

GOT DOGFISH ON EVERY HOOK

Strike Georges in Hordes and Drive Sch. Georgia Off Good Fishing.

With 12,000 pounds of the very nicest Georges halibut, sch. Georgia, Capt. John G. Stream, is here this morning. Capt. Stream had three days of nice fishing on the Cultivator, with prospects of a big trip, when the dogfish, the fishermen's pest, arrived on the grounds and there was a dogfish to nearly every hook after that, the captain and crew say. The Georgia took up her gear and headed here for market.

Down from Boston is sch. Sadie M. Nunan with 20,000 pounds fresh fish to split.

The gill netters were stormbound yesterday on account of the heavy sea and gale outside. This morning, nearly all the fleet started out for a lift.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:
Sch. Georgia, Georges, 12,000 lbs. fresh halibut.
Sch. Sadie M. Nunan, via Boston, 20,000 lbs. fresh fish.
Sch. Adeline, shore.

Vessels Sailed.

Sch. Victor, south seining.
Sch. Veda McKown, south seining.
Sch. Arabia, south seining.
Sch. Laverna, Cape North shacking.
Sch. Onato, Cape North, shacking.
Sch. James W. Parker, Cape North shacking.
Sch. Commonwealth, shacking.
Sch. Mary E. Sennett, haddocking.
Sch. Natalie Hammond, halibuting.
Sch. Waldo L. Stream, halibuting.
Sch. Mabel E. Leavitt, south mackerel netting.
Sch. Florida, south mackerel netting.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut, codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.10.
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 13c per lb. for white, and 11c for gray.

PRICES OFF AT NEW FISH PIER

Several Large Fares In and Haddock Sell As Low As \$1.30

Six trips of fresh fish arrived at the South Boston pier during the night and two yesterday afternoon.

The largest fares in were schs. Gladys and Nellie, 60,000 pounds; Ellen and Mary, 70,000 pounds; Mary, 86,000 pounds; Josie and Phoebe, 90,000 pounds; steamer Spray, 76,000 pounds.

Market prices were poor, haddock selling as low as \$1.30 a hundred, while shore fish brought \$3.50. The dealers paid \$2.50 to \$3 for large cod, \$1.60 to \$2 for market cod, \$1.25 to \$2.50 for hake, \$2.50 to \$3 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:
Str. Spray, 64,000 haddock, 12,000 cod.
Sch. Josie and Phoebe, 47,000 haddock, 14,000 cod, 4000 hake, 25,000 cusk.
Sch. Rose Standish, 15,000 cod.
Sch. Mary, 40,000 haddock, 20,000 cod, 20,000 cusk, 600 halibut.
Sch. Ellen and Mary, 47,000 haddock, 16,000 cod, 6000 cusk.
Sch. Gladys and Nellie, 10,000 haddock, 40,000 cod, 1500 halibut.
Sch. Good Luck, 1500 haddock, 15,000 cod.
Sch. Margaret Dillon, 1000 haddock, 19,000 cod.
Haddock, \$1.30 to \$3.50 per cwt. large cod, \$2.50 to \$3; market cod, \$1.60 to \$2; hake, \$1.25 to \$2.50; pollock, \$2.50 to \$3; cusk, \$1.50

To Investigate Hudson Bay Fisheries.

Investigation into the fisheries of Hudson Bay is to be made by the Canadian department of marine and fisheries, and a schooner with a scientific party will leave Halifax shortly after the opening of navigation. Preliminary investigations indicate that the bay and straits are exceedingly productive of superior grades of fish.

As New York Sees It.

It is reported from Gloucester that many of the fishing vessels have been sold to Nova Scotians, where the wages are lower and supplies cost less, which permits their operation on a profitable basis.—Fishing Gazette.

Salt Steamer Due

The British steamer Cromwell is due at this port from Iviza, Spain, with a cargo of salt for Fred Bradley. The craft left for here April 2.

Halibut Sale.

The halibut fare of sch. Georgia sold to the American Halibut Company for 13 cents for white and 11 for gray.

GOOD DEMAND AT FULTON MARKET

There was a good demand for nearly all varieties of fancy fish last week, and in most cases fairly high prices prevailed. Nearly all varieties to be found during the summer months were to be found, though in small quantities. Shad as a rule was lower than the preceding week. Groundfish, with the exception of cod and haddock, were high in price. Halibut was cheap. Mackerel were on sale and fairly high priced. Few are coming to the market as yet, with the exception of tinkers and very small fish.

About 11 cars of western white halibut reached the market. Two cars each were received by Chesebro Brothers, Wilson & Barry and Ransom & Robbins, and R. F. Hall & Co., John Feeney, John Lambert, Edward Leach, New England Fish Co., and Continental Fish Co. had one car each. During the week, western white halibut brought 6 to 7c a pound. There was no eastern white or gray halibut in this market.

