March 16.

SNARING THE SIMPLE SARDINE

How the Toothsome but Unwary Menhaden and Sprat, Running in Shoals into Oddly Named Weirs, Along the Maine Coast, Enrich the Fishermen.

BY JOHN W. FRENCH.

BECAUSE of the increased consumption, American sardines have gone up from 25 to 35 cents a case, wholesale and before the factories open for the spring pack the manufacturers say the price is likely to go still higher. The soaring price is partly owing to the Lawrence strike, where thousands of cans of these fish are consumed every week by the mill hands.

A box of domestic sardines can be bought for five cents, and they make a fairly substantial meal. They are about the cheapest thing that mill workers can buy. In addition to their low price they do not have to be cooked. In every mill city of the United States the consumption of sardines is enormous. A great many are consumed in Fall River, Lowell, New Bedford, Manchester, N. H., and other cities of their type. A great many are sent to southern mill cities.

STRIKERS SUBSIST LARGELY ON SARDINES.

Since the great textile strike started several weeks ago many families in Lawrence have subsisted on sardines and bread. Last year's pack was below normal owing to the scarcity of the fish, and the result is a shortage in the market. The retail price will take a jump soon, according to store keepers.

Everybody eats sardines, but few know anything about where they are caught, what they are, or how they are put up.

For instance, do you know that American sardines are made from herring? Do you know that what you think is a little fish is in some instances only a part of large fish? Do you know that 125,000,000 cans of fish are put up every year in the Maine factories, most of which are located at Eastport and Lubec? Did you have any idea that 3000 men are employed in catching the fish and bringing them to the factories?

You probably had no idea of these things. Then again, perhaps you did not know that the weirs in which the fish are caught are worth $300,000, and that the boats and fishing apparatus is worth $300,000 more. You had no idea that so much money was invested in order that you might be able to buy a 5-cent box of these delicious little fish. But you haven't heard half the story. Ten million dollars are invested in machinery and equipment in the plants where they are put up, and a capital of $5,000,000 more is needed to carry on the business. The cost of raw material for the Eastport and Lubec factories alone, last season, was $500,000.

Sixty Factories on Maine Coast.

There are 60 factories in operation on the Maine coast. Of this number 40 are situated at Eastport and Lubec. The centre of the industry is in those two places, which are connected by ferry. The factories there employ 3500 operatives from April 15, when the law goes off, until December 1, when it goes on again. The sum of $600,000 is paid to these operatives during these seven month each year.

The process of today in the manufacture of sardines is as far ahead of the process of 20 years ago as day is ahead of night. The fish are taken from the water and put in tanked boats holding a strong pickle and are taken to the factories. From the boats they are conveyed by machinery to a sluiceway, where they are moved by water to pickling vats.

The fish are thoroughly cleaned in the vats and conveyed by machinery to the flaking machines where they are spread on wire shelves and put into movable racks a short distance apart. These racks resemble the ones used in shoe factories to wheel shoes from one department to another. The racks are then wheeled to an oven and placed inside. Each oven has a clock attached to it and the time the fish are placed inside each oven is noted. After being subjected to heat a certain length of time they are taken out. The cooking is done by superheated steam.

This system not only cooks the fish but also sterilizes them. After being cooked they are taken to a dryer and thoroughly dried after which they are cooled and packed by women and girls into the tins.

When the cans are packed they are placed on trays. Each tray contains 50 or 100 cans. A tray is placed under an oiling machine and all the cans are filled at the same time with a certain amount of oil with one movement by the operator. They are sent along to a closing machine, where the covers are put on and sealed by machinery. Then comes the last part of the process. The cans are put in a hot water bath and kept there a certain length of time. Each can is carefully inspected and if any are not air tight they are set one side. These "leaks" are handled by an expert who seals the weak spots by hand.

Packing Methods Very Rapid.

The method of packing sardines today are very rapid. Fish taken from a weir at 5 o'clock in the morning 10 or 15 miles from the factory are cooked and packed ready for shipment at 1 o'clock in the afternoon.

The work formerly done by men in the factories is now done by machinery. One machine will close and seal 20,000 cans of fish in a day or as much as was formerly done by 10 men by hand. This also applies to the other branches of the business. Cans are now turned out by machinery in auxiliary plants 10 times as fast as before.

Most of the fish which are packed in Eastport and Lubec are caught on the Canadian side and brought in by American boats. There is no duty on these fish. Most of the fish are caught in weirs in Passamaquoddy Bay and St. Andrew's Bay just over the American border and along the New Brunswick coast as far as St. John. Large quantities are also caught to the westward as far as Castine, Me.

