

Jan'y 9.

AT HOME WITH HERRING FARES

Schs. Flirt and Oriole Had It Hard All the Way Along.

Two more of the Newfoundland fleet are safely at home, sch. Oriole arriving yesterday afternoon and sch. Flirt during the night, both with full cargoes.

Heavy gales and seas were encountered all the way. Both captains experienced some of the toughest weather of the winter, the Flirt losing her foresail, making it necessary for her to put in to North Sydney, where a new one was sent down by the Gorton-Pew Company, her owners. Capt Firth arrived at Shelburne after last Friday night's gale and at the first favorable opportunity, headed her for home. The craft was 20 days from Bonne Bay.

Sch. Oriole, also from Bonne Bay was 14 days on her passage. She ran into the heavy gale last week and was obliged to carry her foresail through it all, but came through without damage. Her cargo is consigned to Orlando Merchant.

Yesterday's shipments by the gill netters was about 50 boxes. Some of the fleet picked up only part of their gear, while others were obliged to return without making a lift at all.

The little steamers Margaret D. and George S. Fisher which are fishing down on western Jefferies picked up their gear all right, the former landing 2000 weight of cod and the latter 1100 pounds of cod.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Mary F. Sears, shore, 6000 lbs. fresh fish.
- Str. Ibsen, gill netting, 1400 lbs. fresh fish.
- Str. Margaret D., gill netting, 2000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2500 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 700 lbs. fresh fish.
- Str. Nomad, gill netting, 1500 lbs. fresh fish.
- Str. Mariner, gill netting, 300 lbs. fresh fish.
- Str. Sunflower, gill netting, 1000 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 1100 lbs. fresh fish.
- Str. Geisha, gill netting, 1500 lbs. fresh fish.
- Str. Nashawena, gill netting, 1500 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 2000 lbs. fresh fish.
- Str. Mystery, gill netting, 500 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 1000 lbs. fresh fish.
- Str. Mary F. Ruth, gill netting, 1500 lbs. fresh fish.
- Sch. Aloha, Newfoundland.
- Sch. Ingomar, Cape Shore, 50,000 lbs. fresh fish.
- Sch. Mina Swim, Eastern deck handling, 23,000 lbs. salt cod.
- Sch. Flirt, Bonne Bay, N. F., 950 bbls. salt herring, 75 bbls. pickled herring, 250 bbls. frozen herring.
- Sch. Oriole, Bonne Bay, N. F., 16,700 lbs. frozen herring, 800 bbls. salt herring, 150 bbls. pickled herring.
- Sch. Mary P. Goulart, shore.
- Sch. Elva L. Spurling, shore.
- Sch. Rex, via Boston.

Vessels Sailed.

- Sch. Arethusa, haddocking.
- Sch. A. Piatt Andrew, haddocking.
- Sch. Elsie, haddocking.
- Sch. Thomas S. Gorton, haddocking.
- Sch. Esperanto, haddocking.
- Sch. Elva L. Spurling, haddocking.
- Sch. Marsala, Georges halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$4.25, medium, \$3.75, snappers, \$2.75.
 Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.
 Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
 Dory handling codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.
 Georges halibut codfish, large, \$4.50; mediums, \$4.
 Drift codfish, large, \$4.25; mediums, \$3.62 1-2.
 Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.
 Hake, \$1.50.
 Haddock, \$1.50.
 Large salt mackerel, \$25 per bbl.
 Fletched halibut, 10c per lb.
 Salt herring, \$3.50 per bbl.
 Pickled herring, \$4.50 per bbl.

Fresh Fish.
 Haddock, \$1.10 per cwt.
 Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
 Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
 All codfish not gilled 10c per 100 pounds less than the above.
 Hake, \$1.15.
 Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
 Dressed pollock, 80c.; round, 90c.
 Bank halibut, 25 1-2c lb. for white, 18 1-2c for gray.
 Fresh herring, \$1 per bbl. to salt; \$2 per bbl. for bait.
 Newfoundland frozen herring, \$2.75 per cwt.

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WOULD CHANGE LOBSTER LAWS

Just as was predicted the discussion of a proposed change in the Maine lobster law has been begun and it is being carried on in every quarter of the state, says the Portland Press.

Portland dealers are showing a great interest; it was expected they would for they are the largest dealers in Maine. But the Portland men are not endorsing the suggestion made by Gov. Haines in his inaugural. The chief executive suggested that a close time, during which it would be illegal to ship lobsters out of the State, should be placed on the crustaceans. This the Portland dealers do not favor.

