

70

March 27.

March 27.

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How well these statements were grounded on facts is shown by the great increase in the fleet and also the remarkable increase in the catch for the first three months of this year as compared with the corresponding three months of last year.

Despite the bad weather, good and even big trips have been the rule and the fleet have been able to keep run of the movements of the fish by reason of vessels now being able to spread about and try the different spots, and when they came to port, to meet other halibuters and exchange news.

For the three months, January, February and March, of this year, 7,000,000 pounds of fresh halibut were landed at this port against 2,500,000 pounds for the same months last year. If the halibut landed at Boston was added to this total for the present year, the comparison would present a still wider difference and show a still larger increase.

It is true that more vessels have been engaged than last year, but this is just what the skippers claim makes them able to keep run of the fish and get better trips. Let us hope that they will keep it up.

March 27

DOG FISH LEGISLATION.

Full Text of Bill Introduced in Congress Last Week.

Ev-Representative Edwin C. McIntire received yesterday a copy of the dogfish bill which was introduced in the house by Congressman Greene last week, the full text of which is of undoubted interest in this locality. An abstract of the bill was published in the TIMES last week, and the measure complete is as follows:

A Bill

To reduce the ravages of the dogfish and to create a market for such fish.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That the Bureau of Fisheries be and is hereby authorized and directed to conduct investigations and experiments having for their object the mitigation of the damage done the fishing industry on the coasts of the United States by the dogfish.

Sect. 2. That the procedure under the foregoing section shall consist, first, in determining the most effective methods of reducing the number of dogfish and capturing them in wholesale quantities; second, in demonstrating the economic value of dogfish as a source of fertilizer, oil, leather, and the most suitable methods of utilizing them for such purposes; third, in testing the usefulness of the dogfish as food when used fresh or prepared by salting, smoking and canning, and in developing the domestic and foreign markets for such preparations; and, fourth, in such other inquiries, investigations and experiments as the commissioner of fisheries may deem desirable for the purposes of keeping the dogfish in check; of providing a ready and profitable market for the dogfish now incidentally caught; of inducing fishermen to engage in the dogfishery, and of converting a now worthless and destructive animal into a valuable commodity.

Sect. 3. That the sum of \$25,000, or as much thereof as may be necessary, be and the same is hereby appropriated for enabling the bureau of fisheries to carry out the foregoing provisions.

Sect. 4. That as soon as practical after the passage of this act the commissioner of fisheries shall cause the necessary investigations and experiments to begin and to be actively prosecuted, and that he shall, on conclusion thereof, make a full report to congress.

MACKEREL ARE SIGHTED.

Capt. Jacobs Saw Schools off Cape Hatteras.

IT WAS TOO ROUGH TO FISH.

Sch. A. M. Nicholson at Fortress Monroe for Harbor.

Mackerel have been sighted and Captian Solomon Jacobs is the man who saw them.

A special to the TIMES from its regular correspondent at Fortress Monroe, Va., states that sch. A. M. Nicholson, Capt. Jacobs, arrived there Saturday afternoon for harbor. Capt. Jacobs reported seeing mackerel schooling off Hatteras, but that it was too rough to put the seineboat out and try to set.

On Saturday a heavy northeast snow storm occurred off the coast there, and beside the Nicholson, a big fleet of bluefishermen came in for harbor, anchoring in Hampton Roads.

Mackerel vessels fishing in southern waters can ship their catch from the large packing house of William Baulch at Fortress Monroe. Mr. Baulch is agent for all the Fulton Market firms and has every facility for handling the shipments with despatch, with special fast freight rates. At Mr. Baulch's, the fishermen will find the Daily TIMES on file, and all vessels will be reported from his station.

March 27

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

- Sch. Selma, Georges, 35,000 lbs. fresh fish.
- Sch. Fannie E. Prescott, via Boston, 40,000 lbs. fresh fish.
- Sch. Ellen C. Burke, via Boston.
- Sch. Margaret Dillon, shore.
- Sch. Ellen C. Burke, via Boston.
- Sch. Kernwood, shore.
- Sch. Flora J. Sears, shore.
- Sch. Annie and Jennie, shore.
- Sch. Maud F. Silva, shore.
- Sch. Ida S. Brooks, shore.
- Sch. Pythian, shore.
- Sch. Priscilla, shore.

Today's Fish Market.

These prices are based on the last known sales.