Although it is rather late in the season for native cod, the New York crafts landed 6,800 fish in three trips during the week. During the week market cod was quoted at 4 to 4 cents, and steak cod at 4 to 7 cents. There was a good deal of low priced steak cod in the market during the first three days of the week.

Haddock brought 3 to 5 cents. Hake was scarce and the bulk of the stock reaching the market sold at 7 cents.

HARDY MEN WHO "GO TO THE ICE"

When the crews of Yankee fishing-schooners are smoking in the forecastle, or baiting-up, a chance Newfoundland can sometimes be induced to sing. At such times it has been wondered how it is that these songs of the Newfoundland coast are wild and mournful, as students of this rough-hewn literature report that they almost invariably are. The explanation is to be read in the news despatches from St. John's in the day's prints, giving the particulars of the disaster to the seal hunters on the northern ice. It is on such episodes that these songs are made, and they are none too rare. Their mournfulness is less expressed than implicit; the forbidding rigors of that northern climate have colored the very manner of thought.

The endurance of these hunters trapped on the ice in an Arctic blizzard sounds to us incredible. A man who walked for sixty hours, avoiding holes in the floes, sustaining himself on three biscuit and pieces of ice; men who plunged into icy water and slush and yet survived the freezing; men who count on struggling and living when the average human would ask nothing better than to be allowed to

die. The mental attitude of the whole party—as well as that of the coast—is revealed in Tobin's answer to the question how he felt when he thought he was dying. "Dying?" said he, "I never thought of it." The secret is that living and earning a living on that shore commonly involves such hardships that even such an ordeal as this, while beyond the routine, is considered only a bit of extra pressure. We who spend our lives uneventfully, sheltered from elemental fury, have lost a flavor out of them that lingers with those who risk them almost daily in wresting a living from jealous nature. These men are more dignified; their speech is quieter, more reticent, less thin and eager; they look with a larger eye and move with a more confident step. And as those used to honors are not embarrassed by them, so these who have had their manhood put to the test so often, waste no thoughts in querulous defenses of it. They go their way.

Blood, climate and calling have done it. Mostly, they are the children of the sixteenth and seventeenth century adventurers—a bold strain, for the most part undiluted. A party of ordinary men, exposed to such an ordeal, would probably have perished without a survivor. There is no basis of comparison, for these had been inured to hardship by the mere fact of their dwelling in those latitudes, with all that this fact implies. But the episode has served to remind us of the instructive heroism bred by the continual battle with savage nature. The reward of struggle is the fitness for struggle.—Boston Transcript Editorial.

The Rose Blanch Report.

From R. Furneau on April 11th (Rose Blanche to Petites).—The total codfish catch is 9,200, and for last week 680. Eight boats and 78 dories and skiffs are fishing. Thirty-one schooners returned from the grounds. Prospects are good at present, but the bait supply of frozen herring is nearly all used up and there is no sign of herring anywhere on the coast. The boats had only 2 days fishing. Friday and Saturday drift ice on the grounds preventing operations. Several bankers returned to their homes this week having used their bait supply and no more being obtainable here.

Channel, April 11.—Four boats and 21 dories and skiffs are fishing. No bankers have arrived from the grounds to date. Prospects are very good at present, and frozen herring is being used for bait. The 7th was the only day of the week that any fishing was done, and those who got out did fairly well.

JACOBS REPORTS SAW BIG SCHOOLS

Veteran Mackerel "Killer" Was Mate of Four Master—He Looks for Good Year—Capt. Welch Stopped Some Medium Fish.

A despatch from Lewes, Delaware, received at Boston this morning, states that sch. Benjamin A. Smith, Capt. Martin L. Welch took 17 barrels of fresh medium mackerel off Winter Quarter lightship.

Capt. "Sol" Jacobs, the veteran mackerel "killer", who is mate on a four-masted schooner is at his home in this city and reports large schools of mackerel to the southward. Capt. Jacobs says that in latitude

36.20 he sighted lots of fish while bound up the coast. They were mackerel and for several days would show up just about an hour and a half before sun down.

He spoke Capt. John Matheson recently and told him the news. Accordingly Capt. Matheson set sail in the direction where the fish had been seen.

Capt. "Sol" says things look very favorable for a good mackerel year. He is undecided whether to remain on board the coaster or try to secure a vessel and fit for seining.

WILL OCCUPY TWO LARGE WHARVES

Atwood-Payne Concern Leases Parkhurst, Besides Lantz Property.

The Atwood & Payne Company, which controls many of the steamers of the local gill netting fleet, have leased Parkhurst's wharf on Duncan street, recently occupied by Capt. George Allison of Stonington, Conn., which they will operate in connection with Lantz' wharf, adjoining.

