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November 2

ENGLISH AND FRENCH FISHERIES.

Interesting Facts and Figures Concerning Them.

A writer in the Depeche Coloniale compares the results of the fisheries in England with those obtained in France. Great Britain possesses 100,000 fishermen; the most recent French statistics estimate the number of seamen of the maritime inscription engaged in that pursuit at 95,000. The difference is not great, but while the sale of fish in Great Britain produced 252,811,225 francs in 1903, an increase of 8,000,000 francs on the preceding year, the sum realized in France was only 110,643,852 francs, an advance of 11,839 francs. The writer does not admit that this state of things is due to any superiority of the English in their calling, but results from the radical progress of the fishing industry in Great Britain, and the introduction of steam on board in the methods of fishing and as a means of propulsion. Entering further into details of the fishing fleets, he states that there are in New England 3197 boats of the larger class in a total of 8822, measuring 161,096 tons. Of the 3197 boats engaged in the deep sea fisheries 1957 were trawlers, including 1135 steam, measuring 65,011 tons. During the last ten years, the steam trawlers increased 655 in number and 45,380 tons, while the sail trawlers decreased from 2037 in number to 822.

Maiden Trip.

The naw Boston sch. Raymah, Capt. Felix Hogan, sailed from here today on her maiden trip haddocking. Capt. Hogan is one of the king pins of the haddock fleet. He made a big record in sch. Selma and will undoubtedly follow it up in his new craft.

"Sol" Jacobs After Herring Near Home.

Capt. Solomon Jacobs has taken command of the steamer Pet in the fresh herring fishery in this vicinity.

November 3

MACKEREL STRANDED.

Big School of Small Fish Near New York City.

People Gathered Them Up in Pails and Barrels.

A large school of small mackerel, from seven to eight inches long, got stranded yesterday in the little pools and swampy land at Pelham Bay, near the Bronx, New York City, and the residents thereabouts got enough of them to feed them a month. The fast receding tide left the little fish high and dry, and they were scooped up by the barrel. The news of the mackerel being stranded soon spread, and frugal housewives hurried to the inlet and filled their buckets and tin pans; small boys weighted themselves down with the helpless prey and ran home to be joyously welcomed. The man who boards some of the bridge builders filled two barrels in half an hour and sent after more barrels.

Today at dinner time, the Bronx will echo with "Help yourself to the mackerel."

November 3

REFUSED CLEARANCE.

Officials Threaten Newfoundland Steamer.

HAD FISHERMEN ON BOARD.

Who Intended Shipping Outside Three Mile Limit.

A depatch from London, England, says:

"More interest is being taken in London in the Newfoundland fisheries question since the matter was brought before the British government by Ambassador Reid.

"At the foreign office it was said today that the government thinks the United States is mistaken as to some of the facts, but the negotiations are proceeding in the most friendly manner, with every prospect of an early settlement.

"The Newfoundland goverument has been instructed to abide by the treaty of 1818, and has been informed that it has no right to prevent American fishermen from using the island ports.

"Information has been received from Newfoundland to the effect that nothing will be done by the government or fishermen to complicate the situation."

A despatch from St. John's N. F., says:

"Another serious complication arose yesterday in the herring fishery situation at Bay of Islands, when the steamer Active, carrying eight small boatloads of local fishermen, sailed with the intention of proceeding outside the three-mile limit and there transferring the fishermen to American fishing vessels on which they would ship as members of the crews.

"The colonial cruiser Fiona chased the Active and threatened her with seizure if she went beyond the three-mile limit without clearance papers.

"The Active thereupon returned. The customs authorities refuse to grant clearance papers to the steamer except for a bona fide voyage.

"The Americans are indignant and threaten to appeal to Washington for a warship. The British cruiser Latonia is patrolling the bay to prevent collisions between the rival fishermen."

The first despatch would tend to show what is already known, that the details of the matter are in process of settlement between the governments of England and this country.

The St. John's despatch makes it clear that the Newfoundland authorities, as far as their home laws will permit, are evidently bent on making it as hard for our vessels and their own native fishermen as they possibly can. Evidently it is not disputed that we have a right to ship men outside the three-mile limit, but the matter of clearance for crafts bound outside with men to ship presents new complications if clearance papers are refused such crafts.

As far as known no news has been received here of the Active incident, and it is hoped that today some messages may be received from some of the captains there giving some particulars of the incident. As far as the appeal to Washington for a warship is concerned, up to this noon no steps had been taken here toward having a warship sent to Bay of Islands.