The First Packer's Weir.

One of the first, if not the very first weir from which American sardines were caught was Chattis Point weir on Adams Island, N. B., just over the Maine border in the beautiful West Isles. The fish men who caught fish for the American market were George and John Richardson of Deer Island, N. B. These men were brothers. They built Chattis Point weir together with their three nephews, Lincoln, Elmer and "Dan" Richardson. This weir had proved to be one of the biggest money makers of them all. Last season in seven months it earned $5000 for its owners.

These weirs are a work of art. They have to be well built owing to the extremely heavy tides and currents which sweep around the island on which they are located. The tides in that section are from 20 to 24 feet high as compared with nine or 10 feet in Boston. At low tide the wharves look like great stilts, but when the tide is full they are mostly submerged. This strange feature takes hold of the visitor's attention upon his first trip.

The weirs are built almost wholly of trees and brush taken from the neighboring forests. Heavy piles made from trunks of trees are first driven into the bed of the ocean on the outer side of the island. The driving of these piles is now largely done by machinery, although for many years this laborious work was done by hand.

Tending the Weirs.

Smaller piles are nailed to the large ones and then young saplings which have been well trimmed of their branches are nailed across the piles. Near the surface of the water brush is nailed on so that from a distance a weir looks like a small forest growing in the water. Strips of netting made from marline are also used at the top of the weirs in conjunction with brush to keep the fish in. There are generally two mouths to a weir located at points where the currents sweep around the island. The schools of fish go through these mouths when the tide is coming in.

Just before the tide turns one of the fishermen "tends" the weirs. He goes out in a small dingy and if any fish have gone into the weir he lets the "drop" down. The "drop" is a large piece of netting operated on pulleys and weighted. When fish are in the weir it is dropped and this keeps the fish imprisoned. Sometimes very heavy schools of herring swim into a weir. As many as 100 "hogsheads" of fish—to use the term of the fishermen are captured in a weir at one time. This means 500 barrels.

The fish sell for an average of six a hogshead at the weir, although much higher prices are given for the spring catches. The spring catch usually sells for from $9 to $12 a hogshead. A few years back before the advent of high finance fish were sold at auction at the weir by the fishermen. The raw material sold for as high as $150 a hogshead at "The Speck," and "Chaddis Point" weirs. This meant $10 a bushel.

Fishermen Get Less Now.

In recent years the packers have got together, instead of "bucking" each other, and as a result the fishermen get the small end of the bargain. Fish were very scarc last summer for a long time and the factories had difficulty in getting material enough to run on. If the old order of things prevailed the fishermen would have got at least $40 or $50 a hogshead for fish, but as it was they sold them for $6.

When fish are caught in a weir the fishermen toot a horn and boats rush to the weir to buy the fish. The first boat gets first chance and if there are enough fish for others they take their turns. The fishermen surround the sardines inside the weir with a long weighted seine. The leads drop one end of the seine to the bottom and the corks keep the top afloat. The fishermen then work the seine toward the shore of the island on which the well is built and get the fish into as small a radius as possible.

After that the fish are "dipped" into small boats with a large dip net and taken to the large boat lying outside the weir. The fish are then redipped into regulation tubs and a "tally" of one fish put into a bucket for every tub that goes aboard. Salt is thrown on the fish as they are being put in the hold in order to keep them firm and fresh. The boats which take the fish to the factories hold from 10 to 30 hogsheads and are propelled by both power and sail. Some of these craft are very fast sailers.

Strange Fish in the Nets.

Strange catches are often made in the weirs. Occasionally a shark or a small whale gets in, and then there is plenty of sport killing him. It is a frequent occurrence for a 600 or 700-pound tuna or "horse-mackerel," as the natives call them, to get in the weirs. This is the big game fish which millionaire sportsmen go to Catalina island, off the coast of California, to fish for on heavy tackle.

The Catalina tuna average much smaller, however. The tuna is a beautiful fish, and despite its great bulk can turn as gracefully as a fish weighing only one pound. These large fish raise havoc with the sardines, driving them through the weirs.

If a "horse-mackerel" gets into a weir choked with sardines they will be eaten up or driven out in a very short time. Schools of large pollock get in the weirs and do the same thing. The sardine is the prey of nearly every other fish that swims.

Each of the "down east" weirs has a name. They are christened by the owners just as a baby is named. Some of the names are strange ones. The names appear on the government licenses.

