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Sch. Elk Stocked \$4000 and Crew Shared \$126.05.

Sch. Elk, Capt. Charles Colson, realized the splendid stock of \$4000 as the result of her recent halibut trip, the crew sharing \$126.05. The craft was absent but 19 days, Capt. Colson securing a nice trip besides striking the market when prices were right.

Halibut Sales.

The halibut fare of sch. Kineo sold to the American Halibut Company at 9 cents a pound for white, 7 cents for gray and 4 cents for chicken.

The halibut fare of sch. Eugenia also sold to the same company at 8 1-2 cents a pound for white and 6 cents a pound for gray.

Sch. Oriole, Stocked \$8800 and Crew Shared \$206.

Capt. Lewis Wharton of sch. Oriole, who secured his recent dory handline fare on slickers stocked \$8800 as the result of the trip, the high man sharing \$206. Capt. Wharton sailed several days ago on his second trip.

Portland Fishing Notes.

The fishing sch. Fannie E. Hayden arrived at Portland, Sunday, with a fair sized trip of fish for the local market. The smack Etta M. Burns also came in during the day with a trip of 4000 lobsters for the local market.

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Newfoundland Fishing Report.

Trinity—Few traps doing well, bait scarce.

Lark Hr.—Boats doing very little. Hr. Grace—Traps 1 to 6 qtls. fish; no sign of squid.

Baine Hr.—Fish plentiful but dog fish numerous; all nets taken up.

Sound Island—Nets average one half qtl. each.

Had Bad Weather.

Capt. Fred Thompson of sch. Gov. Foss, reports that the schooner had encountered some decidedly severe weather for the first five days after leaving Portland Sunday, July 21, and the skipper said that he drove to under a double reefed foresail off Cape Sable for two days until the weather moderated.

Some Lobster, This.

A lobster weighing 16 pounds, measuring 30 inches from claw tip to tail, with folded claws, was brought to Charlottetown, N. S., recently and mounted for exhibition. Barnacles on the monster shellfish indicated it was of hoary age. It was captured in Hillsboro Bay.

Discharged Salt Herring at Boston.

Sch. James A. Garfield, which arrived here from Boston yesterday, discharged 525 barrels of salt herring at Boston brought from Wood Island, N. F., which were put in the freezer.

Halibut at Portland.

Sch. Esperanto was at Portland yesterday with 12,000 pounds of halibut which sold at 8 1-2 cents for white and 6 cents a pound for gray.

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CONFIRMATION ASKED.

Regarding the Seizure of Sch. Hattie A. Heckman at Shelburne.

W. W. Atwood, collector of customs at Shelburne, N. S., has been asked for a full report of the circumstances connected with the seizure of sch. Hattie A. Heckman of this port, a despatch at Shelburne states, which is taken as an indication that the case will soon go before the Admiralty court at Halifax.

The owners of the craft have received no further particulars relative to the disposition of the case, although information is expected any day from the Canadian authorities.

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Fresh Fish Fares Sold.

The fresh fares of sch. Mary P. Goulet and Frances V. Sylvia sold to the Gorton-Pew Fisheries company to split.

Salt Cargo Discharged.

The Italian salt bark Giacomo, which has just completed the discharge of her cargo of salt, weighed out 2001 and a small fraction tons.

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FISH PLENTIFUL AT BOSTON.

Good Fares of Ground Fish and Two Swordfishermen at T Wharf.

Off shore fish still continues in abundance at T wharf, Boston, the arrivals this morning reporting some good fares.

Among the crafts in are schs. Natalie J. Nelson, 35,000 pounds; Rose Dorothea, 33,000 pounds; Regina, 41,000 pounds; Josie and Phoebe, 61,000 pounds; John J. Fallon, 47,000 pounds; Mary, 70,000 pounds; Washakie, 43,000 pounds.

Two of the swordfishermen are at the dock, sch. Albert W. Black having 102 fish and sch. Yankee, 70 fish. Wholesale prices on swordfish this morning were quoted at six and one half cents a pound.

Off shore haddock sold at \$1 and \$1.25 a hundred weight, large cod, \$2.60 to \$3, market cod, \$1.75 to \$2, hake, \$1 to \$2, pollock, \$2 to \$2.50.

Boston Arrivals.

The fares and prices in detail are: Sch. Natalie J. Nelson, 26,000 haddock, 3500 cod, 1500 hake, 2000 pollock, 150 halibut.

Sch. Rose Dorothea, 8000 haddock, 24,000 cod, 1000 pollock, 100 halibut.

Sch. Regina, 20,000 haddock, 11,000 cod, 6000 hake, 4000 cusk, 500 halibut.

Sch. Josie and Phoebe, 45,000 haddock, 7500 cod, 8500 hake, 200 halibut.