November 3

A dispatch to the Boston Fish Bureau from Birchy Cove, Bay of Islands, Newfoundland, received yesterday, says:

"Since the 22d the following vessels have arrived: Dauntless, A. M. Nicholson, making nine American vessels in port. About 500 barrels is the biggest either has yet. Herring scarce the last few days. Dispatches from Bonne Bay say no herring there. Robin Hood still there with no fish. The Parthia went to Sydney to ship men. About 15 Canadian vessels are here seeking cargoes of herring."

Advices received here from Bay of Islands this noon state that herring are still very scarce there, and also that the fishermen will not go outside of the three mile limit to ship on American vessels, but they will go to North Sydney and ship before the United States consul there

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Monarch, via Bostor, 30,000 lbs. fresh fish.

Sch. Matchless, via Boston, 90,000 lbs. fresh fish.

Sch. Kentucky, La Have Bank, 45,000 lbs. fresh fish.

Sch. Annie E. Kimball, Southwest Harbor, Ma., cured fish.

Sch. Jubilee, pollocking.

Sch. Ralph Russell, pollcoking.

Sch. Lesta, pollocking.

Sch. Priscilla, pollocking.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, $5.12 1-2 per cwt. for large, $4 for medium.

Salt trawl Georges codfish, $5 for large, $4.00 for medium.

Salt trawl bank codfish, $4.50 for large, $4.00 for medium, $2 75 for snappers.

Salt Rips codfish, $5 for large, $4 for medium.

Salt hake, $1.75

Salt pollock, $1.50.

Salt haddock, $1.75.

Salt cusk, $2.50.

Fresh large codfish, $2.50, medium do., $1.75.

Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.

Fresh haddock, $1.20.

Fresh hake, $1.10.

Fresh cusk, $1.75.

Fresh pollock, 90 cents.

Large salt mackerel, $30 per bbl.

Salt small mackerel, $14 per bbl.

Flitched halibut, 6 cts. per lb.

Fresh bait herring, $2.50 to $3 per bbl.

Boston.

Sch. Quonnapowitt, 11,000 haddock, 2000 cod, 5000 hake.

Sch. Fannie B. Atwood, 25,000 haddock, 6000 cod, 2000 hake.

Sch. Philip P. Manta, 5000 haddock, 25,000 cod, 10,000 hake.

Sch. Matchless, 5000 haddock, 10,000 cod, 65,000 hake, 20,000 cusk, 5000 pollock.

Haddock, $3 to $4.30; large cod, $5; market cod, $3; hake, $1 to $1.50.

Fishing Fleet Movements.

Sch. S. F. Maker arrived at Halifax on Monday.

Sch. Bohemia of this port was at Port Hawkesbury last Thursday.

The new sch. James W. Parker of Boston was at Boothbay Harbor on Friday.

Pinkey Metamora, Gloucester for Friendship, was at Boothbay Harbor on Friday.

Schs. Bohemia and Richard Wainwright sailed from Canso on Tuesday.

Sch. George Parker arrived at Sherburne on Monday.

November 3

HAD NARROW ESCAPE.

Capt. Jacobs in Squall in Disabled Steamer Pet.

Heavy Wind Drove Craft Away from Annisquam Bar Breakers.

Capt. Solomon Jacobs has tried a shore herring trip, and is not in love with it, and this is the reason.

Seeing a chance of making a good season's work, Capt. Jacobs took command of the steamer Pet and shipped a crew to seine herring along the shore and sailed Wednesday with a seine, a seineboat and two dories. The lower end of Annisquam river was reached just before dark and soon a good school was sighted and a set made.

It is estimated that there were 300 barrels of herring in the seine, when suddenly the heavy squall which came before sundown struck with all its violence. It certainly found Capt. Jacobs and his crew in an awkward predicament, for the seine was out and full of fish, and they were powerless to do anything, and drifted with the seine, which dragged over moorings and other obstructions and became so badly torn that all the fish escaped. The dories were smashed and the seineboat partly filled with water.

The tide was running out and with a cross wind, was bearing the steamer out of the river toward Annisquam bar. The Pet was got under way and headed up stream and then suddenly stopped, with the cylinder head of her engine blown off. The craft then began to drift helplessly toward the bar, but fortunately the wind, as it continued to blow harder every minute, canted more to the northward, and being stronger than the tide, began to take the Pet up river again. She was after much hard work headed up stream, and aided by the wind, came up safely away from the bar to a secure anchorage.