They are named after flowers, animals, people, localities and because of some peculiarity connected with them. For instance, one called "The Argument" because the owners could not agree on a name. Each had one to his own liking. Finally one of the owners suggested that as they had had quite a discussion over it that they name it "The Argument." This was considered a happy idea by the others and it was carried out. One is called "The Buttercup," another "The Moose," and still another "The Growler."

"The Widow" and "The Bag."

Still another weir is called "The Widow" because a large number of husbandless women run it. Then there are "The Bag," "The Run" and "The Oven Head."

A few months' work in the spring, summer and fall supports the owners of these weirs in a comfortable manner. They all own their own homes, motor and sail boats, and generally eat the best that the market affords There is no such thing as a poorhouse on Deer island or Campobello islands, where most of the sardine fishermen

166

March 16.

live. A few old people whose means of support is gone are taken care of in the homes of others and their board paid by the local government. There are several thousand people on these two islands, so that it is somewhat remarkable for them to boast that they have no poorhouse. There are very few communities of their size which can say as much.

Visitors from Boston and vicinity who have visited this section are profuse in their praise. They say that the picture of seining sardines is one of the most beautiful sights imaginable. As the millons of tiny fish come flopping and squirming over the side of the net boat they glisten in the sun like so much living silver.

The ideal size of fish for packing is five or five and one-half inches long. These are called "oils," because they are packed in oil. "Mustards" are an inch or two longer. They are packed in the substance after which they are named. The tiniest fish are called "brit" and are seldom taken except when there is a shortage. If the mills are not getting as full a supply as they desire the "brit" are accepted in order to keep the operatives working. Large herring are smoked and put up in wooden boxes.

Why Prices Have Gone Up and May Go Up Again

Industry Comparatively New, but One that Employs Thousands and Feeds Myriads of People.

The experimental stage of the American sardine industry was in the years 1873-74. Because of the high cost of the imported article Wolf & Reesing of New York discovered that the material at hand was as good as they were importing. They equipped a plant in 1875 for canning sardines and started with a crew of three men. These pioneers were Samuel Moore, now employed by the E. S. Martin & Son Corp., at Eastport, William Allen Balkam and John Abrahams. The latter is now dead. These three men made the first sardinese packed in America.

Their High Mark of Production.

To this number, as the season advanced, were added Gilbert Sears, now a deputy collector at Eastport; Frank Lawlor, who still follows the business; John A. Lowe, who later became an attorney, and practiced in Boston. William Henry Balkam and Alexander McElwee, now employed as superintendent of the MacNichol Packing Co. of Eastport, one of the most progressive firms in the business. When these men had arrived at the point where they could process 3000 cans of sardines per day, they thought that the highest point of skill had been attained.

For the first three years the process of canning was the French style. The fish were taken to the factory, heads cut off and eviscerated, then slightly pickled, flaked by hand on wooden flakes, dried in the sun with an awning over them. When thoroughly dried they were taken into the plant and put in wire baskets. Then they were dipped in boiling oil until well cooked. The process was completely changed in 1878, when Martin & Sellman installed a baker's reel oven. This increased the pack.

It was about that time that the packers began fighting each other for the raw material and the fishermen waxed rich. Until 1898 the competition was keen. It was a case of "dog eat dog." Because of the high prices paid for raw material and the slow process of packing, as compared with the process of today, the packers' margin was comparatively slight.

In 1898 the star came out of the West in the form of $6,000,000 with which most of the independent packers were bought out. They were welded into two separate combines, Seacoast Packing Company and the Standard Sardine Company.

The Fighting MacNichols.

Several independent packers refused to sell. Among them were George O'Grady & Co., E. T. Russell of Prospect Harbor and William T. Underwood of Jonesport, Me. It was a fight to the finish from the start. In one year the Standard Sardine Company sold out to the Seacoast Packing Company.

At about that time "Dave" MacNichol, one of the best known men in Eastport, went into business with his brother and their factory is flourishing today. Both of these men had practical knowledge of all branches of the business from building a weir to selling the finished product. These were the kind of men that the trust had to buck all along the coast and the Seacoast Packing Company had to make an assignment. It was reorganized under the name of the Seacoast Canning Company. In 1903-04 the Seacoast Canning Company introduced machines for making and closing cans which caused the other packers to throw away and buy thousands of dollars' worth of new machinery.

