

Dec. 21

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The largest schooner engaged in the fisheries is sch. Tattler, 172.43 tons gross, 135.92 tons net; the next largest is sch. J. J. Flaherty, 162.16 tons gross and 124.12 tons net; and the third largest is sch. Lucania, 147.22 tons gross and 104.34 tons net.

The largest auxiliary schooner is sch. Saladin, 137.79 tons gross and 89.66 tons net, while sch. Constellation is but a trifle smaller, being 137.62 tons gross and 89.56 tons net.

The total number of vessels added to the district during the year was 25, with a total tonnage of 1672.94 tons gross and 1237.88 tons net and an average tonnage of 66.92 tons gross and 49.52 tons net. Of this number, 14 vessels, aggregating 1193.71 tons gross and 852.97 tons net, and averaging 77.59 tons gross and 56.85 tons net, were built during the year, and 10 vessels, aggregating 509.23

tons gross and 384.91 tons net, were added by purchase or transfer from other ports.

The new vessels added during the year include 9 schooners, with a total tonnage of 1071 tons gross and 765.26 tons net, one sch. boat, 19.53 tons gross and net, and five sloop boats, with a total tonnage of 73.18 tons gross, and 64.18 tons net and an average tonnage of 14.64 tons gross and 13.64 tons net.

The vessels added by purchase during the year included two schooners with an aggregate tonnage of 198.34 tons gross and 163.26 tons net and an average tonnage of 99.17 tons gross and 80.13 tons net, two schooner boats, with a total tonnage of 23.65 tons gross and 22.48 tons net, and an average tonnage of 12.83 tons gross and 11.42 tons net, three sloop boats with an aggregate tonnage of 25.43 tons gross and 25.01 tons net, and an average tonnage of 8.44 tons gross and 8.34 tons net, two steamers with a total tonnage of 215.05 tons gross and 142.70 tons net and an average tonnage of 107.01 tons gross and 71.35 tons net, and one barge, 46.79 tons gross and 41.46 tons net.

The total number of vessels added to the fleet in 1903 was 28, with a total measurement of 1997.64 tons gross and 1493.54 tons net, and an average tonnage of 70.92 tons gross and 53.34 tons net, of which 20 vessels, aggregating 1525.07 tons gross and 1065.42 tons net, and averaging 76.25 tons gross and 53.27 tons net, were built during the year, and eight vessels, aggregating 472.56 tons gross and 428.12 tons net, and averaging 59.07 tons gross and 53.51 tons net, were added by purchase from other ports.

Twenty-six vessels, with a total measurement of 1507.39 tons gross and 1109.95 tons net and an average tonnage of 65.54 tons gross and 48.26 tons net have been sold to other ports during the year. The vessels sold from the district include 15 schooners, with a total measurement of 1333.12 tons gross and 1004.18 tons net, one sloop 37.91 tons gross, 36.05 tons net, two schooner boats, with a total measurement of 16.36 tons gross and 15.49 tons net, and five sloop boats with a total aggregate tonnage of 70 tons gross and 54.23 tons net.

One schooner 23.23 tons gross, 22.12 tons net, has been condemned and broken up, and one sloop boat 7.55 tons gross, 7.18 tons net, has been remeasured and falls below the limit of five tons above which vessels are registered.

The number of vessels sold from the district the preceding year was 20, with a total measurement of 1579.08 tons gross and 1,221.22 tons net, and an average measurement of 78.95 tons gross and 61.06 tons net, have been sold to other ports during the year, of which eight were schooners, with a total measurement of 881.86 tons gross and 564.80 tons net and an average tonnage of 89.17 tons gross and 51.37 tons net, one sloop, 63.05 tons gross and 59.90 tons net, one sloop boat, 6.82 tons gross and 6.48 tons net, two auxiliary schooner boats, with a total measurement of 50.25 tons gross and 23.64 tons net and an average measurement of 25.13 tons gross and 11.82 tons net, two steamers, with a total tonnage of 77.36 tons gross and 38.69 tons net and an average tonnage of 38.63 tons gross and 19.34 tons net, and three barges, with an aggregate tonnage of 509.74 tons gross and 430.61 tons net and an average tonnage of 169.91 tons gross and 143.54 tons net.

