

April 16.
THE SCH. MARY BRINGS HAKE

While Rest of Fleet at T Wharf Today Have Haddock.

Fish receipts were somewhat slack at T wharf, Boston, this morning, there being a noticeable change in the number and size of the five fares here over the preceding two days of the week.
Sch. Mary has 68,000 pounds of mixed fish, 51,000 pounds alone of which are hake taken on the northern end of Georges; Mary DeCosta, 70,000 pounds; Sadie M. Nunan, 38,000 pounds which are the largest fares.
The market on shore fish was a little better than yesterday, wholesalers paying \$1.25 to \$3.50 a hundred weight for haddock, \$3.50 for large cod, \$2.50 for small cod to \$2.25 for hake and \$1.50 for cusk.

Boston Arrivals.
The fares and prices in detail are:
Sch. Mary, 700 haddock, 3000 cod, 2,000 hake, 13,000 cusk.
Sch. Mary DeCosta, 32,000 haddock, 1,000 cod, 1200 hake, 2000 pollock.
Sch. Louisa R. Sylvia, 15,000 haddock, 4500 cod, 2000 hake.
Sch. Massasoit, 1800 haddock, 2000 cod, 2400 hake.
Sch. Sadie M. Nunan, 2500 cod, 30,000 hake, 6000 cusk.
Haddock, \$1.25 to \$3.50 per cwt.; large cod, \$3.50; market cod, \$2.50; hake, \$1.25 to \$2.25; cusk, \$1.50.

LANDINGS OF MACKEREL BOATS

Late reports from Chincoteague, Virginia state that small catches of mackerel are being landed there by the boats and traps and yesterday the largest consignment thus far shipped to New York reached Fulton Market.
The catches were all small, the largest fare being seven barrels which were received by Cheseboro Brothers. Other consignments were New York Fish Company, 75 fish; George T. Moon Company, 10; Warner & Prankard, 79; Continental Fish Company, 5; Galilee Fish Company, 121; Gates Company, 65; Burnet & Keeney, three barrels; Eldred & Haley, 1 barrel; Caleb Haley Company, 1 barrel.
A despatch to the Times from Chincoteague yesterday states that the sloop Alert landed 150 fresh mackerel, the Charlotte 100 and the traps 500 fish in count.

Pensacola Fish Notes.
E. E. Saunders & Co. have sent out a card to the trade announcing the death of Capt. E. E. Saunders, and stating that the business will continue under the same management as in the past.
Smacks arrived in Pensacola last week with snappers and groupers as follows:
For E. E. Saunders & Co.: Thomas J. Carroll, 23,655 snappers, 23,850 groupers; Emile Enos, 16,685 snappers, 29,650 groupers; Seaconnet, 20,255 snappers, 8350 groupers; Emily Coanex, 16,230 snappers, 19,310 groupers; Daraty, 7525 snappers, 3170 groupers; Clara M. Littlefield, 9500 snappers, 4630 groupers; Kwasind, 15,535 snappers, 5385 groupers.
For Warren Fish Co.: Halzan, 1000 snappers, 1000 groupers; Culibra, 13,855 snappers, 13,145 groupers.

Opinion On Fish Schedule.
Under the new tariff measure the fish schedule has been cut to pieces, the new bill providing for free fish of all kinds, with the exception of skinned or boneless fish and such luxuries as caviar. Should the measure go through without material change readjustment of many features of the fish business would probably be necessary, but it is too early to predict what the effort on the industry as a whole would be. Before the measure finally becomes law, however, many hearings will doubtless be held and the sentiment of the trade crystallized. At present there is diversity of opinion among those who have spoken their minds, while many are withholding judgment until they have had an opportunity to consider the matter fully.—Fishing Gazette.

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THIS MAN IS A FISHERMAN.

We So Presume by the Size of a Halibut He Caught.

