in readiness for the real work of catching

sick and disabled American merchant seamen, and for a number of years this relief has been extended to deep-sea fishermen. In wards of the United States marine hospitals can be seen the results of the failure to obtain treatment in time. Dr. L. L. Williams, the surgeon in command of the United States marine hospital in Boston, has presented to the surgeon general a plan to extend the work of the marine hospital service so as to give relief to the fisherman when it will do him the most good.

It is proposed to build a schooner of the best type, provide her with

that 90 per cent. of the vessels in this wide area could be spoken in clear weather.

It is, of course, for Georges to say whether this plan can be carried out or not. It has been shown in other countries the part of the loss which is due to the lack of medical care can be greatly reduced. If it is possible for an initial expenditure of \$25,000 and for an annual outlay of from \$10,000 to \$12,000 to keep a thoroughly efficient hospital schooner on the American banks the year around, it is difficult to think of an adequate reason for deferring such relief much longer."



THE ALPHA.

A mission hospital vessel of 275 tons, engaged in service amongst the fishing fleets of the North Sea.

Nov. 24

MORE COD FROM NEWFOUNDLAND.

ONE FARE FROM BURIN AND SCH. ATALANTA FROM BONNE BAY.

Another cargo of Newfoundland salt cod came along yesterday afternoon, the Br. sch. Alameda arriving here from Burin, N. F., with a big load of 328,000 pounds.

Another fare of codfish from Newfoundland also arrived here yesterday afternoon, sch. Atalanta, Capt. Richard Wadding shooting in from Bonne Bay, N. F., with 250,000 pounds of salted cod and 87 barrels of herring, beside some barrels of tongues and salmon. The codfish are of fine quality and were dressed and salted at the Gorton-Few Fisheries Company branch at Bonne bay and are for that concern.

Sch. Harry A. Nickerson, Capt. William Clark, one of the dory hand-line fleet, also came in yesterday afternoon with a fine fare, 200,000 pounds of salt cod, about all late caught fish. Capt. Clark is the dean of the fleet and probably the oldest salt cod fishing skipper in the service. He hung late and his patience was rewarded with a good catch.

The gill netters were out in force yesterday, no less than nine of them lifting their nets. Altogether they brought in about 35,000 pounds of fish, mostly pollock, all of which was shipped to Boston. The steamer Bethulia made her first lift yesterday and took 10,000 pounds.

Two of the market boats, sch. Adeline and Matthew S Greer came in this morning with small catches and the torchers brought over no bait.

During the forenoon sch. Clara G. Silva came in with a small lot of fresh fish, and sch. Richard, one of the fleet of big haddockers, which has been fishing off Scatteri, arrived with 70,000 pounds of fresh fish, mostly cod. Most of the netters were out for mackerel last night and some of them did nothing, while others got fair lots. The Little Fannie had 466 large fish and the Massasoit 140 fish.

Yesterday Neal & McDonald took out the haddock and some of the cod of sch. Esperanto and this morning the Gloucester Fresh Fish Company took out some of the cod and haddock from schs. Richard and Effie M. Prior.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Harry A. Nickerson, dory hand lining, 200,000 lbs. salt cod.
- Br. sch. Alameda, Burin, N. F., 338,000 lbs. salt cod.
- Sch. Atalanta, Bonne Bay, N. F., 250,000 lbs. salt cod, 87 bbls. salt herring, 3 bbls. salmon, 3 bbls. tongues.
- Sch. Effie M. Prior, Scatteri, 60,000 lbs. fresh fish.
- Steamer Bethulia, gill netting, 10,000 lbs. fresh fish.
- Steamer Margaret D., gill netting, 5500 lbs. fresh fish.
- Steamer Rough Rider, gill netting, 400 lbs. fresh fish.
- Steamer Quoddy, gill netting, 4800 lbs. fresh fish.
- Steamer Eagle, gill netting, 2100 lbs. fresh fish.
- Steamer Prince Olaf, gill netting, 3100 lbs. fresh fish.
- Steamer Weazel, gill netting, 3100 lbs. fresh fish.
- Steamer Mindora, gill netting, 500 lbs. fresh fish.
- Steamer Naomi Bruce, gill netting, 2000 lbs. fresh fish.
- Sch. Matthew S. Greer, shore, 8000 lbs. fresh fish.
- Sch. Delina, shore.
- Sch. Frances P. Mesquita, via Boston.
- Torchers, no herring.
- Sch. Richard, Scatteri, 70,000 lbs. fresh fish.
- Sch. Clara G. Silva, shore, 6000 lbs. fresh fish.
- Sch. Little Fannie, shore, netting, 4 large fresh mackerel.
- Sch. Massasoit, shore, netting, 140 large fresh mackerel.
- Sch. Belbina P. Domingoes, shore.
- Sch. Hattie F. Knowlton, shore.
- Sch. Valentina, shore.
- Sch. Elva L. Spurling, shore.
- Sch. Freedom, shore, netting, 15 large fresh mackerel.