The total number of vessels belonging to the district lost since the publication of the last list, including one sloop boat of less than five tons which was not registered, was 11, with an average tonnage of 1131.76 tons gross and 757.38 tons net, and an average tonnage of 113.17 tons gross and 75.74 tons net, of which ten vessels, with a total tonnage of 1067.85 tons gross and 696.65 tons net, were employed in the fisheries and one sloop, 63.93 tons gross and 60.73 tons net, was employed in the stone coasting trade. The vessels with their outfits were valued at \$127,300, on which there was an insurance of \$93,994.

Four of the vessels lost were employed in the Newfoundland herring fishery, two were engaged in mackerel seining, two in shore cod-fishing and one each in the Banks halibut fishery and in the haddock fishery.

For the first time since 1892 and the second time since 1883 and for many years preceding, no vessel has sailed from port and never been heard from or has been lost during the year with her entire crew, and the loss of life from other causes has been much below the average. The total number of men lost, including deaths on shipboard or in hospitals and sailors drowned at the wharves, has been 23, leaving four widows and 19 children.

For the preceding year the number of vessels lost was six, with a total tonnage of 738.35 tons gross and 526.81 tons net, and an average tonnage of 123.06 tons gross and 87.80 tons net, valued at \$66,500 and insured for \$55,098. The total number of lives lost during the year was 76, leaving 20 widows and 54 fatherless children.

The number of outfitters, including firms and individual owners at Gloucester harbor is 27, fitting 227 vessels. This list does not include a large number of owners who sail their own vessels and have no permanent place of fitting, while several vessels are included which are owned by their masters but fit regularly at one place. Last year the number of the outfitters was 28, fitting 227 vessels, and the previous year the number was 31, fitting 231 vessels. The list the present year is as follows:

- James E. Bradley, 4; John Chisholm, 11; Cunningham & Thompson, 17; Davis Bros., 13; Gardner & Parsons, 10; John Gleason Jr., 7; Thomas Hodge, 3; Wm. A. King & Co., 5; Samuel Lane & Bro., 10; T. A. Langsford & Son, 2; Jerome McDonald, 7; Orlando Merchant, 14; B. Montgomery & Son, 1; Oakes & Foster, 3; Hugh Parkhurst & Co., 6; Pinkham & Foster, 2; Samuel G. Pool & Sons, 4; John Pew & Son, 15; David B. Smith & Co., 27; Samuel P. Smith, 5; Sylvanus Smith & Co., 13; Lemuel E. Spinney, 3; George Steele, 8; James G. Tarr & Bro., 10; John F. Wanson & Co., 10; M. Walen & Son, 6; Carl C. Young, 3.

Copies of the book can be secured by addressing The Procter Brothers Company and enclosing 50 cents.

**BRITISH SCH. HAVANA.**

**Arrived This Morning with Salt Herring Cargo.**

**Secured Her Fare at St. Anthony Newfoundland Coast.**

The British sch. Havana arrived here this forenoon from St. Anthony, a place on the northeast coast of Newfoundland, with a cargo of 1340 barrels of salt herring consigned to Slade Gorton & Co.

**DAILY TIMES FISH BUREAU.**

**To-day's Arrivals and Receipts.**

- Sch. Volant, Cashes, 45,000 lbs. fresh fish.
- Sch. Ella M. Goodwin, Cape Shore, 80,000 lbs. fresh fish.
- Sch. M. B. Stetson, Bay of Islands, N. F., 1260 bbls salt herring.
- Sch. Orinoco, via Boston, 20,000 lbs. cusk.
- Sch. Titanla, via Boston.
- Br. sch. Havana, St. Anthony, N. F., 1340 bbls. salt herring.
- Sch. Rita A. Viator, shore.
- Sch. Flora J. Sears, shore.
- Sch. Viking, shore.
- Sch. Annie and Jennie, shore.
- Sch. Kernwood, shore.