Ephraim Eastman, a fisherman of the crew of the sloop Crusader, received congratulations from all sides Monday morning when it was learned that while fishing at Capt. Porpoise Sunday he had hooked and landed on his trawl a handsome halibut, which before it was dressed weighed close to 200 pounds, says the Portland Press. As the story was told by Eastman he landed the fish with little trouble. As he started to pull in his trawl he found that it dragged heavily and it required about every ounce of his strength to reel it in. His first thought was that he had picked up a piece of driftwood from the bottom but the activities below soon convinced him that something alive was fastened to one of the hooks and he at once concluded that he had run afoul of a shark. He continued to reel rapidly and soon had the fish near enough to the surface to see that he had a monstrous great halibut in tow. He then exercised the greatest caution, for the leader that fastened the hook to the trawl was not larger nor any stronger than an ordinary piece of twine. Bringing the fish alongside the dory he tipped the boat until the rail was within an inch of the water level. He then carefully pulled the fish's head across the rail until the body almost balanced, and then stepping quickly back he rocked the boat in the opposite direction, throwing the fish into the bottom of the dory. On arriving in Portland, Eastman was not long in finding market for his fish. He sold the big fellow for 14 cents a pound and on the transaction realized \$25.

ARCTIC HAWK CAUGHT.

Took Refuge in Ship's Rigging in Mid-Pacific.

When the steamship Minnesota arrived from the Orient recently she had on board a strange passenger who took passage in mid-Pacific and was not entered on the purser's list, says the Seattle Times.
A large Arctic hawk, measuring nearly four feet from tip to tip, joined the Minnesota on March 17, south of the Aleutian Islands, followed the wake of the ship many hours and finally alighted on the topmast.
Heavy gales which had swept the Alaskan coast a few days before drove hundreds of small birds to sea, and as these sought refuge in the rigging they became prey to the great hawk. After feasting all afternoon the hawk perched on the mainmast, where it prepared to spend the night.
A Japanese boy in the steamers crew planned otherwise. Equipped with a gunny-sack he mounted the mast and slipped the sack over the bird's head. Capt. Thomas W. Garlick presented the hawk to the Seattle Park Board, which will place it in one of the city parks.

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HARMONY GOES OVER \$6000

Sch. Harmony stocked \$6109.73 as the result of her big halibut fare taken out at Boston yesterday, which is one of the largest stocks ever made in the fresh halibut fishery. Added to this will be the proceeds from the sale of her salt fish which are being taken out here today.

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New Lobster Law Proposed for Maine.

There is now before the Maine Legislature a bill to regulate the construction of lobster traps. It is provided that after March 1, 1914, the traps shall be so constructed that there shall not be less than two inches of space between the floor of said trap and the first laths or slats on either side thereof and no laths or slats over the bows of said traps shall be less than two inches apart. Use of traps in violation of this act is to be punished by a fine of \$5 for the first trap and \$1 for each other trap. Wardens are given the right to haul traps to see that they are constructed in accordance with the act.

The Gloucester View.

The fishery interests of the United States are largely centered in Gloucester, Massachusetts. They are naturally very much opposed to the free admission of fresh fish as well as the large reduction in the duty on boneless fish. The high protection given to this article in the past has afforded the U. S. fishermen a practical monopoly in the American market and they are very much disinclined to share their privileges with outsiders.

Judging by press reports they fear that the new tariff will compel them to pull up stakes at Gloucester and operate henceforth from Nova Scotia ports. But on the whole they take the proposed revision philosophically, doubtless relying upon the changes, favorable to them, which may be made in the measure before it is sent up for the president's signature.

Perhaps it may not be out of place to remind them that there is plenty room in Nova Scotia to establish their plants and there is certainly no place on the North Atlantic where the fishing industry can be carried on more advantageously and profitably while the American market remains open.—Editorial in the Sydney, C. B., Post.

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Ice Bothering N. F. Bankers.

The schooners and crews for the western bank fishery have been ready at St. John's, N. F. for some time awaiting the disappearance of the ice which has been closely packed along the western shores. The outfit is about the same as that of last year.

Halibut at Portland.

Sch. Rena A. Percy, Capt. John G. Stream is at Portland today with 8000 pounds of fresh halibut.

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HADDOCK UP, COD WAY OFF

This in Brief Is the Fish Market at T Wharf This Morning.

The Boston fresh fish market was a little steadier than it has been for several day prices on all grades of fish having taken a gradual rise.