Vessels Sailed.

- Sch. Olga, Newfoundland herring trip.

Nov. 24

48 FISH TRIPS AT T WHARE.

ALL BUT FOUR ARE MARKET BOATS WITH GENERALLY SMALL FARES.

There are 48 fares of fresh fish at T wharf this morning and in the whole lot are but four from off shore. The latter are small, running from 20,000 to 43,000 pounds, the latter amount brought in by sch. Elsie, while the 44 market boats have also small fares, the trips for the most part, being the result of only one set of the trawls. Thus, although the number of arrivals is the largest for one morning for the season thus far, the total amount of fish brought in is comparatively small.

Although it is Friday, which is not generally considered a good market day, the demand is good and prices, while not in the same class with those prevailing all the week, are as good as was expected considering the day and the amount of fish in.

Haddock sold all the way from \$2.79 to \$4.50 and large cod brought \$4.35 and \$4.50. Pollock went at \$2.30 and \$3, cusk were \$2.25 and hake \$2 to \$3.

The fares of the market boats ranged from 2000 to 15,000 pounds, the majority having around the 10,000 pound mark.

Boston Arrivals.

- The fares and prices in detail are:
- Sch. Maxwell, 2100 cod.
 - Sch. Juniata, 3000 pollock.
 - Sch. Volant, 7000 pollock.
 - Sch. Nautilus, 1500 cod.
 - Sch. Leo, 2000 haddock.
 - Sch. Terra Nova, 16,000 haddock, 2000 cod, 3000 hake.
 - Sch. Buema, 7000 haddock, 1000 cod, 7000 hake.
 - Sch. Elsie, 22,000 haddock, 20,000 cod, 3000 hake.
 - Sch. Yankee, 3000 haddock, 1000 cod, 2000 pollock.
 - Sch. Mary E. Silveira, 2000 haddock, 200 cod, 4000 hake.
 - Sch. Mary B. Greer, 6000 haddock, 2000 cod, 3000 hake, 3000 cusk.
 - Sch. Warren M. Goodspeed, 2000 haddock, 800 cod, 4500 hake.
 - Sch. Ethel B. Penney, 11,000 haddock, 1300 cod, 11,000 hake.
 - Sch. Flavilla, 2000 haddock, 600 cod, 700 hake.
 - Sch. Mary Edith, 2500 haddock, 900 cod, 1200 hake.
 - Sch. Esther Gray, 100 haddock, 2000 cod, 2500 hake.
 - Sch. Ellen C. Burke, 1500 haddock, 400 cod, 1500 pollock.
 - Sch. Alice, 600 haddock, 1700 cod, 3000 cusk.
 - Sch. Mary DeCosta, 2500 haddock, 4300 cod, 6500 hake.
 - Sch. Edith Silveira, 2500 haddock, 4000 hake.
 - Sch. Nettie, 6000 cod.
 - Sch. W. H. Reed, 8500 cod.
 - Sch. Sylvester, 2500 cod.
 - Sch. Florida, 5000 cod.
 - Sch. Mabelle E. Leavitt, 2000 cod.
 - Sch. Marion, 2500 cod.
 - Sch. Sarah, 2800 cod.
 - Sch. Laura Enos, 2000 cod.
 - Sch. Gladys and Nellie, 6500 haddock, 800 cod, 1000 hake.
 - Sch. Manomet, 2000 haddock, 1700 cod, 6000 hake.
 - Sch. Annie and Jennie, 3000 haddock, 700 cod, 500 hake.
 - Sch. Olive F. Hutchins, 4500 haddock, 1500 cod, 1500 hake.
 - Sch. Frances V. Silvia, 2500 haddock, 800 cod, 1500 hake.
 - Sch. Richard J. Nunan, 4500 haddock, 1500 cod, 1800 hake.
 - Sch. Maud F. Silva, 6000 haddock, 2000 cod, 1000 hake.
 - Sch. Tecumseh, 2500 haddock, 800 cod, 7000 hake.
 - Sch. Evelyn L. Thompson, 1000 cod, 4000 hake, 1500 cusk, 2000 pollock.
 - Sch. Thomas J. Carroll, 2000 haddock, 1000 cod, 10,000 hake.
 - Sch. Rita A. Viator, 1700 haddock, 100 cod, 2000 cusk.
 - Sch. Jeanette, 3500 haddock, 500 cod, 6000 hake.
 - Sch. Metamora, 4500 haddock, 800 cod, 7500 hake.
 - Sch. Stranger, 5000 haddock, 1900 cod, 5000 hake.
 - Sch. N. A. Rowe, 3000 cod.
 - Sch. Conqueror, 5000 haddock, 1200 cod, 8000 hake.
 - Sch. Mary P. Greer, 1000 haddock, 2500 cod, 5000 hake, 4000 cusk.
 - Sch. Jorgina, 3500 haddock, 300 cod, 2500 hake.
 - Sch. Rebecca, 5500 haddock, 1000 cod, 5000 hake.
 - Sch. Corsair, 1500 haddock, 8500 cod, 600 pollock.