"A close time is all right," said one of them to a Press reporter Monday, "but the governor has the wrong idea of a close time. It would be impossible to prevent shipment of lobsters out of the state. Lobsters by the thousand are kept in pounds along the Maine coast. If a smack was sent to a pound, took on a fare and sailed, how would any one know whether the lobsters were being brought to a Maine port or sent to some place out of the state Nobody could tell. They would be carried from a pound to a smack waiting off shore and the law be persistently violated without anyone being the wiser."

The Portland dealers are in favor of a close time, but they say it should be an absolute close time, one that would prevent the taking of the lobsters at all. "Put the close time on for July and August, during the shedding season," is the attitude they take, if a close time is to be provided at all. "Cut out the catching of lobsters altogether for lobsters are of little use when they are shedding their shells, anyway."

Much discussion, in favor of and against, the proposed change in the legal length of the lobster is being heard. The dealers in Portland for the most part maintain that as a matter of self defense, the Maine law should conform to the Massachusetts law. They take the attitude that if the present law continues and Massachusetts still allows nine inches to be the legal length, then the Maine dealers will be practically shut out of the market. "Change the law to nine inches and then have a close time," is the way they size up the situation.

Within the next few days it is expected that a new lobster law will make its appearance in the Legislature. There may be a dozen laws to be referred to the committee on sea and shore fisheries. Any of them will be the subject of much discussion and all will be regarded with more than ordinary interest in view of the present agitation for a change.

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THE CATCH HERE AND AT BOSTON

Receipts of fresh and salt fish of all kinds landed at this port during the month of November, according to the Bureau of Fisheries, was 5,183,331 pounds of fresh, valued at \$70,841 and 2,733,215 pounds of salt fish, valued at 108,625. The receipts at the port of Boston for the same period were 7,548,200 pounds, the value of which was \$228,069.

The receipts by grades and values was as follows:

	Pounds.	Value.
Gloucester.		
Fresh cod	127,385	\$3,109
Salt cod	2,314,617	98,606
Total cod	2,442,002	101,715
Fresh haddock	96,970	2,978
Salt haddock	21,695	327
Total haddock	118,665	3,305
Fresh cusk	77,057	1,000
Salt cusk	9,880	223
Total cusk	86,937	1,223
Fresh hake	480,715	5,529
Salt hake	13,065	210
Total hake	493,780	5,739
Fresh pollock	4,290,451	44,165
Salt pollock	24,485	368
Total pollock	4,314,936	44,533
Fresh halibut	77,653	12,576
Salt halibut	965	97
Total halibut	78,618	12,673
Fresh herring	76,000	240
Salt herring	320,308	5,819
Total herring	336,308	6,059
Fresh mackerel	17,100	1,244
Salt mackerel	28,200	2,975
Total mackerel	45,300	4,219

	Pounds.	Value.
Boston.		
Fresh cod	1,093,500	\$50,700
Fresh haddock	3,452,400	119,151
Fresh cusk	360,000	6,615
Fresh hake	1,982,200	34,954
Fresh pollock	599,200	8,357
Fresh halibut	27,475	5,048
Fresh mackerel	25,425	3,109
Fresh herring	8,000	135

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STEAM TRAWLER LOST A MAN

The steam trawler Swell arrived at Boston this morning with her colors at half mast for the loss of Joseph Welsh, who was drowned on Georges last Sunday afternoon.

How and when Welsh met his fate, no one knows. He was on the watch below and about 3 o'clock in the afternoon, it was noticed that he was missing. A thorough search was made of the craft, but without success, and reluctantly the captain and crew came to the conclusion that he had fallen overboard. It was perfectly calm at the time and Capt. Hayes' car, account for the accident in no other way.

The unfortunate man was a native of Newfoundland and resided in South Boston.

Executive committee—H. B. Ritchie, Joseph A. Rich, George N. Prior, Ward L. Pierce, Edward J. Livingstone.
Transportation committee—L. Pickert, L. A. Treat, H. O. Underwood.
Arbitration committee—R. M. Kelley, A. Winsor, Jr., L. G. Stillman.

Fishing Fleet Movements.

Sch. Terra Nova, arrived at Liverpool Saturday last and cleared for fishing.
 Schs. Olga and Gladys and Nellie arrived at Liverpool Tuesday last and cleared.
 Sch. Fannie E. Prescott arrived at Halifax Tuesday last.