This caused a heavy loss to the independent packers, and they had to hustle for a fresh start. With the average outside packer crippled the big company commonly referred to as "the trust" began to make hay while the sun shone. It held the market at or below cost of production all through the packing season, thereby causing the independents to curtail their production confining it to fancy quality and higher-priced goods. The independents fought for life, and today are doing a good business.

Hundreds Visit Factories.

A total of 3500 operatives are employed in the Lubec and Eastport factories. The operatives are for the most part people who live back in the country or on nearby islands. The sardine business in Lubec is run principally by Bion, Chester and "Jake" Pike all brothers, and Robert Peacock. At North Lubec are extensive factories which are run by "Ed" Lawrence.

Hundreds of persons from New England visit the factories every summer when the big steamers of the Eastern Steamship Company stop at these ports on their way to New Brunswick. The packers are always glad to show Boston folk through the factories to show them how the juicy sardine is put up.

Mar. 15.

Pensacola Fish Notes.

Last week's arrivals at Pensacola were few, but fortunately the supply of the week before was so abundant that the fish shippers were able to fill their orders, says the Fishing Gazette. Only six smacks made port during the past week, four of the Saunders fleet and two of the Warren fleet. They brought in 142,000 pounds of fish from the Campeachy Banks—125,000 pounds of red snapper and 17,000 pounds of grouper. The E. E. Saunders Co.'s smacks had 87,000 pounds of red snapper and 11,000 pounds of grouper, while the Warren Fish Co.'s boats brought in 38,000 pounds of red snapper and 6000 pounds of rouper. It is expected that there will be many arrivals this week with large fares.

E. Marcucci and S. Rugojeri, the two fishermen picked up last week from a dory by the steamer Perfection in the Gulf, near Sabine Pass., La., returned to Pensacola last Wednesday. They were members of the smack Kwasind of the E. E. Saunders Co.'s fleet, and were lost during a gale which occurred while they were out fishing. They lived on raw fish for 50 hours, but had no water to drink.

Mar. 15.

Fishing Fleet Movements.

Sch. Annie M. Parker and Arabia were at Tusket, N. S., last week and later sailed for the Banks.

Mar. 15.

Caught a Big Herring.

Capt. Patrick Murphy of the gill netting steamer Venture brought in a large sized sea herring yesterday afternoon with her trip of groundfish.

March 16.

ARE OPPOSED TO STEAM TRAWLING.

NOVA SCOTIA LEGISLATURE ASKS DOMINION GOVERNMENT FOR AID.

Most important action was adopted by the Nova Scotia legislature yesterday when a resolution was put through memoralizing the Dominion government to take steps to secure an international prohibition of steam trawl fishing in the Atlantic coast of Canada.

The resolution calls attention to "the impending danger to the provincial fisheries" from the use of "Otter trawls, operated by steamers from the British islands and from France."

ICE DROVE THE MARJIE TURNER.

Capt. Samuel Colson of the sch. Marjie Turner which arrived at Portland Thursday from a halibut trip, reports some very bad weather during the five weeks that he has been absent.

Capt. Colson fished on St. Peter's Bank, but was greatly hampered on account of the storms and gales.

"There were halibut there," said Capt. Colson, "but all we got was 8000 pounds. Storms and ice and rough seas made it impossible for us to set as much as we wished to, so our fare was small."

Not only were there frequent gales, but there were miles and miles of drift ice that came sweeping down over the banks. It threatened to catch the schooner and crush her, but each time the little craft escaped by running before it. When the conditions were again favorable, the schooner would go back to the grounds and try to make another "set." The weather was cold the most of the time and repeatedly the schooner was so iced that the crew had to chop her free.

March 16.

HALF A DOZEN MARKET BOATS.

COMPRISE THE ENTIRE FLEET IN AT T WHARF THIS MORNING.

The week closed very quiet indeed at T wharf, Boston this morning, just an even half dozen of shore trips being in with a total of about 45,000 pounds of fish among them.

Dealers look for a more brisk market next week, as the past few days has given them an opportunity to clean up the fish on hand.

Haddock, cod and hake sold at $3.25 to $3.50 per hundred weight right through.

Boston Arrivals.

Sch. Warren M. Goodspeed, 4000 haddock, 1200 cod, 1500 hake.

Sch. Edith Silveria, 10,000 haddock, 300 cod.

Sch. Alice, 8000 haddock, 500 cod, 500 hake.

Sch. Stranger, 5000 haddock, 1200 cod, 1200 hake.

Sch. Manomet, 6000 haddock, 700 cod, 2000 hake.