**Today's Fish Market.**

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 40 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

Dec. 22

**DAILY TIMES FISH BUREAU.**

**To-day's Arrivals and Receipts.**

- Sch. Manomet, shore.
- Sch. Catherine D. Enos, shore.
- Sch. Mary E. Silveria, shore.
- Sch. Estelle S. Nunan, shore.

**Today's Fish Market.**

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 40 cts.

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Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

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- Sch. Sadie M. Nunan, 5500 haddock.
- Sch. Richard J. Nunan, 3000 haddock, 500 cod, 3000 hake.
- Sch. Illinois, 7000 haddock, 2000 cod, 4000 hake, 500 pollock, 1000 cusk.
- Sch. Emily Cooney, 3000 haddock, 500 cod.
- Sch. Mary Cabral, 3000 haddock, 1000 cod.
- Sch. Manhasset, 35,000 haddock, 4000 cod.
- Sch. Richard Wainwright, 10,000 haddock, 18,000 cod, 6000 cusk.
- Haddock, \$3 to \$3.50; large cod, \$3.50 to \$4; market cod, \$2.50 to \$3; cusk, \$2; hake, \$2.30 to \$2.50.

**Fishing Fleet Movements.**

Sch. Edward A. Perkins has fitted for a Newfoundland frozen trip under command of Capt. Wilson Cahoon.

Dec. 22

**CAPT. COLLINS' SUCCESSOR.**

**Dr. Field Appointed Chairman of Fish and Game Commission.**

**There Were Several Other Candidates for the Position.**

Governor Bates sent to the executive council yesterday afternoon the nomination of Dr. George W. Field of Sharon to be fish and game commissioner, vice Capt. Joseph W. Collins of Brighton, formerly of this city, chairman, deceased. Among the other candidates for the place have been Irving O. Converse of Fitchburg, Henry J. Bell of Leominster, Deputy Luman of the commission, and Caleb K. Sullivan of Medford.

The present members of the board, John W. Delano of Marion and Edward A. Brackett of Winchester, favored the appointment of Dr. Field, and they so expressed themselves to the governor. Dr. Field will be the chairman of the board. He is in close touch with the work of the board, and, as a matter of fact, is now at work on the annual report of the commission, which Capt. Collins left unfinished. He has done much work for the commission during the past four or five years, and was highly regarded by the late Capt. Collins. Like Capt. Collins, he is a scientific man, and, is an acknowledged authority on shell fisheries.

Dr. Field has been highly indorsed by President Pritchett of Technology, Professor Sedgwick, numerous other scientific men and hundreds of business men throughout the State. He is about 40 years old, and was graduated from the public schools of Brockton. He received his A. B. from Brown University and in the following year he was graduate student and assistant in zoology. He was a student at Johns Hopkins under Professor W. K. Brooks, the well-known author of "The Oyster in Chesapeake Bay," from 1888 to 1892. In 1891-92 he was assistant in biology at Johns Hopkins.

He received the doctor's degree in 1892, and in the same year was appointed to Smithsonian table at the Naples zoological station, Naples, Italy, where he studied the methods of oyster culture and the utilization of other marine products as food. In 1893 he studied at the University of Munich. From 1893 to 1896 Dr. Field was associate professor of biology at Brown University, and from 1896 to 1901 was the biologist of the Rhode Island experiment station, with special charge of the problem of rehabilitating the oyster and clam business in southern Rhode Island. In 1901-1903 he was instructor in economic biology at the Massachusetts Institute of Technology. A year ago he was appointed biologist to the Massachusetts commission of fisheries and game.

**Had Long Passage.**

The British sch. Havana, which arrived here this morning with salt and pickled herring for Slade Gorton & Co., from St. Anthony, Notre Dame Bay, N. F., had a long, hard passage of 28 days, but fortunately met with no accident. The captain reports meeting considerable head winds and encountered several severe gales and for days the craft could show no canvas. During the recent cold weather the craft iced up considerably, and the crew had to pound ice from the deck, sides and rigging, as it got so thick as to threaten the safety of the craft. In all the long passage of over 1100 miles the craft did not once make harbor.