Halibut Sale.

The halibut fare of sch. Claudia sold to the New England Fish Company this forenoon at 25 cents a pound for white and 17 cents a pound for gray.

In for Shelter.

The schooner Emma F. Chase, Capt. Look, bound from Jonesport to this port, with smoked herring, has put in to Horse island harbor for shelter.

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N. F. BANKERS WILL FIT EARLY

Benjamin Pine of the firm of Langsford & Pine has returned from Belleoram, N. F., after a very pleasant visit of several weeks. He reports that the south coast bankers are now fitting to get underway and several of them expect to sail about February 1 for the Rose Blanche grounds.

Among the crafts are several former Gloucester crafts. Sch. Effie M. Prior, the latest Gloucester addition to the fleet, will be commanded by Capt. Cluett; sch. Grayling, Capt. Fudge; Flora S. Nickerson, Capt. Fudge.

No herring are reported at Fortune Bay thus far this winter.

TWO BROKE MAIN BOOMS

The Provincetown schooner Annie Perry which has been hauled up several weeks at that port and is here this morning for painting and general overhauling, struck the blow heavily yesterday coming across the bay, losing her main boom.

Sch. Mystery which arrived here this morning from Portland after disposing of her halibut fare, met with a similar accident at the mouth of the harbor, snapping her main boom in the blow.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.
 Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
 Georges halibut codfish, large, \$4.50; mediums, \$4.
 Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
 Pollock, \$1.50.
 Hake, \$1.50.
 Haddock, \$1.50.
 Salt herring, \$3.50 per bbl.
 Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
 Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
 Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
 All codfish not gilled 10c per 100 pounds less than the above.
 Hake, \$1.15.
 Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
 Dressed pollock, 80c.; round, 90c.
 Bank halibut, 25c per lb. for white, 17c for gray.
 Fresh herring, \$1 per bbl. to salt; \$2 per bbl. for bait.
 Newfoundland frozen herring, \$2.75 per cwt.

THRILLING EXPERIENCE.

Four Fishermen Had to Bail for Their Lives All Night Long.

Capt. A. W. Wallace, Charles Kohling, Loring H. Wallace and James F. Wallace, four fishermen, had an experience during the storm of last Friday night that they are not likely to soon forget. Their little craft, the Alice G., fouled her steering gear during the early hours of the severe storm which struck Portland Friday and all night long the sloop rode at anchor off Orr's island, while the four bailed and pumped the water over her rail. At times it seemed to the fishermen that the craft must surrender to the angry sea, but their ceaseless labors saved the sloop from going to the bottom and they bailed until Saturday afternoon, when the wind abated and they were able to make repairs sufficient to carry them to Sebasco, where they belong.

FISH BUREAU HEADS.

Edward J. Livingstone Elected Member of Executive Committee.

The annual meeting of the Boston Fish Bureau was held Tuesday afternoon, when the following officers were elected:

President—George E. Wiley.
 Vice president—John Burns, Jr.
 Treasurer—Burton Fernald.

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FOOD FROM FLOOR OF THE PACIFIC

California Has Wonderful Crop of Abalones Chinese Delicacy.

Little is known and still less has been written about the abalone industry, which has within the last few years occupied such an important place in the commercial economics of the Pacific Coast, says the San Francisco Call.

Indeed, there has been until this time little to say, since the catching and canning of these shell fish were confined very largely to Chinese companies, who, failing to find a market in this country, made a small fortune in exporting them to China, where they had long been regarded as a delicacy.

The Mexican waters were pretty well fished out by these orientals before the government awakened to the realization that a fortune was being taken away under their very noses. Thereafter a boat that would "afishing go" for abalones paid a tax of \$60 a year.

From time to time abalone fisheries have been established in a small way at various points along the coast, but the most important, and certainly the most picturesque, lies tucked away in a little cove on Point Lobos, about 120 miles south of San Francisco. Now, just as no tourist should come to California and fail to see the old Spanish town of Monterey, so no one should make that journey without at least one pilgrimage to Point Lobos.

In the shelter of the cove formed by the thumb of this rugged head the largest abalone fishery on the coast was established some 12 years ago. A. M. Allen is the fortunate man who pays the taxes on the 1800 acres which constitute Point Lobos. What began then as an uncertain venture has come to be a lucrative certainty, and has added very materially to Allen's ability to pay those taxes.