- Salt headline Georges codfish, \$4.50 per cwt. for large, \$3.50 for medium.
- Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.
- Salt hake, \$1.00.
- Salt haddock, \$1.50.
- Salt cusk, \$2.25.
- Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.
- Newfoundland frozen herring for bait, \$3.00 per cwt.
- Shore frozen herring, for bait, \$2.50 per cwt.
- Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12-1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.
- Fresh halibut, 8 cts. per lb. for white and 6 cts. for gray.

Boston.

- Sch. Manomet, 10,000 haddock, 3000 cod.
- Sch. Gertrude, 50,000 haddock, 10,000 cod.
- Sch. Viola, 4000 haddock, 1000 cod.
- Sch. Moanam, 60,000 haddock, 14,000 cod.
- Sch. Mary A. Gleason, 10,000 haddock.
- Sch. Mary A. Whalen, 65,000 haddock, 20,000 cod.
- Sch. Hope, 14,000 haddock, 1000 cod, 1000 hake.
- Sch. Mary E. Cooney, 20,000 haddock, 2000 cod.
- Sch. Estelle S. Nunan, 2000 haddock, 3000 cod.
- Sch. Mary Edith, 11,000 haddock, 500 cod, 500 cusk.
- Sloop Beniah Mand, 2000 cod.
- Sch. Galatea, 5000 haddock.
- Steamer Isabel, 3300 cod.
- Sch. Teresa and Alice, 16,000 haddock, 1500 cod.
- Sloop Creseent, 1500 cod.
- Sch. Rose Dorothea, 4000 haddock, 2000 cod.
- Sch. George E. Lane, Jr., 1500 haddock, 21,000 cod.
- Sch. Louisa R. Silva, 14,000 haddock, 1500 cod.
- Sch. Tartar, 9000 haddock, 3000 cod.
- Sch. Olivia Sears, 1000 cod.
- Sch. Rapidan, 4000 haddock, 1000 cod.
- Sch. Eta Mildred, 6000 haddock, 1300 cod.
- Sch. James S. Steele, 6000 hake.
- Sch. Rose Cabral, 12,000 haddock.
- Sloop Reliance, 1500 cod.
- Sloop On Time, 1500 cod.
- Haddock, 85 cts. to \$2.30; large cod, \$2.75 to \$3.25; market cod, \$2; hake, \$3 to \$6.

Fishing Fleet Movements.

Sch. Ellen C. Burke of Boston is at this port to fit for haddocking under command of Capt. Harding Paul.

March 28.

DULL AT T WHARF.

Several Big Trips There and Almost No Demand.

Several of the Vessels Bringing Their Fares Here.

It is dull music at T wharf, Boston, this morning as far as off shore fish are concerned. There are several extra fine trips there, but there is no market for them. A few haddock are being taken out at a dollar a hundred weight, but there was no demand at all for the codfish. A few shore boats there got out their live haddock at a better figure, but codfish were "dead ones" all around.

Sch. Frances P. Mesquita had a big fare, about half cod, but did not start a fish and sailed early for this port to sell her trip to split. A little way from the dock she met sch. Muriel and passed her the news, and the latter craft jibed over and also started for here. It is understood that the latter craft has been to the eastward and so probably has a fare of fresh cod. Sch. Lucania was getting out a few haddock at a dollar, but will have to bring the bulk of her fish here.

At 8 o'clock the big fares of schs. Onato, Ellen F. Gleason and Francis J. O'Hara, Jr., were unsold and had not been started on, and they too will probably join the procession to this port, where their fish will split. All these vessels have been out but a short time, and consequently have new fish.

The fares of these haddockers show that, as the TIMES stated yesterday, the long-looked-for school of codfish has struck on Georges.

March 28.

BIG FLEET COMING HERE.

Atlantic Maritime Co. Hires Wharf of C. H. Boynton.

HAS 13 FINE FISHING CRAFT.

Location Recently Used by S. G.
Poole & Sons.

At the office of the Atlantic Maritime Company, at Boston, this afternoon, a deal was consummated which means much to Gloucester and which will be the means of bringing much business here.

This big company, besides its coastwise interests, has a fleet of 13 fishing vessels, all of them new and up-to-date crafts, the oldest being but three years. These vessels have been engaged in haddocking and shacking generally, landing their fares at Boston in the winter and at this port in the summer.

All this time the concern has had no wharf of its own at which to fit out its big fleet. The need of this has been felt for some time, and for almost a year the company has been quietly looking about for a suitable place. Several wharves here were inspected, it having been decided to come here for a location.