It was fortunate that the wind helped them as night was shutting down, and the craft would otherwise probably have struck on the bar. Had the wind been on the southern board, they would surely have struck on the bar and the craft would have undoubtedly been smashed to pieces, while the fate of her crew would have been problematical. As it was, it was a close call and a narrow escape from a dangerous situation.

POINTS TO BE SETTLED.

Authorities Still Considering Newfoundland Questions.

Right To Search and Seize the Main Thing Now.

A Washington dispatch says:

"Secretary Root says that negotiations are still in progress between the state department and the British ambassador regarding the interpretation of the new law of Newfoundland and regarding American fishermen upon that coast.

"There still remain open two questions: the right of the Newfoundland government to seize suspected ships, take them into harbor and detain them until after the masters and the crew shall have been submitted to examination; and the declaration that the presence on board of a ship of fishing apparatus, boats, seine and lines of herring and pilchard or bait is prima facie evidence that the fishing laws of Newfoundland have been violated.

"Secretary Root is hopeful that the negotiations will result in the complete rescinding of the obnoxious law as it now stands upon the statute books of Newfoundland."

November 3

PENSION THEM OFF.

How Whitney Would Get Rid of Gloucester Fishermen.

Also Attacks Senator Lodge in Speech at Malden.

At a democratic rally at Malden last evening, H. M. Whitney was one of the speakers, and as he has all through the campaign, so he continued there, to get after Senator Lodge and Gloucester. Evidently he is letting his feelings run away with his political judgment, for in the course of his speech he talked of pensioning off the Gloucester fishermen, if in that manner they could be got out of the way. This kind of talk may have pleased some of his auditors, but the spectacle of a man running for the office of lieutenant-governor and talking on the stump of deliberately doing away with the great fishing interest of New England by pensioning off the fishermen, is not liable to gain many votes in eastern Massachusetts and it is hard to see how, after reading what he said, there can be even a handful of voters in Gloucester who would uphold such a sentiment by voting for the man who uttered it.

A part of his speech which refers to Senator Lodge and Gloucester, was as follows:

"Henry Cabot Lodge standing on this platform last evening, admitted in a few concise sentences the whole charge which we make against him and the party which he controls in this campaign. He stood here and, quoting from correspondence between himself and the late Secretary Hay over the Newfoundland treaty, thus summarized what he wrote to the secretary:

"'I urged upon Mr. Hay that before making a treaty he should consult representatives of the fishing interests and men who understood the question. I then informed Mr. Hay that I regretted extremely that I could not support the treaty, because it did not conform to the one vital condition which I had laid down as essential to my support of any treaty.'

"And that is precisely what I have been contending during the whole campaign. I have said that Henry Cabot Lodge would always find somebody somewhere to come forward and object to any treaty which could be made on the ground that it injured some industry, and that I did not believe the reciprocal treaty would ever be framed which Mr. Lodge would support until something should occur to deprive him of his present courage and powers of resistance.

"Think of it! Secretary Hay must not conclude a treaty with any country, no matter of what political importance, until he had consulted the fishermen of Gloucester.

"The men engaged, including those who pack and ship the fish, is barely above 5000, or about one per cent. of the wage earners of the state; and it is for the sake of this handful of men that the whole population is made by Senator Lodge to pay tribute. It is charity. It would be cheaper to pension them off if we could in that manner get them out of the way. As I read the constitution of the United States and of Massachusetts, all men are equal before the law. I find nowhere that a fisherman of Gloucester is to be preferred over a mechanic of Malden.

Did Well.

Sloop Harry M. Johnson, Capt. Crowell, of Clark's Harbor, N. S., began fishing off shore on the 15th of June, and finished on the 18th of October. She stocked $874 66, the crew sharing $291.55. This is the best showing ever made by boat fishing in Yarmouth or Shelburne counties.

November 3

APPLAUSE FOR LODGE.

As He Defends New England Fisheries in a Speech.

Edward Atkinson Says Our Vessels Are Out of Date.

At the Dudley Street Opera house at Roxbury last evening, Senator Lodge, in the course of his speech said:

"Last night, in Malden, Mr. Whitney said: Why should we be sacrificed to the fishermen of Gloucester?" I do not ask anybody to be sacrificed to the fishermen of Gloucester; but I say that the fishermen, not only of Gloucester, but of Boston, and the cape and all along our coast—85,000 of them engaged in the fisheries—are just as much entitled to the share of protection as the man who makes shoes or the man who makes machinery. (Applause.) They are poor men engaged in a hard and perilous calling, and I for one will never consent to kill their industry and throw them out of employment and drive their fleet to the Provinces because somebody thinks it may be of some benefit to him."