Since yesterday, two steam trawlers and two sailing crafts from off shore and eight of the shore fleet have arrived. The steam Crest had 25,000 pounds of fresh fish and 10,000 weight of sole. A dandy trip is that of sch. Rex, which hauls for 90,000 pounds of cod and sch. Gladys and Nellie 70,000 pounds.

Wholesale dealers paid \$4 to \$4.50 a hundred for haddock, \$2.50 to \$3 for large cod; \$2.25 to \$2.50 for small cod; \$1 to \$1.75 for hake; and \$1 to \$1.25 for pollock.

Boston Arrivals.

The fares and prices in detail are:
Str. Crest, 21,000 haddock, 4000 cod, 10,000 lemon sole.
Sch. Matchless, 16,000 haddock, 2000 cod.
Sch. Gladys and Nellie, 2000 haddock, 12,000 cod, 33,000 hake, 23,000 cusk.
Sch. Favilla, 3000 haddock, 1000 cod.
Str. Surf, 27,000 haddock, 7000 cod, 4000 lemon sole.
Sch. Rex, 9,000 cod.
Sch. Esther Gray, 12,000 cod, 1500 hake, 3000 pollock.
Sch. Rita A. Viator, 2000 haddock, 1100 cod.
Sch. Ignatius Enos, 1300 cod.
Sch. Edith Silveria, 2000 haddock, 600 cod.
Sch. Olivia Sears, 2300 cod.
Sch. Laura Enos.
Haddock, \$4 to \$4.50 per cwt.; large cod, \$2.50 to \$3; market cod, \$2.25 to \$2.50; hake, \$1 to \$1.75; pollock, \$1 to \$1.25.

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T WHARF MEN DINE TONIGHT

T Wharf folks are preparing to migrate to the Elks' home this evening, where, at 7 o'clock, the second annual dinner of the Boston Wholesale Fresh Fish Buyers' Association will take place. The organization's object is to bring the buyers and dealers of T Wharf into closer relations with each other, and although it has only been in existence about two years the movement has become popular around the dock.

Mayor Fitzgerald is scheduled to lead the list of speakers, others being Thomas J. Carroll, president of the Gloucester Board of Trade and general manager of the Gorton-Pew Fisheries Company; James P. Hubbard, president of the association and Selectman of Revere; Logan L. McLean, Daniel J. Kane, Marshal F. Blanchard, president of the T Wharf Fish Market Corporation; William J. O'Brien, president of the Boston Fish Market Corporation, and Edward L. Geary.

The banquet hall at the Elks' home has been especially decorated, and preparations have been made for a big turnout of men connected with the local fishing industry. A cabaret show and vaudeville will be features of the evening. The menu will be an artistic souvenir prepared by a committee, of which William E. Curran is the head.

An Old Timer.

An old time coasting vessel lying at Central wharf yesterday attracted considerable attention. It was the 24 ton sch. Maine, built at Essex, Mass., 69 years ago, and used originally as a banker out of Gloucester. She has a very blunt bow and pinky stern, being the first one of that rig seen in port for a long time. She is now owned by Capt. R. C. Stewart of Brookline who uses her as a coaster and also in fishing. Despite her age she is as sound as a nut and bids fair to round out a century.—Portland Argus, April 15.

Caught Eagle on Hook.

E. Perry Hiers of Rosemary township, brought to Barnwell, S. C., an eagle he caught with a hook while fishing.

While in a boat looking after set lines Hiers observed the bird overhead, and he was just taking a fish off the line when the eagle swooped at the morsel. The hook caught the bird by the wing and before it could free itself Hiers killed it with a paddle. The eagle measured 5 feet 9 inches from tip to tip.

Good Stocks.

Sch. Rhodora, Capt. C. Augustus Peterson stocked \$2238 as the result of her three weeks halibuting trip, from which the crew shared \$53.10 clear.

Sch. Kineo, Capt. Nathaniel Greenleaf stocked \$1915 on her recent halibuting trip, the crew sharing \$38.81 clear, while the high line share was \$45.

Sch. Fannie A. Smith, one of the halibut fleet stocked \$2385 on her trip, the crew sharing \$52.85 to a man.

On the Railways.

Sch. Sadie M. Nunan is on Rocky Neck railways.

Schs. Victor and Hockomock are on Parkhurst's railways.

Fitting For Seining.