This afternoon the concern entered into an agreement with Mr. Charles H. Boynton to lease one of the latter's wharves for a year, with the privilege of buying the wharf at the expiration of the lease, and the wharf will at once be fitted for the company's business of fitting out and caring for its fleet of fishing vessels.

The Atlantic Maritime Company, which is commonly known to skippers and fishermen as the Boston Shipping Company, owns, controls and operates the largest fleet of fishing vessels hailing from Boston, and the transfer of the base of operations for this large fleet from Boston to this city, will be a big benefit to the city as well as better for the concern itself.

The bringing of the outfitting of such a large fleet here will mean much to this city. It means more men here, more money spent for rent, board, clothes, household supplies, etc., more vessel repair work and more vessel business generally. It will be a good thing for Gloucester.

Every vessel of the fleet is comparatively a new craft and all built on the latest up-to-date models. They are fine crafts, in fact, one of the finest fleet of fishing schooners afloat and controlled by any one concern. The vessels are schs. Catherine G. Howard, built in 1905; gasoline auxiliary sch. Elizabeth Silsbee, built in 1905; sch. Fannie E. Prescott, built in 1904; sch. Georgianna, built in 1905; sch. Mildred Robison, built in 1903; sch. Mina Swim, built in 1904; sch. Muriel, built in 1904; sch. Selma, built in 1904; sch. Susan and Mary, built in 1905; sch. James W. Parker, built in 1905; sch. Hortense, built in 1906; sch. Elmer E. Gray, built in 1903; and sch. Raymah, built in 1905.

Capt. Henry A. Atwood of this city is the company's agent and has charge of the big fleet of fishing vessels. The wharf and outfitting store will also be under his charge.

March 28.

The wharf which the company will occupy is that on Rogers street recently occupied by the firm of S. G. Poole & Sons until the latter removed to Atlantic wharf. The wharf has good dock room at the head and on both sides and there are several buildings on the premises which will all be used. The main building, facing on Rogers street, at the foot of Porter street, is practically new, and is fitted for a large general counting room and office, with private offices leading from the same. In the rear of the office is a large room extending about three-quarters of the whole building, already fitted for a vessel outfitting store.

The company will conduct its business of handling its fine fleet similar to that of the other large vessel owning concerns here, which do not take in any fish themselves. It is possible also that the firm will fit out other vessels beside its own.

March 28.

WILL LOSE NO TIME.

Atlantic Maritime Co. To Occupy Wharf at Once.

Times Exclusive Gave Welcome News to the Public.

The announcement that the Atlantic Maritime Company of Boston had hired the wharf recently occupied by S. G. Poole & Sons and was to remove its extensive fishing vessel business to this city, as exclusively reported in the TIMES of yesterday, came as a great surprise, but nevertheless a very welcome one, as all who read the article immediately realized that it was a good thing for Gloucester and meant a valuable addition to the fishing interest of the port.

At the board of trade and other places where men congregate, the article was the sole topic of conversation. It was the very general opinion that the decision of the Atlantic Maritime Company to hire a wharf here and fit out its fine fleet of fishing vessels from this port was one of the best things that has happened to Gloucester for a good many years.

This company, up to this spring, has always had its splendid fleet engaged in one line of fishing, namely fresh fishing, running for the Boston market in the winter and bringing big shack fares here in the summer, when the Boston market was dull. Now the company has broadened the scope of its operations and will have vessels in many of the leading branches of fishing, including salt banking, seining, haddocking and shacking, and later on, perhaps, other lines.

This move made more than ever necessary a wharf at which this big fleet could fit out. The hiring of a wharf in Boston was prohibited by the great expense, so the company decided to locate here. The bringing of this big fleet here for a base of operations does not mean that the haddockers of its fleet will necessarily market their fares here. On the contrary, they will go to Boston as formerly.

The firm will take up its occupancy of the wharf at once and the work of fitting out its vessels will hereafter be done there.

March 28.

THE COMING OF A LARGE BUSINESS CONCERN.