He has here 11 Japanese, under a foreman, who catch, clean and dry the abalones for canning. Two of these men are fearless divers, and every morning, the weather permitting, they make their perilous downward trip into 150 feet of sea water. As you watch them making ready for these descents you cannot but feel that counting on their return is worse than useless, for, like the core of the little boy's apple, "there ain't likely to be any."

The big, weighed boots, nine pounds each, give you no sense of safety, and any lingering doubts as to the foolhardiness and fatality of the expedition vanish as you watch the plucky little fellows burden themselves still further with 32 pounds of leaden collars. A regular diver's helmet goes on next, and the first one is ready. Over the side of the little boat and down the shaky ladder he goes, with not half as much ceremony as you would think the occasion called for. Over his arm hangs a large net basket on an iron ring, and in his hand is a sharp wedge-like piece of iron. These are his aggressive arms—defensive he carries none.

Known As Venus' Ear.

"Ear shaped" describes the abalone exactly, and all men call it so. The French know it as "oreille de mer," the Italians "orrechiale." The Portuguese have named it "sapa burra," while the Sicilians mean the same thing in their "patella reala." Even the Eolians of the olden times saw the same resemblance, and because they always spoke in poetry called the abalone "Venus' ear."

But with ordinary good luck after 20 minutes' "haul in," comes up in jerky signals along the rope, and the first catch of the day is hauled into the boat. The net is lowered again, and again, and the work goes on until noon.

In the hands of an expert it is the work of a few seconds only to separate

the abalone from its shell. Then a careful search for pearls is made, and many beautiful specimens are found as a reward for this part of the labor. They vary in size and purity, some having a commercial value as high as \$500.

In spite of the "protection" fever which has swept the country like an epidemic in the last few years, there seems little necessity for such protective measures to preserve the abalones. They cover the ocean bed like cobble stones in a paved city, sometimes two or three deep, the ones above living on the seaweed growing on the under shells. Allen says that he himself has taken three tons of abalones from a rock 25 by 70 feet.

The Legislature restricted the catching of abalones to those measuring 17 inches in circumference, so that the smaller ones can hang to their rocks when the low tide leaves them high and dry.

Race suicide is a distant and improbable thing for the abalone. The spawning season is January and February, and at this time the female throws off from one million to two million eggs. This spawn rises to the surface and is scattered by winds and waves over a large area, sometimes miles in extent. Naturally many of these eggs are destroyed.

After fertilization the eggs sink and attach themselves to rocks, where the young abalone sets up his own establishment. His first choice of a home must be a careful one, for the migratory instinct is altogether lacking in his makeup. Where he settles, after that first dive to the sea floor, he stays. The large muscular foot is used less for locomotion than means of defense in a community whose first law is the survival of the fittest—this ability to hang on desperately, tenaciously to their rocky home.

Their long narrow tongue is furnished with flinty hooks, with which they tear their food from the rocks. Almost epicurean, they are in their limited diet. If they are lucky and strike a plentiful store of provisions in the form of sea lettuce and weeds, they grow and develop rapidly, until, at the end of the second year, they are ready to assume the responsibilities of a family.

Cannot Hunt for Food.

If, by any adverse circumstances, its food is destroyed, the abalone gives up and dies. It possesses no instinct which might guide it to better feeding grounds. So, three or four years ago, when the seaweed near Cayucos, San Luis Obispo County, was entirely destroyed by a seepage of oil it meant the destruction by starvation of thousands of abalones.

It would seem that abalone fishing was a profitable industry, nothing going to waste. Every portion of the fish is put to some commercial profit. Rough and unbeautiful as the outer shell may be, one is sure to find a glorious rainbow of color inside, be the shell green, red or black. Smooth, exquisitely iridescent and lovely is its interior. In the old days, before the public at large had outgrown the cynx table and wax flower age, a polished abalone shell was pretty sure to occupy the place of high honor in the family's best parlor.

Now, however, the majority of these shells serve a more utilitarian purpose and are shipped abroad in great quantities only to be returned to us later in the shape of exquisite buttons, belt buckles, combs and an endless variety of ornamental extravagances for the feminine population.

Abalone meat is considered a great delicacy and may be had in the restaurants of San Francisco, that city of cafes, stews or fritters or chowders. The juice makes an excellent and appetizing cocktail. Even the viscera or entrails are used in the making of a very superior kind of glue.