Sch. Alert, Capt. Almon D. Mallock, is fitting at Boston for south seining.

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The Ice Report.

(As telegraphed by the superintendent signal service, Quebec, to the Halifax board of trade, April 14).

Quebec to Magdalen Island—No ice.
Cape Ray, Flat Point, Port Hood, Mulgrave, Port Hastings—No ice.
Money Point—Light open ice distant.

Shifting Over.

Sch. Arethusa, Capt. Clayton Morrissey has abandoned the haddock fishery and will be fresh and salt shackling.

Capt. Fred Thompson of sch. Gov. Foss will pull out haddocking and fit for fresh halibuting.

Baited at Edgartown.

Sch. William H. Rider baited at Edgartown Saturday and sailed for Georges on the same day.

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A QUICK TRIP FOR SCH. YAKIMA

Only 20 Days Gone, Fished in the Gully—Two Hooker in Also.

Less than three weeks out, Sch. Yakima, Capt. Robert Wharton, is back here again this morning from The Gully with a fine halibut and fresh fish fare.

Capt. Wharton who is every inch a hustler, left here on March 23 and during the trip out secured 15,000 pounds of fresh halibut and 28,000 pounds of fresh fish. The halibut fare sold to the New England Fish Company this morning at 10½ cents a pound for white and eight and one-half cents a pound for grays.

The Thalia, one of the Georges two-hookers has a nice salt cod fare. Her haul is for 25,000 pounds beside 1800 weight of fresh halibut.

Sch. Sadie M. Nunan brought down 35,000 weight of hake from Boston yesterday afternoon which sold to split.

The high northeast wind outside yesterday kept many of the gill netting fleet in port and only a few made any hauls at all. The total receipts of the fleet was about 25,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Yakima, halibuting, 15,000 lbs. fresh halibut 28,000 lbs. fresh fish.

Sch. Thalia, Georges handling, 25,000 lbs. salt cod, 1800 lbs. fresh halibut.

Sch. Sadie M. Nunan, via Boston, 35,000 lbs. fresh hake.

Str. Evelyn H., gill netting, 2500 lbs. fresh fish.

Str. Mary L., gill netting, 1700 lbs. fresh fish.

Str. Hope, gill netting, 400 lbs. fresh fish.

St. Nova B. Robinson, gill netting, 200 lbs. fresh fish.

Str. Water Witch, gill netting, 3000 lbs. fresh fish.

Str. Lydia, gill netting, 1800 lbs. fresh fish.

Str. Enterprise, gill netting, 5000 lbs. fresh fish.

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

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

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

Vessels Sailed.

Sch. Margaret, halibuting.
Sch. Constellation, south seining.

TODAY'S FISH MARKET.

Salt Fish.

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

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

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

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.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Peak cod, large, \$2; medium, \$1.75; snappers, 70c.

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

Hake, \$1.
Cusk, large, \$1.35; mediums, \$1; snappers, 50c.

Dressed pollock, 90c, round, 80c.

Bank halibut, 101-2c for white and 81-2c for gray.

Fishing Fleet Movements.

The following Lunenburg vessels arrived at Canso Monday last, bound to Magdalens:

Schs. Arcania, banks, 2200 lbs. halibut; F. M. Toro, banks, 3500 lbs. halibut; Muriel E. Winters, banks, 3500 lbs. halibut; Marion Mosher, do., 3000 lbs. halibut; H. L. Montague, do.; Lila B. Corkum, do., 9000 lbs. halibut; Nantonia, do., 3000 lbs. halibut; Uda A. Saunders, do.

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HARD 'A-LEFT! HARD 'A-RIGHT!

Crazy? No. Just Obeying Latest Orders of Secretary of the Navy.

Two terms dear to the hearts of all old salts consigned Tuesday to Davy Jones' locker in an order issued by Secretary Daniels abolishing the designations "port" and "starboard" and replacing them with "left" and "right" in the every-day parlance of land lubbers.

The change was indorsed by the naval general board, which, in a statement explaining the reason for the change, said:

"It is thought if a search is made for terms that will indicate exactly what is to be done and that are familiar from childhood to all that may become steersmen, more appropriate terms than right or left cannot be selected."