Sch. John J. Fallon, 40,000 haddock, 2000 cod, 5000 hake.

Sch. Mary, 60,000 haddock, 5000 cod, 4000 pollock, 200 halibut.

Sch. Washakie, 42,000 haddock, 1000 cod, 700 pollock, 3000 halibut.

Sch. Annie and Jennie, 3000 cod, 200 hake, 200 cusk, 4000 pollock.

Sch. Fish Hawk, 4000 haddock, 8500 cod, 200 cusk, 2500 pollock.

Sch. Actor, 1300 cod, 100 hake, 300 pollock, 1 swordfish, 200 halibut.

Sch. Marion, 100 haddock, 1400 cod, 1000 hake, 600 pollock.

Sch. Albert W. Black, 102 swordfish.

Sch. Yankee, 70 swordfish.

Haddock, \$1 to \$1.25 per cwt.; large cod, \$2.60 to \$3; market cod, \$1.75 to \$2; hake, \$1 to \$2; pollock, \$2 to \$2.50; swordfish, 6 1-2 cts. per lb.

Monster Whale Cut in Two.

A monster whale, cut in two by the sharp prow of some passing steamer, was sighted off Cape Ann by Capt. Pettersen, commander of the steamship Capt. Bennett, which reached Boston from Port Antonio, Jamaica, on Monday.

The steamer passed between the two pieces of the leviathan. The tail part had floated between the buoys off Peaked Hill Bars. The whale must have been over 80 feet in length, and is believed by the officers on the Bennett to have been cut in two while asleep on the surface of the water before daylight.

Mackerel at Portland.

Steamer Conway landed 40 barrels of fresh mackerel at Portland, Monday.

The F. S. Willard Company purchased the whole catch at 10 cents per pound, the fortunate skipper stocking about \$900 for his forenoon's work. Fishermen generally predict that there will be a good catch of mackerel this fall along the Maine coast, and it is to be hoped the prediction will come true.

Three thousand pounds of butter fish and an equal number of tinker mackerel were brought into Portland from the Richmond island traps for J. W. Trefethen Monday.

Wrecks at Newfoundland.

News comes to St. John's, N. F., by the Prospero of three vessels having been wrecked on the northeast coast the past two weeks. At Belle Isle in the Straits three went to pieces—The Seven Sisters, owned by Aubrey Brown of King's Cove and two owned by Croke Bros. of St. Brenden's. They were all driven ashore and smashed by heavy pieces of ice.

Canadian Bluejackets Guard Fish Traps.

A pinnacle's crew consisting of nine bluejackets under Lieut. Moore, from the cruiser Rainbow has been detailed to guard the salmon fishing traps on the southern end of Vancouver Island which have recently been the prey of American pirates. The bluejackets are armed with a maxim gun.

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OIL ENGINE FISHING SCHOONERS.

Two Notable Craft Being Built for Pacific Coast Industry.

On the Pacific coast of Canada, the long, narrow reaches of the inside route from Seattle and Vancouver to the halibut grounds off the coast of Alaska have made the sails of the fishing schooners employed in the halibut industry an almost useless part of their equipment during the major portion of their trips. To overcome this difficulty, many of these boats are equipped with auxiliary power; but it has remained with the New England Fish Company to take the longest step forward in the industry. This firm's headquarters are at Boston, but they have important offices in New York, Seattle, Vancouver and Ketchikan, Alaska.

They are now having built at the yards of Arthur D. Story in Essex and Owen Lantz of this city, two sister schooners of a modified knock-about type, 126 feet length over all; 102 feet length water line; 24 1-2 feet breadth water line; with a mean draft of 10 feet, to be powered with two 100 horsepower Blanchard oil engines, operating twin screws, and developing a speed under power alone of about ten and one-half miles an hour. They will have plain pole masts with no top masts, and the sail area will be cut down to 4500 square feet, less than one-half that with which boats of this size would be normally equipped.

Briefly the sails are to be used only as auxiliaries to the engines, which are a late development by the Blanchard Machine Company under the direction of Wolcott Remington. The latter are of particular interest in that they will use for fuel a low grade, asphaltum base oil that is put out by the Standard Oil Co. on the Pacific coast as Star Fuel Oil. It costs only a dollar a barrel in Seattle and its high-flash points make it as safe as coal.

It is planned to launch the two schooners early in October, and after the engines have been installed and the rigging and out-fitting completed, they will proceed to Seattle via Cape Horn, arriving there in time for the early spring work.

The schooners were designed by Thomas F. McManus of Boston, who has been prominently connected with the New England fishing industry for 14 years, 13 years as an active participant and the remainder as a designer of fishing schooners, and in that time has built and designed over 300 vessels.