Sch. Rita A. Viator, 2500 haddock, 200 cod.

Haddock, $3.25 to $3.50 per cwt.; large cod, $3.25 to $3.50; market cod, $3.25 to $3.50; hake, $3.25 to $3.50.

GILL NETTERS OUT IN BLOW.

ROUGH RIDER RETURNED BY WAY OF ANNISQUAM RIVER AND THE CANAL.

The gill netters experienced part of the blow outside yesterday afternoon, although the fleet weathered the elements and all arrived in port safely.

Some anxiety was felt for the steamer Rough Rider which did not arrive until some time after the others were all in. The Margaret D. went out twice in search of the little steamer, and while out the last time, the Rough Rider crept into port, by the way of Ipswich bay and Annisquam river.

Fresh Fish Sales.

The fresh fares of schs. Mary P. Goulart, Rob Roy, Juno, Slade Gorton and Walter P. Goulart were bought by the Gorton-Pew Fisheries Company yesterday.

Fishing Fleet Movements.

Sch. Annie M. Parker arrived at Halifax Thursday last, and sch. Fannie E. Prescott at Liverpool and cleared for the fishing ground.

Portland Fish Notes.

Three thousand pounds of fish were landed at Portland by the sch James and Esther for the F. S. Willard Co. Thursday.

Halibut Sale.

The halibut fare of sch. Hattie L. Trask was purchased by the American Halibut Company this forenoon at 10 1-2 cents a pound for white and 8 cents for grey, a half cent advance on each grade over the price paid in Portland.

Thad. Morgan on the Way.

Capt. Thaddeus F. Morgan left his home in Hallisford, Mathews County, Virginia, yesterday, en route for this port to take charge of sch. Constellation which is fitting for south mackerel seining.

Halibut at Portland.

Sch. Monitor is at Portland today with 20,000 pounds of fresh halibut, which sold at 10 cents a pound for white and 7 1-2 cents a pound for gray.

Mar. 16.

T Wharf Fish Figures.

A total of 77 trips of fresh ground fish were brought into Boston for the week ending March 15, aggregating 3,032,000 pounds against 89 arrivals and 2,742,900 pounds for the same period of 1911.

The total catch to date is a little better than last year, 22,018,640 lbs. having been landed against 21,087,600 pounds in 1911.

March 16.

STRUCK SPOT OF HALIBUT.

SCH. HATTIE L. TRASK HAS 6000 POUNDS BESIDE HER SALT COD.

Sch. Hattie L. Trask from a Georges handlining trip was the only off shore arrival at this port this morning, bringing 20,000 pounds of salt cod and 6000 pounds of fresh halibut.

The gill netters did well yesterday again landing about 50,000 pounds in all. The fleet took advantage of the fine weather conditions this morning and all got underway early for a day's fishing.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are.

Sch. Hattie L. Trask, Georges, handlining, 20,000 lbs. salt cod, 6000 lbs. halibut.

Sch. Effie M. Prior, via Boston.

Sch. Mary Edith, shore.

Sch. Blanche F. Irving, shore.

Sch. Clara G. Silva, shore.

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 1500 lbs. fresh fish.

Str. Quoddy, gill netting, 4000 lbs. fresh fish.

Str. Eagle, gill netting, 1500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 4600 lbs. fresh fish.

Str. Mindora, gill netting, 2500 lbs. fresh fish.

Str. Rough Rider, gill netting, 2500 lbs. fresh fish.

Str. Margaret D., gill netting, 5000 lbs. fresh fish.

Str. F. S. Willard, 2500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.

Str. Nomad, gill netting, 6500 lbs. fresh fish.

Str. Enterprise, gill netting, 3000 lbs. fresh fish.

Str. Venture, gill netting, 4000 lbs. fresh fish.

Str. Hope, gill netting, 2000 lbs fresh fish.

Vessels Sailed.

Sch. Rebecca, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Actor, haddocking.

Sch. Mystery, haliputing.

Sch. Cavalier, haliputing.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large $5 per cwt., medium, $4.50, snappers, $3.

Eastern halibut codfish, large, $4.75, mediums, $4.25.

Haddock, $1.50.

Pollock, $1.50.

Cusk, large, $2.50, medium, $2, snappers, $1.50.

Hake, $1.50.

Fresh Fish.

Haddock, $1 per cwt.

Peak cod, large, $2.15, medium, $1.75, snappers, 75 cts.

Western cod, large, $2.25, mediums, $1.85 snappers, 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, $1.50, medium, $1.20, snappers, 60 cts.