Dec. 22

**BOUND HOME AGAIN.**

**Capt. Jerry Cook Has Another Salt Herring Cargo.**

**Sailed from Bay of Islands, N. F., Last Sunday.**

Sch. J. J. Flaherty, Capt. Jerry Cook, sailed from Bay of Islands, N. F., on Sunday for home, with a full fare of salt herring. If the craft has a good chance along, Capt. Cook will be likely to eat his Christmas turkey at home.

If the vessel arrives before New Year's, as she probably will, Capt. Cook will have made a record never equalled or approached in the history of the Newfoundland herring fishery. A few vessels have made three trips there in a season, but Capt. Cook will win the honor of being the first to bring three trips from there before New Year's, or in less than three months. He already has to his credit the quickest Newfoundland herring trip ever made, 17 1-2 days.

Capt. Cook made his first trip this season in sch. Smuggler, sailing from here October 3 and arriving home October 31. On November 7 he sailed for Bay of Islands again in sch. J. J. Flaherty, one of the two largest vessels of the port, and arrived home November 23, breaking the record for quick trips and bringing a big load of salt herring. On December 3 he sailed again in the Flaherty for another cargo, and on last Sunday, as stated above, sailed from Bay of Islands for home with his third fare of the season.

**HALIBUT VERY SCARCE.**

**Sch. Massachusetts Cruises in Vain Search.**

**REPORTS VERY BAD WEATHER**

**Hove Too Under Bare Poles During Fierce Blizzard.**

A Halifax despatch of yesterday states that the Gloucester fishing sch. Massachusetts of Duxbury arrived at Canso Wednesday after battling with storms for more than a month in search of halibut. Capt. Carroll reported having cruised over Grand bank, Green bank and Quero bank and all fishing grounds where halibut is usually found at this time of year, but with little success. Last Sunday the Massachusetts was laid to off Canso for 24 hours under bare poles while a blizzard raged. She lost a cable and anchor, and will refit at Canso.

Dec. 22

**BIG WEEK'S WORK.**

**Little Sch. Emily Cooney Stocks Over \$1600.**

Sch. Emily Cooney of Boston, commanded by Capt. Patrick Murphy of this city, who is also part owner, has just finished up a big week's work, stocking over \$1800, the crew of 16 men sharing \$65. The Cooney is one of the market fishing boats and this is one of the best week's work of the winter. Capt. Murphy is a well known skipper who keeps steadily at it and he and his crew profit accordingly.

Dec. 23

**GOOD FROST AT BAY OF ISLANDS**

**Some Vessels in Middle Arm Fill Fore Holds.**

**HERRING STILL PLENTIFUL.**

**Sch. Dauntless Bringing Cabin Load of Frozen Herring.**

Advices from Bay of Islands, N. F., received yesterday brings the good news that there is a good frost there now and that the vessels which were in the Middle Arm had about loaded their foreholds.

Sch. Dauntless, Capt. William Publicover, sailed from the Bay of Islands for home last Saturday with a full fare of salt herring and a cabin load, 30,000 in count, of frozen herring. The craft is due before Christmas, and will thus bring the first natural frost herring from Newfoundland this season.

Capt. Lemuel Spinney, who arrived home from Newfoundland yesterday, stopped over at Bay of Islands on the way. He reports that up to the time he was there they had one slight frost and that several of the vessels which were in the Middle Arm were able to freeze some herring.

The St. John's, N. F., Herald says that herring have been very plentiful all the fall at the southwest arm of Green Bay and still continue so. Last year some were frozen, but this season this manner of freezing will be gone into extensively, and scaffolds are now freezing large quantities of the fish. In November three cargoes of salt herring were taken in American schooners to Gloucester and three Americans are expected to arrive within a few days for frozen

cargoes to be followed by others. Mr. W. White, son of Capt. White, is down there freezing the fish in the interest of Messrs. Thompson of Gloucester, who will take, if procurable, several cargoes. Capt. Duffett of Halifax has also two vessels on the way there to secure frozen cargoes and the industry in this bay promises to rival Placentia or Bay of Islands.

Sch. Lizzie Griffin, which arrived from Bay of Islands a few days ago, is taking out her cargo of salt herring at L. Pickert & Co.'s, Boston.