

April 4

In his speech in this FOR MR. FOSS city on reciprocity on TO CONSIDER. Thursday evening, Mr.

Eugene M. Foss advocated and attempted to show that reciprocity with Canada would benefit the fishing interest of Gloucester and used as his principal argument to prove this to his hearers a plan of outports at Nova Scotia for the re-shipment of fares and for fast steamer service from these points to Gloucester and Boston. This, he claimed, would save much time and labor, and enable the fleet to spend practically its entire time fishing and save the time now spent in making the passages between the fishing banks and the home ports.

That this sounds very well is admitted, and it is easy to see how people, and even Mr. Foss himself, who are not well posted with the many phases of the business, should readily believe in it almost implicitly, as a very strong and altogether good and sufficient reason why the fishing interest should no longer oppose reciprocity with Canada, but rather should welcome its coming with open arms.

As we have said before, it sounds well. In fact there is only one trouble with it; its visionary excellence is not substantiated by facts. Let us see. By figures, we evolve facts. Figures prove statements and bring out facts. Figures show how much, or rather how little benefit, this plan as set forth by Mr. Foss would be to the fishing industry of the Atlantic coast.

The statistics of the United States Bureau of Fisheries for 1903 show that for that year there were landed at Gloucester and Boston, 157,492,342 pounds of fish. These statistics also show that of all this amount of fish, 134,210,054 pounds were caught west of 66 degrees west longitude, and only 52,282,288 pounds were taken to the eastward of this parallel, which strikes about 30 miles to the westward of Cape Sable, the southwestern point of Nova Scotia, and touches Seal Island.

Nobody will for a moment argue or contend, at least after looking at the chart, that the outport system or fast steamer service would be of the slightest service or benefit to the vessels fishing to the west of this parallel, as it would be only time lost to go out of their course to touch at Nova Scotia and reship their fares. Right here, it may be well to note that of the 6990 trips landed at this port and Boston last year, 6269 of them were caught west of the above mentioned parallel.

Now take the nature of the trips caught to the eastward of this dividing line.

The amount indicated above, 52,282,288 pounds, includes 10,697,304 pounds of salt herring and 3,988,000 pounds of frozen herring, both from Newfoundland, and also 18,000,000 pounds of salt cod, taken mostly on Grand and Quero Banks. Even Mr. Foss can see where there is nothing to be gained by re-shipping cargoes of Newfoundland salt herring when a Nova Scotia port is reached, and the idea of taking out a trip of Newfoundland frozen herring in any kind of weather and putting it into a steamer at a Nova Scotia port is evidently not practical, and if done, would mean a loss, instead of time or financial gain. As a matter of fact, our vessels will make the terrible passage when steamers are double warped alongside their wharves and would not venture out to sea. These are facts which can be easily proven to Mr. Foss or any other seeker after knowledge of the fisheries.

Disposing of the herring in this manner, we

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come to the salt fish—salt cod, the staple. These fish are taken by the salt bank fleet, the vessels of which make one or two and rarely three trips in a season. On these long trips big fitouts are needed and often repairs are necessary after the first trip, which can be secured and made to much better advantage at home than at any Nova Scotia port. Then the salt catch are not perishable goods which need quick transportation to get them to market in the best condition, or to sell to the best advantage; indeed, the later trips more than often bring more than many reaching market ahead of them. As to the second or last trip of the season, the vessels have to come home anyway, as the weather grows too boisterous to continue this fishing to advantage, and the crafts are absolutely needed to engage in the winter branches of the fisheries.

This leaves us then with only about 21,000,000 pounds of fresh fish caught to the eastward of the 66th parallel, or on the grounds contiguous to Nova Scotia and Newfoundland, which could possibly come within the argued beneficial range of Mr. Foss' outport and fast steamer service plan.