Bank halibut, 9c per lb. for white and 7c for gray.

Bait Prices.

Frozen bluebacks, $2.50 to $3 per cwt.

Newfoundland frozen herring, $2.50 to $2.75 per cwt.

Shore frozen herring, $2 to $3 per bbl.

Frozen squid, $3.75 per cwt.

Mar. 16.

The Age of Lobsters.

It is believed lobsters live 50 years or more. The male is bigger than the female, and the very large ones are all old males. These giants occasionally caught, are the lucky individuals who through sheer good fortune have escaped capture for an extraordinary length of time. The fishery, however, has been carried on by such intensive methods—the sea bottom being raked as if with a fine toothcomb—that few lobsters have been able within recent years to survive for an extended period. Consequently large ones are seldom seen nowadays.

March 18.

BIG CATCHES OF CODFISH.

OFF SHORE FARES AT T WHARF TODAY SHOW SCHOOL HAS STRUCK.

The week at T wharf, Boston, started off well this morning as far as the supply is concerned, 14 arrivals being at the dock, including some of the off shore fellows who have some big trips.

The big fare of the day is that of sch. Lizzie M. Stanley. Capt. Joshua W. Stanley, who hails for 130,000 pounds, of which 89,000 pounds are cod. Capt. Stanley secured his catch on Georges where several of the fleet have recently been striking nice fishing.

Other nice trips are schs. Laverna, 92,000 pounds, Cynthia, 105,000 pounds, Mooanam, 75,000 pounds, Flavilla, 56,000 pounds, and the steam trawler Surf with 72,000 pounds.

Prices did not soar high however, haddock bringing $2 for off shore and $3.50 for shore fish. Large cod sold at $2.50 to $3.50, market cod $2 to $3.50; hake, $3 to $5 and cusk, $3.

Boston Arrivals.

The fares and prices in detail are:

Sch. Motor, 8000 cod.

Sch. Flavilla, 5100 haddock, 5000 cod.

Sch. Sadie M. Nunan, 11,000 haddock, 1000 cod.

Str. Surf, 62,000 haddock, 10,000 cod.

Sch. Laverna, 34,000 haddock, 58,000 cod.

Sch. Cynthia, 30,000 haddock, 75,000 cod.

Sch. Moonam, 25,000 haddock, 50,000 cod.

Sch. Lizzie M. Stanley, 40,000 haddock, 89,000 cod.

Sch. Flavilla, 6500 haddock, 2500 cod, 2000 hake, 1800 cusk.

Sch. Little Lannie, 1000 haddock, 1000 cod, 200 hake.

Sch. Catherine D. Enos, 4300 haddock.

Sch. W. H. Clements, 7500 cod.

Sch. Mary Emerson, 600 cod.

Sch. Eddie A. Minot, 3000 cod.

Sch. Catherine Burke, 15,000 lbs halibut.

Haddock, $2 to $3.50 per cwt.; large cod, $2.50 to $3.50; market cod, $2 to $3.50; hake, $3 to $5; cusk, $3.

HAD A LOAD OF SALT FROM HERE.

SCH. ST. LEON ASHORE AT PETIT MANAN AND WILL BE TOTAL LOSS.

The two-masted sch. St. Leon of Boston bound from this port to Millbridge, Maine, with a load of salt went ashore on Petit Manan point in Friday's gale and is a total loss. Capt. Harvey Church and the two members of the crew were saved.

The St. Leon which was deeply laden, became unmanageable in the gale and drifted towards the ledges.

Two lobster fishermen, Lewis Norton and his brother Charles of Steuben, saw the schooner turn turtle after drifting on the rocks and hurried to the scene. By the time they arrived the three men had reached shore. Capt. Church was so exhausted that the Nortons insisted that he must not attempt to reach shelter without dry clothing, and one of them removed his own underclothing and boots and made the captain put them on.

The St. Leon was owned by W. M. Rich of Boston. She registered 83 tons net, and was built at Penobscot in 1871. She was uninsured.

Salt Steamer Sailed.

The salt steamer Agenoria completed the discharge of her cargo at the Pew wharf of the Gorton-Pew Fisheries Company Saturday and sailed for New York to load case oil for Buenos Ayres. Capt. Robert N. Miller went on the steamer as coast pilot.

Fishing Fleet Movements.

Schs. Pontiac, Gladys and Nellie and Helen B. Thomas were at Liverpool, N. S., last Thursday and cleared for the fishing grounds.