

Feb. 6

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Corona, Quero Bank, 5000 lbs. salt cod, 40,000 lbs halibut. Sch. Arcadia, via Boston, 40,000 lbs. fresh fish. Sch. Metamora, via Boston, 90,000 lbs. fresh fish. Sch. Rob Roy, via Boston, 65,000 lbs. fresh fish. Sch. Flora J. Sears, shore. Sch. Ida M. Silva, shore. Sch. Hope, shore. Sch. Rita A. Viator, shore. Sch. Ida S. Brooks, shore.

Vessels Sailed.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

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

Salt hake, \$1.25.

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.

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

Splitting prices of fresh fish, large cod, \$2.25 medium cod, \$1.37 1-2; haddock, 90 cts; hake, 85 cts.; cusk, \$1.40; pollock, 65 cts.

Boston.

Sch. Kernwood, 8000 haddock, 500 cod, 1000 hake.

Sch. Titania, 22,000 haddock, 3000 cod, 5000 hake.

Sch. Galatea, 3000 haddock, 1000 cod, 1000 hake.

Sch. Viking, 10,000 haddock.

Sloop Venus, 2500 cod.

Sch. Richard J. Nunan, 10,000 haddock 500 cod, 1700 hake.

Sch. Moanam, 110,000 haddock, 20,000 cod, 10,000 hake.

Sch. Frances P. Mesquita, 75,000 haddock, 8000 cod.

Sch. A. C. Newhall, 6000 haddock, 500 cod.

Sch. Oliver F. Kilham, 6500 haddock, 1000 cod, 1000 hake.

Sch. Slade Gorton, 70,000 haddock, 15,000 cod, 6000 cusk, 5000 pollock, 1000 halibut.

Sch. Henrietta G. Martin, 10,000 haddock, 1000 cod, 2000 hake.

Sch. Lillian, 16,000 cod.

Sch. Teresa and Alice, 12,000 cod.

Sch. Etta Mildred, 15,000 haddock, 500 cod, 2000 hake.

Sch. Rapidan, 5000 haddock, 2000 cod.

Sch. Maryland, 90,000 haddock, 5000 cod, 600 halibut.

Steamer Sadie and Alice, 2000 cod.

Sch. Mertis H. Perry, 2000 haddock, 1700 cod.

Sch. Fanny Prescott 80,000 haddock, 10,000 cod, 5000 hake, 3000 cusk, 1500 halibut.

Haddock, \$1.15 to \$2.50; large cod, \$4 to \$5; market cod, \$2 to \$2.50; hake, \$1 to \$3.50; cusk, \$1.50; pollock, \$2; halibut 13 and 20 cts.

Fishing Fleet Movements.

It is expected that several of the local salt bank fleet will begin to fit out this week.

Capt. Charles Forbes, formerly of sch. Harry A. Nickerson of Boothbay, will engage in Rips fishing the coming season in one of the vessels of Mr. John Gleason's fleet.

Capt. Joseph Bonia is now fitting sch. Smuggler for fresh halibuting.

Sch. Appomatox will engage in the Rips fishery this spring under command of Capt. Fred Howard.

Porto Rico Fish Market.

A report from Porto Rico January 24 says: Arrivals of fishstuffs at San Juan since 16th inst. comprise 95 tierces dry fish, mostly consigned to selves. Our market has not fully recuperated as yet and the demand is very quiet, the chief reason being that dealers have lost heavily during the recent break and are overcareful in purchasing. We cannot as yet advance our last quotations of (net ex. wharf) about: Medium codfish, \$6; haddock, \$5; pollock, \$4.25; hake, \$3 per 100 lbs.; split herring, \$5.75 up per bbl. Sch. Ich Dien, from Lunenburg, N. S., arrived at Ponce. Sch. Julia Luckenbach had on board for that port some 270 tierces, mostly pollock.

Feb. 7

BIG TRIP SEASON.

Remarkable Fares of Haddock at T Wharf Today.

Sch. Cavalier at This Port with Splendid Halibut Fare.

This is another big trip day, and considering the season of the year, it is doubtful if such big trips of haddock, and so many of them, have ever been brought to T wharf, Boston, as are there this week.