Mr. Foss, of course, must know what re-handling means to fresh fish, and that fares treated in this way would not reach market in as good order as those caught at the same time, in the same place and brought to market in the craft by which they were caught and without being rehandled. The added expense of an extra handling and the steamer service must also be taken into account, and then we have the situation of fish, which are not only older, and therefore worth less in the market, but costing more to produce and coming into daily competition with the much fresher, later caught (in lots of cases daily caught), fish brought in by vessels of the fleet from South Channel, Georges, Brown's Bank and the shore grounds of Cashes and the New England coast.

We should also remember in connection with this that these latter grounds produced in 1903 a total of 87,696,067 pounds of fresh fish as against the 21,000,000 pounds coming within the possible range of Mr. Foss' as service and outport plan. Where is the business sagacity or hope of financial gain in going a longer distance to secure, at an added expense, a much smaller amount of an article which cannot be produced as quickly, as good, or at as low cost as the same article much nearer home and with which the former must come into daily competition in the same market? Where does the benefit to Gloucester or Boston or to the fishermen themselves come in?

The great trouble with most arguments in favor of reciprocity and the claim that it would be a benefit to the fishing industry, is that they have, with but few exceptions, been confined to glittering generalities or to abuse of Gloucester and her fishermen. Mr. Foss appears to be alone, almost, in being willing to give his reasons and to go into the details of the matter. He tells plainly what he thinks and why he thinks so, and says that he is willing and anxious to hear the other side and learn their objections to his ideas and their reasons therefor. It is therefore proper to reply to him and his speech, as far forth as it affects the fishing interest.

Mr. Foss should make a good visit to Gloucester, and the shippers and vessel owners should meet him, talk with him, explain to him some of the trials of the business which are not apparent to the outside world, and show him just why they are opposed to Canadian reciprocity and what it would really mean to Gloucester. It might do lots of good; it certainly could do no harm to meet him and talk it over.

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BREAKS ALL RECORDS.

Sch. Helen G. Wells Home With Salt Bank Fare.

IS EARLIEST TRIP ON RECORD

Capt. Cusick Reports Fleet Driven from Peak by Ice.

The unexpected happened in marine circles today, when the early habitues of the water front, on casting their eagle eyes over the harbor, discovered one of the salt bank fleet lying quietly at anchor. They might have thought it was one of the fleet bound out, but for the fact there was no mistaking the craft. They knew that the craft was the sch. Helen G. Wells, just as well as if they had read the name on the stern.

Of course all were looking for Capt. Joseph Cusick to make an early trip, but they were not expecting him at such an unprecedented early date. Last year when he arrived, it was on April 19, and this was the earliest on record, and now, here he was home with a fare this year, even two weeks earlier than his record-breaking date of last season. The fare, which Capt. Cusick calls 140,000 pounds of salt cod, was secured in quick time, the craft sailing from here February 25, thus having been gone but 39 days, which is, of course, remarkably quick time for a salt trip.

Capt. Cusick reports securing his fare on the Peak, where a fleet of 35 vessels, 20 of them American bankers were doing their early fishing and not finding fish plenty. He and the sch. Argo were the first vessels on the ground and thus had a chance to do some fishing before the big fleet arrived and fairly covered up the place with hundreds of dories and miles of trawls. Capt. Cusick says that the fleet as a whole, had done but little. One craft there early, had 200 tubs of fish. An-

other had 100 tubs, and the rest, from that down to very few. Several of the crafts found fish so scarce that they hove up and went to the northward, preferring to take their chances up among the ice off the Newfoundland coast.

For several days the ice threatened the fleet and finally, on Saturday last, it came on them and forced every vessel in the fleet to heave up and get off the ground, fairly driving them off for to stay meant to be caught in the floe. Seeing that it would probably be some time before the vessels could get back on the spot and resume fishing, Capt. Cusick wisely took advantage of a favoring breeze and came home with his fare.

As the fish are much needed at the present time, the trip will undoubtedly bring a fancy price, which will mean a big stock and share for Capt. Cusick right at the very start of the long season and give him a chance to make three trips.

Halibut Sale.

The fare of sch. Senator sold to the New England Fish Co. at 10 cents per pound for white and 7 cents for gray.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Speculator, via Boston, 20,000 fresh fish.
 Sch. Helen G. Wells, Peak, 140,000 salt cod.
 Sch. Hattie E. Heckman, via Boston, 40,000 fresh fish.