The Navy Department's order abolishing the terms starboard and port furnished material for argument and recrimination which threatened to continue far into the night, in all the places where seamen congregate in New York city. The rain had packed the Seamen's Church Institute, on State street and the Battery, and Seamen's Union, near Coenties Slip, where ancient mariners are ever to be found when the sun doesn't shine warm on South street. In the smoke-laden rooms any topic for a discussion is welcome on a rainy afternoon, and such a monstrous proposal as to abolish "port" and "starboard" stirred the old mightily. Some there were who refused to be moved. For them the old days have long been dead, anyway.

"What's the odds," they ask, "if a blooming lubber says right or left? He don't know anything about sailing, a man that goes in one of them battleships. He's a carpenter or a blacksmith; so what's the odds?"

But some refused to be easily comforted. "What's a skipper going to say, I'd like to know," piped one old grizzled fellow, "when he sees a bit of shoal off the port bow?" All had to admit that this was a poser. If he didn't bawl out to his quartermaster, "Hard a-port, you loafer," what would he say?

Could any respectable sailorman be prevailed upon to request his helmsman mildly to "hard a-left?" He could not.

At Snug Harbor, where there are gathered more of the old salts than could be found on the deep sea yesterday, the disgust could not be put in polite shore language. They are talking about memorializing the department. For all foresee the inevitable result. What at first will affect only the navy, will soon be the practice of the Steamboat Inspection Service, and then the new terms will come almost at once into general nautical usage.

SAIL WITHOUT CHRONOMETER.

French Fishermen Cross Atlantic As Columbus Did.

The French sea captains who bring their vessels across the Atlantic every spring to fish on the Newfoundland Banks navigate almost exactly as they did in the days of Columbus, says the New York World.

Of the 280 French sailing vessels on the Banks last year 240 were fitted out in Normandy and Brittany. Their captains found their way across the trackless wastes of the ocean without difficulty.

They take observations for latitude, but they have no chronometers and are unable to tell their longitude except by guesswork. On the westward voyage they can tell by soundings when they arrive on the Banks.

On the return voyage in the fall they roughly estimate their position when they cross the lanes of the trans-Atlantic liners converging toward the English Channel.

In spite of this primitive navigation these skippers reach port in safety year after year. There are about 7000 men engaged in the fishery. They leave France in March and the voyage takes from 14 to 45 days, according to the weather.

They return in the fall, and their total earnings for the seven months average not more than \$150.

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BEST HALIBUT STOCK IN TWO DECADES

Sch. Harmony's Trip Brought Big Total \$6293.32.

To Capt. Christopher Gibbs of sch. Harmony, whose great halibut trip has been the talk of the water front for several days, belongs the honor of securing the biggest stock in the fresh halibut fishery from this port during the last fifth of a century.

The Harmony completed taking out her salt cod yesterday, so that when her total stock was figured up, it figured just \$6293.32, from which the crew made the splendid share of \$193 clear to a man while the average share was \$198.

Not in over 20 years has Capt. Gibbs' feat been duplicated, the record being held by the late Capt. Alex. Griffin of sch. Lizzie M. Griffin, who landed the enormous fare of 104,000 pounds of fresh halibut in the spring of 1889 or 1890. Capt. Griffin had 96,000 pounds of the very best quality of fish in his fare and the entire trip sold at nine and one-half cents a pound right through. The total stock was about \$7000. The craft carried seven dories and she was fishing on the halves, the crew shared the fine sum of \$246 a man, while the cook's portion was something like \$300.

Capt. Gibbs' fine stock will give him a fine start among the high liners when the season's stocks are figured up.

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GREAT WORK OF FISH BUREAU

The annual increasing commercial value of the work of the United States bureau of fisheries is shown by the fact that in the first eight months of the present fiscal year the number of eggs collected for planting exceeds by \$34,000,000 the number gathered in the same period of last year. The number so far this year reaches the gigantic total of 2,185,000,000, against 1,351,000,000 in 1912.

The greatest gain has been in white-fish eggs from the great lakes, where this year's take has been 534,000,000 an increase of 380,000,000. In lake trout the increase has been from 59,000,000 to 69,000,000.