One of the best items of news published in the TIMES for a long time, in fact the best bit of information from an industrial standpoint that has appeared in its columns for many a day, was the fact that the Boston Maritime Company yesterday afternoon decided to remove its headquarters to Gloucester, and had leased the wharf property recently occupied by Samuel G. Poole & Sons on Rogers street. For many months the report had been current that this large concern were endeavoring to come here, and although the TIMES knew for a positive fact that the company was carefully looking over the field, it was difficult to ascertain anything of a positive nature. A few days ago a clue was found, and by careful tracing, the matter was followed to a fountain head, and the knowledge of the big business deal yesterday was reported almost immediately upon its culmination.

The coming of this company to our confines means much to the city. Its magnificent fleet of 13 strictly modern and up-to-date vessels which will make their headquarters here and fit at this port it cannot help but proving beneficial in manifold ways. A step of this kind is just what Gloucester has needed and longed for. To make the change from Boston to this city is nothing short of a compliment to the facilities and advantages of this great port, and the news in itself is most encouraging, strengthening the belief of the optimistically inclined that a greater, growing, hustling Gloucester is not a dream of the too distant future. According to the reported congested conditions in Boston, it would not be surprising if other Boston fishing concerns followed the course pursued by the Boston Maritime Company. It is unnecessary to say that Gloucester will extend a warm welcome to the newcomer, and it is hoped that their business will continue to grow and prosper.

March 28.

WITH BROKEN RUDDER.

Sch. Hattie M. Trask Came Blight from Georges.

Sch. Hattie L. Trask, Capt. James McDonald, arrived from Georges this noon. As previously reported in the TIMES, the vessel's figure head and part of the rudder had been carried away in the recent gales and her dory was smashed to pieces. She borrowed a dory of sch. Kentucky and finding that she could be worked with the stump of the rudder, Capt. McDonald stayed on the good spot of fish and brought in a fine trip. The disabled rudder brought her home all right.

March 28.

RECORD CATCH OF SEALS.

St. Johns, March 28.—Steamer Bloodhound has arrived in port with 18,000 seals on board and brought news of the most favorable opening of the seal fishing season among the ice floes off Labrador of the last 10 years. Every indication, it is declared by the officers of the Bloodhound, points to a record catch.

March 28.

IMPORTANT DECISION.

Affecting Men Fishing in Newfoundland Vessels.

The Harbor Grace, N. F., Standard of March 16 has the text of a fishery decision of great importance as follows:

The Supreme Court full Bench in December last on an appeal from the Placentia, N. F., Magistrate's decision declared that "a shareman who leaves his master's service before the termination of the fishing season, cannot recover wages up to the date of his so leaving."

In thus deciding, the court reversed the decision of the magistrate.

In delivering judgment, Justice Emerson said:

"The respondent (Brothers) was a shareman with the appellant (Dunphy) at the cod fishery. He was hired on verbal agreement as a fisherman on board his vessel, according to the custom of the fishery, and to receive as wages a share of the fish caught. On September 8 before the end of the fishery, he deserted without valid reason. Magistrate O'Reilly decided he was entitled to receive his share of fish (valued at \$85.58) up to the date of his desertion, "unless and until his master could prove that he had been damaged and had suffered loss by reason of the plaintiff leaving his service."

As before stated the court unanimously reversed the magistrate's decision.

March 28.

FIRST TO START.

Sch. M. H. Perkins Fitting For Rips Fishing.

Capt. Fred Goodwin has commenced today to fit out sch. M. H. Perkins for Rips fishing, which is the earliest start to be made by any of those who intend to prosecute this fishing. Capt. Goodwin has just returned from Wood's Harbor, N. S., where he has been sojourning the past two months.

March 28.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Mary F. Curtis, Georges, 75,000 lbs. fresh fish.

Sch. Thomas S. Gorton, via Boston.

Sch. Moocnam, via Boston, 15,000 lbs. fresh fish.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$4.50 per cwt. for large, \$3.50 for medium.

Salt trawl Georges codfish, \$4.50 for large, \$3.50 for medium.

Salt hake, \$1.00.

Salt haddock, \$1.50.

Salt cusk, \$2.25.

Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.

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

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

Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.

Fresh halibut, 8 cts. per lb. for white and 5 cts. for gray.

March 28.

Boston.

Sch. Lucania, 65,000 haddock, 55,000 cod.
Sch. Onato, 90,000 haddock, 60,000 cod.
Sch. Ellen F. Gleason, 50,000 haddock, 10,000 cod.

Sch. Esther Gray, 3000 haddock, 2000 cod.
Sch. Francis P. Mosquito, 55,000 haddock, 60,000 cod, and sailed for Gloucester.