Among the people of Jersey and Guernsey, abalones are known to "ormers," and the status of a citizen in these little islands is determined to a great extent by the number of abalone shells hanging to his house. They are so placed that the sun will reflect their beautiful colors, thus giving a man a chance literally to outshine his neighbor.

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FAVORS PLAN TO STOP ICEBERGS

New York Board of Trade Endorses Scheme of Giant Cable on Grand Bank.

A plan for abolishing icebergs is to be laid before Congress. The New York Board of Trade and Transportation announces its indorsement of a bill which Congressman Calder of Brooklyn will submit at Washington, calling for a Government commission to study the feasibility of constructing a huge jetty across the Grand Banks of Newfoundland.

The idea, at which the members of the board were at first inclined to jeer, but later adopted, was explained by its originator, C. L. Ricker, a Brooklyn engineer. He said he would obstruct the Labrador current by laying a steel cable, 10 inches in diameter, across the Grand Banks, where the ocean bed is a level plateau—against which the current would deposit sand and form a ridge extending for two miles to the east of Cape Race.

He declared that this would be sufficient to shift the current so that the warm Gulf Stream and the cold Labrador current would come together, melting the ice in the latter, eliminating icebergs not only from the region of the Grand Banks, but also from the entire Arctic circle. Greenland, he maintained, would be transformed into a garden and England would be surrounded by a current as warm as the Caribbean Sea.

Mr. Ricker declared that, however wild this project might seem at first sight it had received the endorsement of many engineers, and even the United States Hydrographic Office had considered it feasible. He estimated the cost at \$20,000,000.

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"WORST EVER SAW" SAYS PORPER

CAVALIER'S CAPTAIN TELLS OF AWFUL GALE THAT COST TWO LIVES.

FIVE MEN SWEEPED FROM DECK—THREE SAVED WITH ROPES

The heavy gale, which struck sch. Cavalier last Saturday off the Nova Scotia coast, costing the lives of two of the crew, was one of the worst in all his experience at sea, so Capt. Robert Porper, her skipper, reports.

The Cavalier left the banks on January 2 for Canso to refit and on Saturday they ran into a gale of hurricane force, accompanied with a heavy sea.

About 8 o'clock in the night the vessel was swept by a heavy sea which smashed all the dories and swept five

of the crew overboard. Three of those succeeded in grasping ropes thrown to them, and were hauled on board. The other two, James Cavanaugh and John Kempton, who were drowned, were not seen afterwards. The condition of the weather was such that the vessel was unmanageable at the time. In all Captain Porper's experience on the banks he never experienced such weather as on Saturday last.

The schooner Gladiator, Captain Doucett, arrived at Louisburg Monday night to effect repairs to her gaff which was damaged in Saturday's gale.

OLD HALIBUT AT PORTLAND

Mystery Brought Cod Here—Sch. Claudia Has Fine Georges Trip.

The heavy gale blowing outside this morning kept most of the gill netters and market fleet in port this forenoon. Soon the wind had increased in its kicking up quite a heavy chop de.

The only arrivals since yesterday's are schs. Claudia, from a Georges handling trip with 30,000 lbs of salt cod and 1000 pounds of fish. Sch. Mystery at Portland today, disposed of her halibut fare 1000 pounds and brought 11,000 lbs of salt cod here, which were taken by the Gorton-Pew Company, owners.

Schs. Laura and Marion is also here this morning from Jonesport, Maine, with a cargo of cured fish.

The receipts from the gill netters yesterday amounted to only a few hundred pounds, which were shipped to Boston.

Sch. Aloha, Capt. John Matheson, arrived yesterday from Bay of Islands, N. F., brought 700 barrels of herring, 650 barrels of salt herring and 150 barrels of pickled herring from the Cunningham & Thompson company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail

Sch. Claudia, Georges handling, 30,000 lbs. salt cod, 1000 lbs. fresh halibut.

Schs. Robert and Edwin, gill netting, 1000 lbs. fresh fish.

Sch. Quoddy, gill netting, 2000 lbs. fresh fish.

Sch. Ethel, gill netting, 1000 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.

Sch. Mariner, gill netting, 2000 lbs. fresh fish.

Sch. Margaret D., gill netting, 3500 lbs. fresh fish.

Sch. Sawyer, gill netting, 1000 lbs. fresh fish.

Schs. Laura and Marion, Jonesport, cured fish.