Following closely on the heels of the big trips of schs. Moanam, Fanny Prescott, Slade Gorton, Arcadia, Metamora, Maryland and others comes another fleet today. Sch. Illinois, Capt. John Lowry, has 135,000 pounds, sch. Natalie J. Nelson, Capt. Albert Larkin, hauls for 132,000 pounds, sch. Conqueror, Capt. Robertson Giffin, has 105,000 pounds, and sch. Raymah, Capt. Felix Hogan, has 95,000 pounds.

These are the biggest trips ever landed at T wharf at this season of the year and are of the size of the regular summer shack trips. These vessels have only been gone a week, fishing on the southeast part of Georges, and have had a remarkable spell of fine weather on the big school of fish that has struck there. Naturally the market is very low.

Sch. Cavalier, Capt. Robert Porper, arrived at this port yesterday afternoon, way from the southern edge of Grand Bank with the largest fresh halibut trip of the season, better than 50,000 pounds of halibut and 10,000 pounds of salt cod on the side. The Cavalier had good weather and the set averaged about 5000 pounds. Capt. Porper dusted his splendid craft over the homeward road in grand style. She did not leave for home until Friday and yesterday afternoon at 4.30 o'clock she dropped her anchor here. Yesterday, she had a smashing breeze and logged 14 knots hour after hour, which is certainly "going some." This morning the price of halibut took a drop to 11 cents for white and 7 1-4 for gray, but at this price Capt. Porper and his men will probably make the banner trip of the season.

NOT LIKE HOT CAKES.

Did the Fish From the Otter Trawler Spray Go Yesterday.

According to the reports of people who were at T wharf, Boston, yesterday, the fish of the trip of the beam trawler Spray did not go like hot cakes. Some of the fish dealers who came down here last night said that each of the stockholders of the steamer, on the wharf took what was on their card, enough to go around once, and then did not want any more at the going price, which was not too much over \$1 per hundred weight.

Many who saw the fish said that some of them looked all right, but that many, as on the previous trips landed by the craft, were scaled badly, and that finally a part of the haddock of the craft's fare were disposed of at 50 cents per hundred weight.

There does not seem to be much need of worrying about the Spray revolutionizing the fresh fish business as yet.

Feb. 7

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Cavalier, Grand Bank, 10,000 lbs. salt cod, 50,000 lbs. halibut. Sch. Fanny E. Prescott, via Boston, 50,000 lbs. fresh fish. Sch. Titania, via Boston. Sch. Slade Gorton, via Boston, 35,000 lbs. fresh fish. Sch. Thomas S. Gorton, via Boston. Sch. Elizabeth N., Bay of Islands, N. F., 1050 bbls. frozen herring, 250 bbls. salt herring. Sch. A. T. Gifford, Maine coast, frozen herring. Sch. James S. Steele, shore. Sch. Frances P. Mesquita, via Boston.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

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

Salt hake, \$1.25.

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Salt trawl bank codfish, \$4.50 for large, \$3.50 for medium, \$2.50 for snappers.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.

Fresh halibut, 11 cents per lb. for white and 7 1-4 cents for gray.

Splitting prices of fresh fish, large cod, \$2.25 medium cod, \$1.37 1-2; haddock, 90 cts; hake, 85 cts.; cusk, \$1.40; pollock, 65 cts.

Boston.

Sch. Fame, 60,000 haddock, 5000 cod, 5000 hake, 5000 cusk.

Sch. Raymah, 70,000 haddock, 8000 cod, 5000 hake, 5000 cusk.

Sch. Orinoco, 60,000 haddock, 2000 cod.

Sch. Conqueror, 100,000 haddock, 3000 cod.

Sch. Illinois, 130,000 haddock, 5000 cod.

Sch. Natalie J. Nelson, 120,000 haddock, 10,000 cod, 2000 hake, 400 halibut.

Sch. Shepherd King, 7000 haddock, 6000 cod, 2000 hake.

Br. sch. Ernest, 800 bbls. frozen herring, Bay of Islands.

Haddock, \$1, large cod \$5.50 to \$5.75, market cod \$2 to \$2.50, hake \$1.25 to \$3.50, halibut 14 cts.

Herring Notes.

Sch. Viking completed the discharge of her cargo of frozen herring at Boston yesterday.

The fare of frozen herring of Br. sch. Lila B. Young will be opened at Boston today.