Edward Atkinson, the well known opponent of the theory of protection, in the course of a three column communication to yesterday's Boston Herald thus refers to Gloucester:

"For instance, let Henry Cabot Lodge appear in Brookline and half a dozen workmen ask him what benefit came to them by taxing fish. What answer could he make? He would simply be forced to disclose the fact that under the name of protection he has deprived the people of Brookline and other towns of a full supply of fish, and has taxed them merely to put profit into the pockets of a little bunch of owners of fishing smacks in Gloucester whose vessels are out of date, whose methods are way behind modern methods, and who, under the pretext of employing American labor, man their fishing smacks with more than three-quarters or seven eighths inhabitants of the maritime provinces. His whole plot against the consumers of fish would be exposed in five minutes; he could not evade plain questions."

Mr. Atkinson is too much wedded to the idol of free trade to discuss the subject of protection with, but his statement that our fishing vessels are out of date and that the methods of our merchants are way behind modern methods is not consistent with the truth.

The Herald Stirred Up.

Under the heading "Yankee Bluff," the St. John's N. F., Herald of October 21 says:

"The braggadocio of the Yankee is beginning to assert itself. Where big international questions are concerned it is to be expected, but when such small matters as the right to catch a few barrels of herring are concerned, it savors of childishness. For instance, the Boston Post a few days ago headed a despatch from Washington in flaring type, 'Yankee Seamen Triumph.' 'Newfoundland Lets Up on the Fishermen of Massachusetts.' The cause of these 'scare heads' was simply as follows: 'The projected pressure of the Newfoundland authorities upon the Massachusetts fishermen will not be applied, and pending long mutual official probing, fish and bait privileges will be enjoyed as heretofore. British Ambassador Durand today told Secretary Root that the presence of a cruiser at Bay of Islands is not to chase Yankee fishermen. So long as treaty rights are adhered to there will be no trouble.'"

It looks as if our usually self-contained and respected contemporary has for once been moved to forsake its generally calm and sedate path. However, we don't mind that, but call the attention of all to the frank admission of the latter part of the article.

In the same issue of the Herald, there also appears this beautiful dream:

"A correspondent writing from Bay of Islands states that nine or ten of the Canadian vessels now there have obtained full loads of herring and are sailing for home, while a fleet of Lunenburg craft are reported on the way down. The Yankee skippers are very sore over their inability to get fish and those in the arms have no herring as yet, and some of them may not get any this season. If the people of Bay of Islands remain firm it will be the best thing that ever happened. A big game of bluff is being tried, but they will find out people are getting more sense than to be bluffed and will 'call' the Yankees every time."

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November 3

This might fool some people, but not anybody in Gloucester; but we might as well tell the Herald that communication between Bay of Islands and here is hourly, by cable and wire, and that we know pretty near when any vessel is loaded and when they sail. We know what the conditions were there on October 27, and we know how near any vessels were to sailing for there or any other port with a cargo of herring. Get back to first principles.

Good Trips.

Sch. Sceptre, Capt. Larkin, arrived from a salt bank trip yesterday afternoon, with a fine second fare, 250,000 pounds of salt codfish.

Sch. Talisman, Capt. Newman Wharton, arrived from a salt bank trip yesterday afternoon with a fine second fare, 200,000 pounds of salt cod. On his first trip, Capt. Wharton had an excellent trip, so this will put him among the highliners of the fleet. He is only one of the young skippers of the salt bank fleet, but during his period of skippership has given an account of himself which places him well up toward the head of the column.

Torchers Did Well.

The herring torchers did well again last night and brought in about 300 barrels from Ipswich, Essex and Annisquam rivers.

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CANADA WANTS THE SAME.

No Reciprocity Treaties Without These Concessions.

If ever there was a doubt in the minds of anybody in Gloucester as to where H. M. Whitney stands on the matter of free fish, that doubt was dispelled by his speech at Springfield last evening. As usual he was paying his respects to Henry Cabot Lodge and bemoaning the defeat of the Bond-Hay treaty, and then he said:

"It is evident to everybody that if the United States are not prepared to admit Newfoundland fish free, no treaty of reciprocity can ever be made with her, because fish is pretty much all she has to sell."

Then, continuing, he said: "Neither is any treaty possible with Canada on these terms, for fish is one of the articles that must be admitted free from Canada in any reciprocity treaty."