Haddock, \$2.70 to \$4.50 per cwt.; cod, \$4.35 to \$4.50; pollock, \$2.50 to \$3; hake, \$2 to \$3; cusk, \$2.25.

Nov. 24

Fresh Fish at Rockport.

At Rockport yesterday the little shore boats landed 15,000 pounds of fresh fish, the dealers paying \$5.10 per hundred weight for round cod and \$3 for round pollock.

High Price for Fresh Mackerel.

Fresh mackerel, what few were in, were in demand at the Fort this morning, the boats getting 31 cents per fish, one of the very highest prices of the whole year.

Installing Gasoline Engine.

Sch. Patriot is having a gasoline engine installed at the Rocky Neck railway pier.

Nov. 24

Another Gill Netter.

The steamer Nomad arrived here from Stonington, Conn., yesterday and will fit away for gill netting and land her fish at this port.

Nov. 24

GOLDFISH 10 YEARS OLD.

C. H. Dresser of Hartford, Conn., has a goldfish that is 10 years old. Mr. Dresser raised the goldfish from a minnow. He has kept it in an ordinary glass globe and has changed the water but once or twice a week, he says. It is said that goldfish rarely live more than five years.

Nov. 25

SMALL FLEET AT BOSTON.

ONE HADDOCKER, THREE MARKET BOATS AND THREE POLLOCKERS THERE.

Three pollockers, three market boats and one off shore haddock comprise the fleet at T wharf this morning with fish fares. The fares generally are small and the prices good.

Haddock sold at \$3.55 and \$4.75, while cod brought \$4.50 and \$5 and pollock sold for \$2.25 and \$3. Hake went at \$2 and \$4.

Sch. Avalon, from Scatteri, had 52,000 pounds, 30,000 pounds of which were haddock. The other trips ran from 4000 to 14,000 pounds.

The week will end with no fish on the floor in any of the stands and the dealers are anxious about a supply for Monday.

For the week ending Thursday night 65 fares of fresh fish, aggregating 725,000 pounds were landed at T wharf against 124 arrivals with 1,927,350 pounds for the corresponding week last year. It is quite unusual for the fresh fish receipts at the wharf to fall below one million pounds for a whole week.

Boston Arrivals.