The British sch. Douglass Adams, whose fare of frozen herring was bought by Boston parties, is at that port, waiting her turn to open her cargo.

Sch. Ingomar, from this port, arrived at New York yesterday, and will open her cargo of frozen herring there today.

It is expected that sch. J. J. Flaherty of this port will complete the discharge of her cargo of frozen herring at New York today.

This cold and stormy weather makes the holders of frozen herring smile. It is just what they have been praying for.

The Br. sch. Ernest, from Bay of Islands, N. F., with 800 barrels of frozen herring, arrived at Boston yesterday.

Sch. A. T. Gifford of this port, from the Maine coast, with a fare of frozen herring, made the harbor last night and anchored on the Pae Cake ground.

Good Work.

Capt. Joseph J. Lyle, who has been in command of the little sch. Lillian of this port this winter, has been doing well. The vessel has been engaged in codfishing off Plymouth and has been tending the Boston market. In the past five weeks the crew has shared \$110 each, which is certainly good work when the low prices of fish are considered.

Halibut Sale.  
The fare of sch. Cavalier sold to the American Halibut Co., at 11 cents per pound for white and 7 1-4 cents per pound for gray.

Feb. 8

**DAILY TIMES FISH BUREAU.**

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

Sch. T. M. Nicholson, Bay of Islands, N. F., 900 bbls. frozen herring, 350 bbls. salt herring.  
Sch. Monitor, Green Bank, 6000 lbs. salt cod, 30,000 lbs. halibut.

**Today's Fish Market.**

These prices are based on the last known sales.  
Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.  
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.  
Salt hake, \$1.25.  
Salt haddock, \$1.75.  
Salt cusk, \$2.50.  
Salt trawl bank codfish, \$4.50 for large, \$3.50 for medium, \$2.50 for snappers.  
Newfoundland salt herring, in bulk, \$4.50 per bbl.  
Newfoundland salt herring, barrelled, \$5.75 per bbl.  
Newfoundland frozen herring for bait, \$3.00 per cwt.  
Shore frozen herring, for bait, \$2.50 per cwt.  
Fresh halibut, 11 cents per lb. for white and 7 1-4 cents for gray.  
Splitting prices of fresh fish, large cod, \$2.25 medium cod, \$1.37 1-2; haddock, 90 cts; hake, 85 cts; cusk, \$1.40; pollock, 65 cts.

**Boston.**

Sch. Ellen C. Burke, 73,000 haddock, 2000 cod, 1500 haddock.  
Sch. Tartar, 85,000 haddock, 2000 cod.  
Sch. Hope, 5000 haddock, 1000 cod, 2000 hake.  
Sch. Thomas A. Cromwell, 75,000 haddock, 2000 cod.  
Haddock, \$1 to \$2; large cod, \$5.50; market cod, \$2.60; hake, \$1 to \$3.50.

**Fishing Fleet Movements.**

Sch. Annie M. Parker was at Sherburne, N. S., on Monday.  
Sch. J. J. Flaherty, which has completed the discharge of frozen herring at New York, will load coal today for this port.  
Sch. A. C. Gifford went to Boston yesterday with her cargo of Maine coast frozen herring.

**Herring Notes.**

Sch. T. M. Nicholson arrived at this port this morning from Bay of Islands with 900 barrels of frozen herring and 350 barrels of salt herring.  
As far as known three cargoes yet remain to arrive, schs. M. B. Stetson, British sch. Werra and another English craft.

**SAILED TODAY.**

**Sch. Judique First of Salt Bankers To Go This Season.**

Sch. Judique, Capt. John Glinn, sailed today on a salt bank trip, with a big frozen baiting. The schooner is the first of the salt bank fleet to get away this season. Last year the first vessels of the fleet got away the last day of January.

**Fine Stock.**

Sch. Corona, Capt. Gustaf Peterson, stocked \$3732.27 as the result of her recent halibut trip, the crew sharing \$87.51.