These remarks, boiled down, mean, as the TIMES has repeatedly pointed out, that to gain their ends, H. M. Whitney, and his reciprocity associates would cut Gloucester's business throat without shedding a tear and would willingly consign her to business oblivion and ruin her merchants for the sake of gaining their own personal ends.

November 4

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Vote for Eben S Draper for Lieutenant Governor.

There are many reasons why the general public should support the candidacy of Eben S. Draper for Lieutenant Governor. He is a model employer of labor and has no trouble with his vast army of help. He is a man whose interests are at home in Massachusetts and not in Canada and Newfoundland. He is a republican who has done much for his party and stands fairly and squarely in opposition to reciprocity.

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Voters of Gloucester, stand by Senator Lodge.

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TALK OF SEIZURE.

Newfoundland Fishermen Shipped on Sch. Gossip.

OUTSIDE THREE MILE LIMIT.

Authorities Deny That Vessel and Men Were Outside Limit.

A despatch from St. John's N. F., says:

"Thirty Newfoundland fishermen shipped aboard the American herring schooner Gossip at the mouth of the Bay of Islands yesterday as members of her crew to assist in catching herring. They assert that they boarded her outside the three-mile limit beyond colonial jurisdiction. The colonial authorities deny this and will prosecute them, and may seize the vessel."

As far as can be learned here, the Gossip was supposed to have shipped her men or at least sailed out to ship them, outside the limit the first of the week. The fact that the vessel was to ship men outside the limit was known here and it was the intention to go at least five miles off shore so that there could be no dispute but what she was outside the three mile limit.

It is extremely probable that if the Gossip did ship any men outside the limit, the United States sch. Grampus was on hand, and no doubt took bearings of the spot where the vessel was when the men were shipped. The Gossip is commanded by Capt. Gilbert Goodwin, a competent master and a very conservative man, and if he did ship men in the manner mentioned, it is safe to say that he was well outside the three mile limit when he did so.

Up to this morning, Messrs. D. B. Smith & Co., the owners of the vessel, had received no word from the vessel or Bay of Islands in regard to the matter.

A dispatch from London says that Ambassador Whitelaw Reid visited the foreign office yesterday afternoon and had another conference with Foreign Secretary Lansdowne on the Newfoundland question.

MAGNIFICENT STOCK.

Sch. Aloha Gets Nearly $13,000 on Salt Bank Trip.

Capt. John McInnis Fished on Unknown Fishing Banks.

With the largest salt bank trip of the year to his credit, Capt. John McInnis of sch. Aloha, after only a week ashore, will sail today or Monday for Newfoundland for a trip o herring in sch. Norma. Capt. McInnis has made two salt cod trips to the Banks this season and the last one weighed off the magnificent total of 305,000 pounds of salt cod, far and away the largest trip of the season, and the resulting stock, $12,753.12, is not only the largest of the season, but one of the largest ever made in the salt bank fishery. On this trip, the crew, all sharesmen, each got $266.59 as their share of the trip.

Capt. McInnis is so well known to the fishermen of the Atlantic seaboard that words of praise are unnecessary. He is one of the smartest men who ever caught a codfish, and his record stands as one of the best. He is a dashing, daring master mariner, and his unexcelled knowledge of the fishing grounds is combined with an ability for hard work which is proverbial. He has original ideas, as witness this trip, when he went to the northern Labrador coast and there secured half his fare on a practically unknown bank of which there is no chart.

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Capt. John McInnis Fished on Unknown Fishing Banks.

With the largest salt bank trip of the year to his credit, Capt. John McInnis of sch. Aloha, after only a week ashore, will sail today or Monday for Newfoundland for a trip o herring in sch. Norma. Capt. McInnis has made two salt cod trips to the Banks this season and the last one weighed off the magnificent total of 305,000 pounds of salt cod, far and away the largest trip of the season, and the resulting stock, $12,753.12, is not only the largest of the season, but one of the largest ever made in the salt bank fishery. On this trip, the crew, all sharesmen, each got $266.59 as their share of the trip.

Capt. McInnis is so well known to the fishermen of the Atlantic seaboard that words of praise are unnecessary. He is one of the smartest men who ever caught a codfish, and his record stands as one of the best. He is a dashing, daring master mariner, and his unexcelled knowledge of the fishing grounds is combined with an ability for hard work which is proverbial. He has original ideas, as witness this trip, when he went to the northern Labrador coast and there secured half his fare on a practically unknown bank of which there is no chart.