On the New England coast this year's gathering of pollock eggs has been 867,000,000, a gain of 359,000,000. At this port last year's haddock egg collection totalled 160,000,000 and this year's will exceed that by many millions. All the haddock eggs are taken from fish caught for market so that eggs which otherwise would be sold and eaten are saved for further propagation.

Dog-salmon egg collection shows the largest gain on the Pacific coast, this year's take having been 20,000,000 against 3,300,000 last year.

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Portland Fishing Notes.

The United States fish commission steamer Gannet was in port Tuesday, having come up from the Boothbay hatchery, and on the way up dropped overboard 1000 "stripped" lobsters to the southeast of the Cape Elizabeth lightship. Last week she dumped about double that number at different points to the eastward, and will continue the work until the entire supply now at the hatchery has been distributed.

Fresh fish arrivals Tuesday were: Str. Geisha 2300 pounds; steamer Nashawena, 2000 pounds; sch. Bernie and Bessie, 2000 pounds.

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THE HERRING FISHING FACTS

The United States consular agent at Curling, Bay of Islands, Newfoundland, reported last month as follows: A preliminary report of the herring fishery for this winter's season gives the following figures of the catch of the Gloucester schooners:

Season	Salted in		
	bulk.	Pickled.	Frozen.
	Bbls.	Bbls.	Pounds.
1911-12 (final)	56,329	8,788	5,731,888
1912-13	33,601	8,238	1,800,048

Decrease ... 22,728 550 3,841,840
This does not include five schooner loads which were not landed at Gloucester, Mass. The bulk of the catch this year was from Bonne Bay. This was due to the better fishing there for the most part, but other considerations had some effect, such as, for instance, the strike agitation at Bay of Islands early in the season.

The catches of the independent fishermen and of the Canadian companies were even more disappointing, and the catch through the ice, which is still progressing, is proving an almost complete failure. All in all, this has been the worst season in many years for the herring industry. As the prosperity of this whole region is bound up with and almost entirely dependent upon the herring fishery, the fishermen of Bay of Islands are feeling the hard times severely.

The Fish Situation.

Speaking of the fish situation, the Maritime Merchant says:

So far as local conditions are concerned, there is little, if any difference in either prices or volume of business since we made our last report, two weeks ago. Exporters say that they are finding trade exceedingly quiet, and that what sales are made do not show a satisfactory profit.

The West Indian markets are not over stocked, but Porto Rico, the biggest consumer, seems to be able to get all the supplies she needs on consignment and therefore the order business from that island is practically nil. We understand that account sales on consigned shipments to Porto Rico are netting exporters about 50c a quintal under present cost price here. As for the other foreign markets, the news is that receipts early in the year were heavier than they should have been and that in consequence the end of the Lenten season finds dealers still heavily stocked. Today's values in these markets are about three shillings less than they were in December. From Ontario we are advised that conditions have recently improved and best quality fish are now wanted at full prices; the Mediterranean trade, too, is quite satisfactory at the present time.

About fifteen or twenty vessels have gone to the banks so far this spring. The two that went out at the first of March have not been heard from at the time of writing, and it is thought that their not returning is an indication of a poor catch so far. However, this is purely speculative, and we shall hope to hear of good news from all the fleet very shortly now. It would be a splendid thing if the Lunenburg spring catch were to be in satisfactory volume this year, as the prospective price that fishermen would obtain is \$2 a quintal higher than it was last year.

The news from Norway indicates a small catch of codfish up to the present time. It is less than half of last year and considerably under the average of the past five years. Norway had an unusual streak of luck in 1912. They not only had double the usual quantity but they had also the help which the shortage of the French catch gave toward the maintenance of prices. It looks now as though the codfish catch of Europe might be small this year, and therefore, if our fishermen should land good fares, they would be able to reap a good harvest.

Only Woman in Lobster Business.

Mrs. Mary C. Pickett, whose office is at 254 W. Twenty-fifth street, New York, is said to be the only woman in the lobster business. When her husband died seven years ago, she kept on the business which he had established, and expanded it until today she is a well-known figure in the trade. She does a large business with the city hotels and restaurants and is therefore, familiar with the demand of the Broadway consumers. According to Mrs. Pickett, thousands of pounds of lobsters are consumed every evening.—Fishing Gazette.