**DAMAGE CAUSED BY DOGFISH PEST.**

**Fish and Game Commission Make Important Report.**

**SAY EXTERMINATION IS IMPRACTICABLE IF NOT IMPOSSIBLE.**

**Matter of Sufficient Importance To Warrant International Commission.**

Points in the commissions' report:  
It is properly a subject of national consideration.  
Extermination is impracticable, even if not impossible.  
Conditions must be developed which should make it for the pecuniary interest of the fishermen to market every dogfish which can be caught.  
The facts indicate that the dogfish as a species is actually increasing in numbers.  
From personal experience we can give testimony to its satisfactory taste, lack of odor or "strength," and its consistency when cooked or canned.  
Its freedom from bone make it especially safe as a food for children or for aged persons.  
A union of efforts along similar lines will be most advantageous.  
Similar conditions obtain in Newfoundland, Canada and Great Britain and are of sufficient importance to warrant an international commission, which may determine upon a concert of effort to control this economic plague.

The report of the Massachusetts Fish and Game Commission upon the damage done by dogfish to the fisheries of Massachusetts is made public today. The report covers 75 pages, and is an able document, giving evidence of much care and labor in securing the facts and evidence presented. The report is very timely and deals with the subject in a very serious manner. It is the most complete and exhaustive report on this important subject that has appeared in print, and should be read with a great deal of interest. Many suggestions are made for checking the incursions of the dogfish, and interviews with 584 skippers and trap, weir and boat fishermen along the coast form an interesting part of the work.  
The report was made possible by a resolve introduced into the legislature last year by Representative E. C. McIntire of this city, authorizing the collection of statistics in regard to damage caused to food fish by dogfish and other predatory fish and allowing \$2000 for the work, to be expended under the direction of the Massachusetts Fish and Game Commission.  
Mr. McIntire, who has been the most prominent figure in and "father" of the dogfish legislation, has made a thorough study of the question of dogfish destruction and has been assisting the commission in its work of collecting data for the report.  
Below we give extracts from the report, which we know will be of interest to TIMES readers. We consider the report so important

that we shall from time to time publish other extracts from the same, believing that every person interested in the fisheries should see what the commissioners have to say to the important subject of checking the incursions and ravages of dogfish.

The aim of the present investigation has been to arrive at accurate and judicial statements of actual, definite damage caused directly by dogfish. We have endeavored to take a wider range of view than that of the men whose property is almost daily destroyed, and whose hard-earned income is curtailed, by the ravages of the dogfish.

Only passing references are here made to the serious indirect damage, such, for example, as the effect of dogfish in driving schools of bait fishes from our shores, and thus through the scarcity of fish bait causing loss of time to the fishing vessels and crews. In a similar way there is some evidence that dogfish drive out of our bays and from our shores into deep water schools of herring, mackerel and other valuable fish, and thus may seriously affect our fishing interests. Of the verity of such conditions, however, there exists a very strong probability, yet it is not susceptible of actual and absolutely satisfactory proof.

The question is a broad one, and passes beyond the limits of state or nation. The dogfish plague is now upon the fisheries of both sides of the North Atlantic, very seriously involving, in addition to the fisheries of Massachusetts and of the other New England and Middle Atlantic States, those of the Maritime Provinces of Canada, of Newfoundland, of

**THE HALIBUT FISHERY.**

**Indications of Revival of This Important Business.**

**FAIR SIZED FLEET NOW GOING.**

**Better Catches and Good Price Encourage Owners and Men.**

Is the fresh halibut fishery coming back to Gloucester in the same magnitude it was several years ago? This is the question which many of the vessel owners and fishermen are asking themselves just at present, and the majority are inclined to answer in the affirmative. By this they do not mean that the business will be as it was a long, long time ago, but hope that it may be as it was six or seven years ago, when some 30 or so vessels were engaged in it and found it one of the most profitable branches of the fishing business.

About five or six years ago, the halibut catchers landed about 6,000,000 pounds yearly. From that date, however, the industry began to decline, and in 1904 a little less than 2,000,000 pounds was landed and the fleet was numerically but a remnant of the splendid squadron that only a few years before sailed to Quero, Grand and Bacallou Banks.

Last year this branch of the industry began to pick up and quite a number of good trips were made. Indeed, several of the vessels engaged in straight fresh halibuting made very nice year's work. Many of the skippers last summer and fall said openly that they believed that halibuting would at no distant time, be as good as it used to be some six years ago. They based their statements on the fact that although greatly bothered by unusually bad weather, they generally found good fishing whenever there was a chance to get a set.