- The fares and prices in detail are:
- Sch. Viking, 5000 pollock.
 - Sch. Rose Standish, 5500 haddock, 500 cod, 1200 hake.
 - Sch. Harriett, 8000 haddock, 2200 cod, 4000 hake.
 - Sch. Blanche F. Irving, 4000 cod.
 - Sch. Lillian, 6000 cod, 1000 hake.
 - Sch. Appomattox, 5000 pollock.
 - Sch. Mary T. Wallon, 5500 pollock.
 - Sch. Avalon, 30,000 haddock, 20,000 cod, 2000 hake.
- Haddock, \$3.55 to \$4.75 per cwt.; large cod, \$4.50 to \$5; market cod, \$2.50 to \$5; hake, \$2 to \$4; pollock, \$2.50 to \$3.

Nov. 25

Fresh Fish Fare Sold.

The fresh fish of sch. Kineo sold to Neal & McDonald at Fort wharf, who will ship them to Boston for the Monday market.

Salt Mackerel Imports.

The imports of new salt mackerel at Boston to date are 21,445 barrels against 25,636 barrels to date last year and 20,085 barrels to date in 1909.

Fishing Fleet Movements.

Sch. Onato was at Halifax, N. S., on Wednesday and cleared the same day.

Nov. 25

SEINE SET TOO NEAR WEIR.

Maine Fisherman Claimed That Wind and Tide Caused Seine to Drift.

A case which attracted considerable attention in the municipal court at Portland at Thursday's morning's session was that of Robert W. Ricker of Great Chebague Island, who was charged by the state with setting a seine within 1000 feet of a fish weir located on the southeast end of Little Goose Island, in upper Casco Bay, the weir being the property of the Falmouth Fish Co., and operated by that concern.

The court found Ricker guilty and ordered him to pay a fine of \$50, which is the maximum penalty as set forth in the laws of the state. Ricker appealed.

It was charged that on the night of October 25 last, that Ricker set a seine within 1000 feet of a fish weir on the shores of Little Goose Island, which is in direct violation of the fishing laws of the state of Maine. It was shown that the Falmouth Fish Co. had the privilege of setting weirs off the shores of that island, by written permits from the town officers of Harpswell and from the United States Engineers' Department in Washington, which has supervision over all the navigable waters of the United States. Counsel for the defence admitted that the permits were correct.

It was claimed by the state that on the morning of October 26, the Portland sloop, Laconia, was discovered lying near where the seine was set, by Silas M. Greenlaw, the foreman for the fish company. Mr. Greenlaw said that he went out to the sloop in a dory and saw one man on board. Measurements were taken and it was found that the seine had been set about 640 feet from one side of the gate of the weir and 600 feet from the opposite side.

The respondent took the stand and testified that on the night the seine was set, it was nearly midnight and the night was very dark with an overcast sky and a southwest wind. He stated that the seine was set as near as he could judge about 1200 feet from the weir or about in the center of the space between the weir and another one owned by the first company and the distance was measured by himself after the complaint had been made and he found that the distance between the two weirs was about 2600 feet.

Charles W. Ricker, a brother of the respondent and Alonzo B. Dyer, both of whom were fishing with the respondent in the sloop Laconia, corroborated the respondent's story, but added that the fair wind and flood tide setting up the bay, must have caused the seine to drift from the place where it was set towards the arms of the weir.

Attorney Looney addressed the court and stated that the seine was not set intentionally inside that distance allowed by law and asked that his client be found not guilty of the charge. The court reviewed the facts as given by both sides and found the respondent guilty as before stated.

Portland Fish Notes.

Fish receipts at Portland were light Thursday, only about 12,000 pounds all told being brought in. The local fleet were all out and it is thought put in a good day's work, and in anticipation of a big catch to be landed yesterday, prices took quite a drop and were expected to go still lower yesterday.

One hundred and sixty barrels of herring and pollock were shipped by the Portland Cold Storage Co. from here by rail yesterday to New York. The fish were taken from the bins, loaded on a refrigerator car and many pounds of ice packed into the conveyance to insure the safe arrival of the fish.

Good Mackerel Hauls at Nova Scotia.

Bradford Thorburn, Lyman Thorburn and Lewis Thorburn, Jr., of Jordan Bay, N. S., got a big fare of mackerel on Thursday of last week, which realized \$85. William H. Thorburn and Marshall Burgess caught 200 each, which sold at 15 cents apiece. There were other catches made at Gunning Cove, George M. Kenney securing 150 large at one haul, and Robert Munroe 150.