Sch. Mystery, via Portland, 11,000 lbs. salt fish.

Sch. Aloha, Bay of Islands, N. F., 700 bbls. frozen herring, 650 bbls. salt herring, 150 bbls. pickled herring.

Vessels Sailed.

Sch. Jubilee, Georges handling.

COLONY OF GULLS.

Well Established Quarters in Central Park, New York.

Within the last few weeks a colony of several hundred seagulls has established quarters near the Central Park, and complaints are being made that they are a menace to public health, says the Fishing Gazette. The attention of Commissioner Thompson was called to them last week when a man was kept at the bay to drive the gulls away from the water and there was no danger of drinking water of the city. The weather and the recent fall of water have driven the birds from the waters of the Sound. They increased greatly in numbers in the last few years, ever since the State fixed a penalty of \$60 for killing one and \$25 additional for each bird killed. It was because the gulls were valuable as scavengers of the rivers surrounding the city that the law was passed for their protection, but it was not foreseen that they would make their home in several months in the year on part of the city's water supply. A park employee tried to count the birds on the upper reservoir a few days ago, but found them too many to count. He estimates their number at 500. Walter Sager, keeper of the reservoirs for the water department, says the gulls are a nuisance, but he has no way of getting rid of them. The reservoirs are full of perch, bullheads, pumpkin seed and other fish, and the gulls obtain their food from the waters.

ONLY FEW CRAFT IN WITH TRIPS

Four of the Six T Wharf Arrivals Should Make Good Stocks.

This morning's receipts of fresh fish at T wharf consisted of six fares, four from off-shore and two from the shore.

Yesterday afternoon, the steam trawler Surf arrived with 55,000 weight of haddock. This morning's list includes schs. Gertrude DeCosta, 70,000 pounds mostly of haddock and cod; Georgianna, 56,000 pounds; Mary, 35,000 pounds; Margaret Dillon, 7600 pounds; Sadie M. Numan, 20,000 pounds.

Haddock sold at \$2.75 to \$4.35 a hundred pounds; large cod, \$3 to \$6.50; market cod, \$2.50 to \$4; hake, \$3.50 to \$7; pollock, \$3.50 to \$4.

Boston Arrivals.

The fares and prices in detail are: Str. Surf, 55,000 haddock, 600 cod.

Sch. Gertrude DeCosta, 44,000 haddock, 23,000 cod, 3000 hake.

Sch. Georgianna, 42,000 haddock, 12,000 cod, 100 hake.

Sch. Mary, 35,000 haddock, 6000 cod, 1000 hake.

Sch. Margaret Dillon, 4000 haddock, 600 cod, 3000 hake.

Sch. Sadie M. Numan, 2500 haddock, 1400 cod, 5500 hake.

Haddock, \$2.75 to \$4.35 per cwt.; large cod, \$3 to \$6.50 per cwt.; market cod, \$2.50 to \$4; hake, \$3.50 to \$7; pollock, \$3.50 to \$4.

Scarce at Portland.

Fish still continue alarmingly scarce. The Hockomock was the only arrival Wednesday, and she brought only 6000.

A MODEL PLACE.

Is New Fishermen's and Seamen's Institute at St. John's, N. F.

The formal opening of the new Fishermen's and Seamen's Institute at St. John's took place, December 19, under the patronage and presence of the Governor of the Province, and the Premier, together with the Mayor and civic functionaries of the city. The institute is an international home for seafarers, the money for its erection being raised by Dr. Wilfred T. Grenfell's lecture tour in England, Canada and the United States. The building is of brick construction, four stories high, located on the harbor front. The entire top floor is devoted to schooner girls—the majority of the fishing schooners having a girl cook. There is a special entrance to these quarters where there is a kitchen, social and dining rooms and bedrooms, four of which were given by the guild of Emmanuel Church in Boston. These quarters also serve the purpose of a Y. W. C. A. but are in no way connected with that association. On the lower floors is a men's dormitory, containing 75 bedrooms. There is a reading room, furnished by the Lend-a-Hand Society of Boston in memory of Dr. Edward Everett Hale, who was a close friend of Dr. Grenfell. There is an auditorium, called Grenfell Hall, which is furnished by the New England Grenfell Association in honor of Dr. Grenfell's mother, and an officers' room for ships' officers, a restaurant and a swimming pool.—Fishing Gazette.

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TWO SHORE BOATS ONLY AT T DOCK

And Then Total Catch Only Amounted to 5000 Lbs. Fresh Fish.