Today's Fish Market.

Salt fish from vessels: Large handline Georges cod, \$4.75 per cwt.; medium do., \$4.00.
 Large trawl Georges cod, \$4.62 1-2; medium do., \$4.00.
 Large trawl Bank cod, \$4.50; medium do., \$4.00.
 Bank halibut, 10 cts. per lb. for white and 7 cts. per lb. for gray.
 Georges' halibut, 10 cts. per lb. for white and 7 cts. per lb. for gray.
 Fresh fish, splitting prices, large cod, Peak, \$2.37, others, \$2.50; mediums, Peak \$2, others, \$2; haddock, \$1.25, hake \$1.10, cusk, \$1.75 pollock 70 cents.

Vessels Sailed.

Sch. Mary F. Curtis, haddocking.
 Sch. Smuggler, south seining.
 Sch. Boyd and Leeds, Georges.
 Sch. Bertha May, shacking.
 Sen. Braganza, south seining.
 Sch. Arcadia, south seining.
 Sch. Priscilla Smith, south seining.

Boston.

Sch. Robert & Carr, 1800 haddock, 2300 cod, 5000 hake,
 Sch. Samoset, 5000 haddock, 2200 cod.
 Sch. Evelyn L. Smith, 16,000 haddock.
 Sch. Olivia Domingoes, 4000 haddock, 1000 cod.
 Sch. Mattakeesett, 35,000 haddock, 15,000 cod.
 Sch. Carrie F. Roberts, 6000 cod.
 Sch. Mary Edith.
 Sch. Viola, 3000 haddock, 300 cod.
 Sch. Vidia M. Brigham, 2006 haddock, 1800 cod.
 Sch. Charles W. Parker, 9500 haddock, 1200 cod.
 Haddock, \$2.25 to \$3; large cod, \$3 to \$3.50; markets, \$2.50 to \$3; hake, \$1.50 to \$3; pollock, \$3.50.
 Sch. Dixie, 4300 cod.
 Sch. Sadie M. Nunan, 3500 haddock, 1000 cod.
 Sch. Venus, 700 haddock, 7000 cod.
 Sch. Mertis H. Perry, 20,000 haddock, 4300 cod.
 Sch. Tecumseh, 5000 haddock, 500 cod.
 Sch. Alcina, 3000 haddock, 7000 cod, 25,000 hake, 9000 cusk.

Good Stocks.

Sch. Volant, Capt. Frank Stream, stocked \$1800 on her recent Georges halibut trip.
 Sch. Mary F. Curtis, Capt. Henry A. Curtis, stocked \$1795 on her recent haddocking trip.
 Sch. Kineo, Capt. John Stream, stocked \$1600 on her recent Georges halibut trip.

Halibut Sale.

The fare of sch. Agnes sold to the New England Fish Co. at 10 cents per pound for white and 7 cents per pound for gray.

April 6

THE LOBSTER QUESTION.

Representative Tarr Says Let Well Enough Alone.

Lobstermen's Rights Should Be Respected.

State House, Boston, April 6.—Representative Tarr of Rockport addressed the committee on fisheries and game yesterday in opposition to the recommendation contained in the annual report of the Fish and Game Commission, relating to the right of search by deputy wardens for illegal length lobsters on the person or premises of those engaged in the lobster fishing industry, without a warrant.

At the outset Mr. Tarr maintained that the enactment of a law such as the one proposed would be a violation to both the constitution of the United States and that of the commonwealth of Massachusetts. The constitutions in either instance forbid the arrest without a warrant of any citizen or the right of search without a warrant having first been sworn to.

With this in view Mr. Tarr did not consider that the bill should have any standing before the committee. However he was willing to set forth the arguments of his constituents from Gloucester and Rockport against the proposed legislation. This he did at some length. His main contention was that there was sufficient law for the prosecution of the unlawful lobsterman at present on the statute books without adding thereto. Again he felt that each succeeding legislature imposed additional hardships upon the citizens engaged in this industry for a living, and that the time had arrived when a halt should be called.