They also said that the fish seemed to be in schools of some size as they used to be, and they believed that the main necessity was a fleet large enough to locate the fish on whatever grounds they happened to be, and thus

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give a chance by speaking, each other or hearing from each other to keep some run of the fish. This seemed to be good logic and being advanced as it was by some of the swiftest skippers of the halibut fleet and backed up by nice trips secured despite the adverse weather conditions was generally accepted.

These men pointed out that the small fleet only some six or seven vessels, gave them little chance of keeping run of the fish or each other. One might be on Grand Bank, another on Quero or the Gully or on Green Bank, and one be on good fishing while the rest were doing nothing and still working hard to get a trip. They said that when a vessel came in and took out her trip and was ready to sail, there was no news of what was the prospect on this or that bank, whereas if there was a good sized fleet, some would be all the time in touch with some of the others and when a vessel started out on her trip her skipper would know something about where the vessels were and what the prospects were and would thus be able to figure near where the fleet or the fishing was. They contended that, like the mackerel fishery, it needed a good-sized fleet to find and keep run of the fish.

So while the increase in the halibut catch of 1905 over 1904 was not remarkable, still it was noticeable and cheering, and induced several more vessels to engage in this branch of fishing. This winter, or last month rather, several more fitted out for fresh halibuting, until now at least 16 vessels are engaged in straight bank halibuting, the vessels and their skippers being as follows:

- Sch. Tacoma, Capt. Adelbert Nickerson.
- Sch. Monitor, Capt. James McShara.
- Sch. Paragon, Capt. William Hermon.
- Sch. Squanto, Capt. Daniel McDonald.
- Sch. Cavalier, Capt. Robert B. Porper.
- Sch. Kineo, Capt. John G. Stream.
- Sch. Admiral Dewey, Capt. James F. Bowie.
- Sch. Massachusetts, Capt. John J. Carroll.
- Sch. Smuggler, Capt. Joseph V. Bonia.
- Sch. Corona, Capt. Gustaf Peterson.
- Sch. Margaret, Capt. Samuel Colson.
- Sch. Niagara, Capt. August Swinson.
- Sch. Agnes, Capt. James H. Goodwin.
- Sch. Theodore Roosevelt, Capt. James W. McHenry.
- Sch. Golden-Rod, Capt. Norman Ross.
- Sch. Atalanta, Capt. Richard Wadding.

This list comprises some of the finest vessels of the fleet and the skippers, every one are men who have made their mark in the fresh halibut fishery.

In addition to this fleet, what is termed the Georges halibut fleet will be fitting away before long and these will increase the halibut fleet to about 26 sail.

Among the crafts that will go later in the Georges halibut fishery are schs. Wa'do L. Stream, Lella E. Norwood, Jennie B. Hodgdon, Lorna Doone, Braganza, Eglantine, Volant, and possibly one from D. B. Smith & Co., one from Fred L. Davis' and another from John Pew & Son.

Five or six years ago, it was nothing uncommon for an incoming halibuter to report a fleet of from six to eight up to 18 halibuters, fishing on Quero Bank. A year ago it was not uncommon, indeed it was rather more common, for a halibuter just home from the banks to report not having seen another of her kind during the whole trip. This winter it is different and about every vessel that arrives is able to report two or three or four "freshers" as having been seen.

The winter thus far has been a fairly successful one as far as fresh halibuting is concerned. Good trips as a rule have been in order and the price also has been good. The fleet, it must be admitted, has been greatly helped by the good weather, but this does not wholly account for the increased catch. The price has been helped by an increase in the demand for eastern fish, also the fact that the Pacific catch has shown a falling off and also because the western halibut steamers do not make as quick trips as formerly, now having to go 800 miles to the fishing grounds.

The best evidence of faith in the rejuvenation of the fresh halibut fishery is the action of vessel owners in putting more fine vessels into it and also the securing, with no trouble, of crews of the finest kind of fishermen to man these crafts, showing that the men, as well as the owners, believe that things look much brighter than for years in the fresh halibut fishery and that there is a better chance to earn some good dollars.

It is not to be expected that in one year the fishery will be brought back to where it was six years ago, but it does seem, from the present outlook, that the slight gain made in 1905 will be bettered by the 1906 showing. In the familiar words of a well known vessel owner, "Let us hope so."

*Gloucester Daily Times Feb. 8, 1906.*