The original type of fishing schooner was shallow draft with long bowsprit and jib boom and very long main boom, giving it a long sail base line extending far outward, making the work of handling sails in heavy weather exceedingly dangerous. In fact the chance of wreck in storms was one of the most serious that fishermen of those days took; but now all this has been changed, and the production by Mr. McManus, several years ago, of the knock-about type with its deep and sharp hull lines, short sail base, and eliminated bowsprit have made these boats safe and easy to handle in heavy seas. There is less pitching and great saving of wear and tear on the rigging, no bobstays to leak, no bowsprit to loosen, and with practically no overboard work for the men to do in handling sails, they now fear only fog, collision and shore.

On the Pacific coast the need for this step has been imperative and the results achieved by these vessels will be watched with interest, not alone there, but on the Atlantic coast as well for the increasing need of power is being strongly felt by the Boston and Gloucester fishermen, as a delay of a few hours in landing at T wharf may mean a decrease of hundreds of dollars in the price they obtain for their catch.

Halibut at Portland.

Sch. Marjie Turner was at Portland yesterday with 12,000 pounds of halibut.

Mackerel Sale.

The salt mackerel fare of sch. Marguerite Haskins sold to William H. Jordan & Co., at \$10 and \$12 a barrel.

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MORE WORK FOR THE SPLITTERS.

Five Crafts Down From Boston Today With Fresh Fish.

Fish receipts at this port this morning consisted of five fresh fares and one drifter, the former being trips of groundfish left over from yesterday's market at Boston, and one from Portland.

The arrivals are schs. John Hays Hammond, with 60,000 pounds; Leonora Silveria, 40,000 pounds; Harriett, 40,000 pounds; Edith Silveria, 15,000 pounds. Sch. Esperanto brought some fresh and salt fish from Portland after disposing of their halibut there.

Four trips of bluebacks were brought in yesterday, the Independence having 50 barrels; Wesley W. Sinnett, 50 barrels; Rough Rider, 45 barrels; Herbert & Emma, 25 barrels.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. John Hays Hammond, via Boston, 60,000 lbs. fresh fish.

Sch. Leonora Silveria, via Boston, 40,000 lbs. fresh fish.

Sch. Norma, salt drifting, 45,000 lbs. salt cod.

Sch. Edith Silveria, via Boston, 15,000 lbs. fresh fish.

Steamer Independence, seining, 50 bbls. bluebacks.

Sch. Rough Rider, seining, 45 bbls. bluebacks.

Steamer Herbert and Emma, seining, 25 bbls. bluebacks.

Sch. Wesley W. Sinnett, seining, 45 bbls. bluebacks.

Sch. Monarch, seining.

Sch. Marjie Turner, via Portland.

Vessels Sailed.

Sch. Terra Nova, haddocking.

Sch. Manomet, swordfishing.

Sch. Galatea, salt drifting.

Sch. Corsair, salt drifting.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$3.25; medium, \$2.87 1-2; snappers, \$2.

Handline Georges codfish, large, \$4.00 per cwt.; medium, \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$3.25; mediums, \$2.87 1/2; snappers, \$2.00.

Dory handline codfish, large, \$3.50; medium, \$3.12 1/2; snappers, \$2.25.

Georges halibut codfish, large, \$4.12 1/2; mediums, \$3.50.

Drift codfish, large, \$3.75; mediums, \$3.37 1/2.

Haddock, \$1.50.

Pollock, \$1.25.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.25.

Hake, \$1.25.

Salt tinker mackerel, \$9 per bbl.

Fledged halibut, 8c per lb.

Fresh Fish.

Haddock, 70c per cwt.

Peak and Cape North cod, large, \$1.75; medium, \$1.50; snappers, 75c.

Western cod, large, \$2.00; mediums, \$1.65; snappers, 75c.

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

Hake, 70c.

Cusk, large, \$1.30; medium, \$1.00; snappers, 50c.

Dressed pollock 80c, round 70c.

Bank halibut, 8 1/2 c per lb., for white, 6 1/2 c for gray.

Fresh mackerel, 40c for large, 5c per lb. for tinkers.

Fresh shad, \$3.50 per bbl., fresh; \$2.50 per bbl. to salt; \$3.00 per bbl., to freezer.

Fresh bluebacks, \$2.50 per bbl.

Fresh porgies, \$1.25 per bbl. for bait; 75c per bbl. for oil.

Fresh herring, \$1.50 per bbl. to freezer; \$2.50 per bbl. for bait.

New Nova Scotia Schooners.

Operations are proceeding with a rush in the ship-yard of Joseph McGill at Shelburne, N. S., and two schooners are in course of construction. The vessel for Roseway Fish Co. is nearing completion and the painter is now at work on her. She will be launched probably the last of this week, and that means that she will shortly be on the move after the finny tribe. The vessel will be fitted up in the most modern style and will have a 24 h. p. engine which will give her good speed.