It was a slim market at T wharf, Boston, this morning, the only arrivals since yesterday being two shore boats with 500 pounds of haddock and cod between them.

Saturday is generally a pretty quiet day at the dock and there was but little doing. Prices on haddock were quoted at \$4.75, large cod, \$7; market cod, \$4; pollock, \$4 to \$4.50.

Boston Arrivals.

The fares and prices in detail are: Sch. Eva and Mildred, 2500 haddock, 1200 cod.

Sch. On Time, 1300 cod. Haddock, \$4.75; large cod, \$7; market cod, \$4; pollock, \$4 to \$4.50.

LOST ON PASSAGE TO BAY ISLANDS

Sch. John R. Bradley There Reports Daniel McDonald Was Drowned.

A message from the Bay of Islands, N. F., announces the arrival there of sch. John R. Bradley, two days ago after a rough and stormy passage.

The despatch contains the sad news of the loss of Daniel McDonald, one of the crew whom it is supposed was drowned on the passage down. No particulars concerning the accident are given. McDonald boarded with Joseph Southerland, at 48 Duncan street, this city.

Capt. James McDonald, commander of the craft reports a hard passage, with heavy gales and seas all the way.

CATCH FISH FOR THEMSELVES

The following reports on conditions in the markets of Portugal and Italy were published in a recent issue of the St. John's Trade Review: Up to a few years ago the people of Portugal were satisfied to depend on foreign countries for their supply of dry codfish. They would probably have continued in the same old way if British trawlers did not invade their offshore waters and exploit them in search of cod and other fish. They naturally argued if there was money in the business for men from the north of the Bay of Biscay, there would be money in it for them also, and hence they increased their fishing operations very considerably. As long as they confined their operations to catching and selling fish green, they only affected Newfoundland's fish business indirectly; but lately, they have gone extensively into dry fish, and it is having a serious effect on us. When our prices are low we can even face this handicap with a measure of hope for success, but with present high rulings the home-caught Portuguese article is becoming a serious menace to our trade in Portugal. A correspondent writing from Oporto makes note of the above facts, and, as there is every prospect of the home-caught-and-cured article increasing every year, our merchants will have to seriously consider the matter. The reputation of Newfoundland fish is hard to kill, and we may not be entirely dislodged from Portugal for many years, if we send over good, large and well-cured fish; but it appears that some of the goods sent over the present season were not, by any means, of a superior quality, and, hence, we are going to suffer in competition with the home-caught article.

Jan'y 11.

WILL SPEAK FOR A HOSPITAL SHIP

Local Men Go To Washington TO Attend the Hearing.

Gloucester and other New England fishing ports are deeply interested in Congressman Gardner's hospital bill which comes up for hearing before the Committee on Merchant Marine and Fisheries at Washington, Monday morning.

The cause of the fisherman will be well championed by local representatives and others who will attend the hearing and present some convincing arguments as to the merit and necessity of such a measure as the congressman from this district is laboring to secure.

Col. Charles F. Wonson, president of the Gloucester Fishermen's Institute, who has been a tireless worker for the hospital ship cause will represent the institute at the hearing. He left yesterday for Washington. Capt. William H. Thomas has been appointed delegate on the part of the Master Mariners' Association and Benjamin A. Smith and Secretary Richard W. Freeman to represent the Board of Trade. The latter delegates will leave for Washington on the train leaving the South Station at 5 o'clock this afternoon. Congressman Gardner's bill calls for an appropriation of \$50,000 for a suitable craft with a suitable appropriation annually for maintenance of the service.

FOR BUILDING ROADS.

Oyster Shells Are Now Considered of Much Value.

Oyster shells have of late become quite valuable. It has been discovered that they are excellent to build roads with; they are also used for fertilizers and the manufacture of buttons. Nowadays the oysterman saves his shells and sells them at a profit. The biggest pile of shells in the world is situated at Hampton, Virginia, on Chesapeake Bay, the greatest of oyster waters. This miniature mountain is the product of one season's catch of one man, Frank Darling, the millionaire "King of Oystermen." The pile is 50 feet high and 150 feet long, and contains about 200,000 bushels of shells, which yielded about 5,000,000 oysters. These shells will sell for \$10,000, and before the next season the pile will have disappeared, to make room for another as large. There are many oystershell hillocks in the Chesapeake Bay region, though none quite so large as this.