Sch. Muriel, sailed for Gloucester.
Sch. Olive F. Hutchins, 10,000 haddock, 1000 cod.

Sch. Emilie Enos, 35,000 haddock, 4000 cod.

Sch. Julia Costa, 5000 haddock, 2000 cod.

Sch. Francis J. O'Hara, Jr., 55,000 haddock, 32,000 cod.

Haddock, \$1 to \$2.30; no sales of cod. Market very dull and almost everything will come to Gloucester.

March 29.

ANOTHER FISHING INDUSTRY.

James G. Tarr & Bro. Corporation Commences Business at Rocky Neck.

Things are surely coming Gloucester's way from an industrial standpoint, for following closely on the good news of the removal of the Boston Maritime Company to this port comes the welcome information that the James G. Tarr & Bro. Corporation have commenced active operations at its finely appointed plant on Rocky Neck.

The company has recently been incorporated under the laws of Massachusetts with a capital of \$150,000, and will engage in the fishing business in all its branches which is demanded by the trade both in this country and abroad.

The plant of the concern is one of the largest and best adapted for the business in the city, being equipped with many spacious buildings and includes the fine wharf property necessary to conduct the enterprise.

The officers of the corporation are as follows: President, James G. Tarr; vice president and manager, Benjamin N. Tarr; treasurer, Frank R. Walker.

March 29.

Big Fleet of Steamers in Pacific Halibut Fishery.

There will be some eight steamers running out of Vancouver, B. C., and from the halibut fishing grounds this season. It is said that without a doubt this year will be the greatest on record in the history of the trade on the Pacific coast. There will be several new steamers added to the fleet, which will ship their fares from Vancouver.

March 29.

SAILED LAST WEEK.

Gloucester Fishermen Now After Cod on the Pacific.

The three masted fishing sch. Joseph Ross of Anacortes, Washington, having on board a number of Gloucester fishermen, sailed for the codfishing grounds of the northern Pacific on Thursday of last week. The other vessel in which the rest of the party of Gloucester fishermen will go was delayed, waiting for salt, but is supposed to have sailed by this time.

March 29.

Cargo Going Into Freezer.

The cargo of frozen herring of the British sch. LaTooka is being put in the freezer of the Gloucester Cold Storage Co.

March 29.

TALK OVER FISHERIES.

Earl Gray To Visit Washington the Present Week.

CONG. GARDNER WILL SEE HIM.

Will Discuss Differences Between United States and England.

A. Maurice Low, the Washington correspondent of the Boston Globe, has the following important dispatch in the columns of that paper this morning, referring to the visit to Washington of Earl Gray, Governor General of Canada, and the efforts which will be made to secure a settlement of all the differences now outstanding between the United States and Great Britain. Most of the differences concern Canada and the United States, but the most important is with Newfoundland. In some of the Canadian and also the important one with Newfoundland, Gloucester and the fishing interest of New England are greatly concerned.

The despatch is very plain spoken and reads as follows:

Earl Grey, the governor general of Canada will be in Washington the end of this week, and will spend an evening with the president.

He is coming to Washington to discuss with Sir Mortimer Durand, the British ambassador, Secretary Root and the president informally the effort which Secretary Root is now making to secure a settlement of all the outstanding differences between the United States and Great Britain.

These contention questions are many, and principally range from the payment of claims to the intricate construction of treaty rights.

Most of the questions concern Canada, but one of the most important is with Newfoundland. To mention Newfoundland is, of course, to bring up the old fisheries question, which is another way of saying that Gloucester has a vital interest in any agreement that may be reached.

For the sake of peace and the promotion of friendly relations between Great Britain and the United States, it is to be hoped that satisfactory arrangement can be reached, otherwise there is imminent danger of serious friction between Newfoundland and the United States next summer.

The Gloucester fishermen, according to the most reliable authority, have determined that next year they will attempt to seine herring in the Bay of Islands. They claim the right to do this under the terms of the treaty, which gives them the privilege to fish there and enjoy the rights in common in the fisheries with British subjects. But the Newfoundlanders object to the use of seines, as tending practically to exterminate the herring, and there is a well expressed belief by many authorities that if seines are used in two or three years there will be no more herring to be seined.

If the Gloucester fishermen attempt to use seines there is a strong belief in the minds of a great many men familiar with local conditions and the temper of the Newfoundlanders that serious trouble will result. The nets will be destroyed, or at least an effort will be made to destroy them.