He did not wish the committee to get the impression that he defended the law-breaker, but that all lobster fishermen were not criminals as appeared to be the opinion of certain persons. He said that lobstermen have certain rights which should be respected, and unless this disposition to incumber this industry with burdensome laws was stopped, many persons would be forced out of a legitimate business. He hoped the committee would bear in mind the interests of the lobstermen as well as the interests of the lobster itself.

CODFISH SEINING TRIP.

Capt. Geel Preparing for Trip in Sch. Maxine Elliott.

Voyage First of Its Kind Ever Made from Here.

The novel codfish seining voyage, on which Capt. Alden Geel is going in sch. Maxine Elliott, and a full description of which, with all the paraphernalia, etc., has been previously exclusively published in TIMES, will be commenced this week. Capt. Geel and his crew have been fitting out the craft for the voyage the past few days and everything will be ready so that she can sail Saturday.

Good Stocks.

Sch. Kentucky, Capt. Elroy Prior, stocked \$1500 on her recent haddock trip.
 Sch. Senator, Capt. Nathaniel Greenleaf, stocked \$1600 on her recent halibut trip.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Marsala, Georges, 25,000 lbs. cod.
 Sch. Mattakeesett, via Boston.
 Sch. Evelyn L. Smith, via Boston.
 Sch. Manomet, via Boston.

Today's Fish Market.

Salt fish from vessels: Large handline Georges cod, \$4.75 per cwt.; medium do., \$4.00.
 Large trawl Georges cod, \$4.62 1-2; medium do., \$4.00.
 Large trawl Bank cod, \$4.50; medium do., \$4.00.
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 Fresh fish, splitting prices, large cod, Peak, \$2.37, others, \$2.50; mediums, Peak \$2, others, \$2; haddock, \$1.25, hake \$1.10, cusk, \$1.75 pollock 70 cents.

Boston.

Sch. Diana, 3000 haddock, 1500 cod.
 Sch. Teresa and Alice, 7000 haddock, 2000 cod, 200 hake, 500 pollock.
 Sch. Frank Munroe.
 Sch. Stranger, 3000 haddock, 4800 cod.
 Sch. Helen B. Thomas, 20,000 haddock, 300 cod.
 Sch. Galatea, 1700 haddock, 1300 cod.
 Sch. Bertha M. Bailey, 9000 haddock, 1500 cod.
 Sch. Emerald, 9500 cod.
 Sch. Reliance, 2000 haddock, 3500 cod.
 Sch. Annie and Jennie, 6500 haddock, 300 cod.
 Sch. Hattie F. Knowlton, 2000 haddock, 1000 cod.
 Sch. Sylvia M. Nunan, 9000 haddock, 5000 cod.
 Sch. Pinta, 50,000 haddock, 9000 cod.
 Haddock, \$2 to \$3; large cod, \$3 to 4; market cod, \$2 to \$3; cusk, \$2 to \$2.25.

Fishing Fleet Movements.

Sch. Alice M. Guthrie was at Newport yesterday, after an unsuccessful search along shore for bait. John Nagle & Co. sent her a bailing from Boston.
 Sch. Lelia E. Norwood is on Burnham's railways fixing up before fitting for her Georges halibuting season.

Good Stocks.

Sch. Sade Gorton, Capt. George E. Heckman, stocked \$1600 on her recent haddock trip.

April 7

SEINER ASHORE.

Sch. Senator Saulsbury Stranded at Cobb's Island, Va.

In Good Condition and Will Probably Be Floated.

A dispatch from Lewes, Delaware, last night states that the life savers at Cobb's Island, Virginia, report that sch. Senator Saulsbury of this port stranded there at 4 o'clock yesterday morning about one mile southeast of the station. The dispatch also says that the craft is in good condition.

The Senator Saulsbury is owned by Hugh Parkhurst & Co., of this city, and is engaged in the southern mackerel fishery under command of Capt. Joseph Lacey and sailed from here March 30.