The concern is endeavoring to con-

centrate its fleet of steamers and the addition of new quarters will give them added facilities for carrying on their extensive business in the buying and handling of fish.

Capt. Allison has sold out his equipment of nets, reels, etc., used in the gill net fishery, to the Atwood Company and returned with his steamers, the James M. Gifford and Nomad to Stonington, Conn.

Shared \$150 Out South.

Schooner Hockomock, which left early in December in company with the schooner Martie Turner to engage in bluefishing off the Florida coast, returned last week and after refitting will start south to seine for mackerel. She had fairly good luck while south, her crew sharing about \$150 each.

The Hockomock has arrived at this port.

Having Engine Put In.

Sch. Pythian is on the Rocky Neck railways, where she will have a 36-horsepower Lathrop engine installed. She will be commanded by Capt. Wallace Walker and will engage in mackerel seining.

Jeff Thomas Getting Ready.

Sch. Sylvania is having her ballast put aboard and will be fitted by Capt. Jeffery Thomas for a Cape North shacking trip.

Going Netting.

After coming off the ways, sch. Manomet, Capt. William Price, will change from shore haddocking and will fit for south mackerel netting.

THE STEAM TRAWLERS.

Action is still awaited from the Department of Commerce on the report of the special committee chosen to investigate the matter of otter or beam trawling, with a view to determining whether it should be altogether forbidden. And while action is awaited the trawlers continue their destructive work.

The balance of evidence seems to be that fishing after this method gradually destroys not only the fish in a particular region but also the very grounds over which they feed. The returns for a few years are large, to the companies engaging in the industry. And the increased supply of fish makes prices lower, or should have this effect. But following this comes the time when fish become scarcer, and prices must naturally rise, at the same time that the use of fish must gradually be discontinued by the multitudes of people who depend on it. In the North Sea this type of fishing vessel has proved a bad thing for the industry. Grounds are either wasted or destroyed, and longer and longer trips must be taken in order to get a fare. The same thing will happen here with our at present magnificent fisheries.

If the United States government forbids this kind of fishing, there seems to be good reason for thinking that the officials of Canada and of Newfoundland will take similar action. There will yet be the menace of the boats which might come from across the water, but if public opinion on this side of the water were a unit, this invasion could probably be guarded against. And our fisheries will be maintained as they have been for subsequent generations.

The matter is one which does not admit of long delays. For a year or two can do harm which will be a long time in doing. There is no larger problem before the Department of Commerce at the present time than this one. People may well call on their Senators and Congressmen urging a speedy judgment. It seems from the evidence at hand to be a case of the people against one or two fishing companies. And the people want a verdict and want it soon.

On the Railways.

Sloop Barbara is on Burnham Brothers railways.

Sloop Marion is on Parkhurst's railways.

Hockomock Going South.

Capt. Edward Smith is fitting sch. Hockomock for a south mackerel netting trip.

STRUCK LEDGE AND CAME OFF

Sch. Manomet's Crew Had to Pump Hard to Keep Her Afloat.

As a result of striking a ledge of Matineus Rock last Thursday afternoon about 1 o'clock, sch. Manomet, Capt. William Price, will have to have a new keel and rudder put on.

The vessel struck the ledge in the early afternoon when she was going along about ten knots an hour. She began to take in so much water that it was necessary for four men to man the pumps at a time. At one time she looked as if the crew would have to abandon the vessel but by hard work the vessel was brought into Vinal Haven and was towed to this port from there. The damage is being repaired on Burnham Brothers' ways.

SOME BAIT NOW AT QUEENSPORT

Amherst Harbor, April 24—Some ice yet, but moving away. Amherst Harbor and Pleasant Bay from Sandy Hook to Grindstone still frozen. Grand Entry ice out of sight. No bait reported.

Queensport, April 25—Herring more plentiful today, high as 800 to boat, one vessel baited.

Souris, April 25—North coast and East Point report heavy ice, close packed, with but little open water. No ice in Souris, some herring nets.

Several schooners arrived at Halifax from the banks and report poor catches. This is accounted for by the scarcity of good bait. The Bessie May arrived late Saturday evening and had 8000 pounds of cod. Other vessels had similar catches. The North Atlantic Fisheries have received some 3000 count gaspereau, to be used as bait and it is hoped that with better bait the fishermen will have better luck.

MARTIE WELCH SHIPPED A FEW

The only mackerel news from the south yesterday came by the way of New York, the boats landing 350 fresh mackerel at Chincoteague, Va., which were shipped overland to New York.

Information to the Times this morning states that the 11 barrels of mackerel taken by sch. Benjamin A. Smith, Capt. Martin L. Welch were shipped from Lewes, Delaware, to New York. They were taken by Eldred & Haley, Fulton market wholesalers.

The first fresh mackerel of the season have reached here, they being large fish and retailing at 60 cents apiece.