

March 23.

Boston Arrivals.

Sch. Bryda F., 25,000 pollock.
 Sch. Nokomis, 12,000 haddock, 1000 cod.
 Sch. Aspinet, 12,000 haddock, 3000 cod, 2500 hake.
 Sch. Dictator, 3000 cod, 3000 cusk, 34,000 halibut.
 Sch. Flavilla, 3000 haddock, 1500 cod, 4000 cusk.
 Sch. Olive F. Hutchins, 20,000 pollock.
 Sch. Mildred V. Nunan, 18,000 haddock, 3000 cod.
 Sch. Margaret Dillon, 5000 haddock, 3000 cod, 2000 hake.
 Sch. Yankee, 6500 haddock, 500 cod.
 Sch. Victor and Ethan, 2000 haddock, 2000 cod.
 Sch. Thomas J. Carroll, 3000 haddock, 1500 cod, 3000 hake.
 Sch. Helen B. Thomas, 3000 haddock, 4000 cod.
 Sch. Clara G. Silva, 8000 haddock, 3000 cod, 1000 hake.
 Sch. Waldo L. Stream, 4000 cod, 3000 cusk, 28,000 halibut.
 Sch. Terra Nova, 50,000 haddock, 35,000 cod.
 Sch. Ida S. Brooks, 4000 haddock, 1000 cod, 1000 hake.
 Haddock, \$2.25 to \$3.75 per cwt.; large cod, \$3 to \$5; shore market cod, \$3.50; hake, \$1 to \$3.50; cusk, \$1; pollock, \$2.40 to \$3.

Portland Arrivals.

The following fishing vessels with fresh fares, were at Portland Sunday:

Sch. Bernie and Bessie, 5000 pounds.
 Sch. Fanny Hayden, 5000 pounds.
 Sch. Mary E. Sinnett, 5000 pounds.
 Sch. Elthier, 7000 pounds pollock.
 The vessels report pollock schooling in abundance on the fishing grounds.

Harbor Notes.

The United States revenue cutter Woodbury is in port.
 Sch. Alice R. Lawson is on the Rocky Neck railways.
 Schs. Effie M. Prior, and Electra are on Burnham's railways.
 Sch. Hattie M. Graham is having a new mainmast stepped at the Rocky Neck railway shears.

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THE SOUTHERN MACKEREL FLEET.

Vessels Meeting Bad Weather and No Mackerel Yet Seen.

A special to the Times yesterday afternoon from its correspondent at Fortress Monroe, Virginia, states that no mackerel have yet been seen, that the seining fleet have been up against hard weather and some have made that port for harbor.

At the time the dispatch was sent there was a heavy northeaster blowing, and schs. Grayling, Arcadia and George Parker had made in for harbor. They reported all well on board. They had seen no fish, and had bad weather.

Capt. Charles H. Harty of this city, who will represent George T. Moon & Co. at Fortress Monroe, looking after that concern's mackerel interests while the fleet are landing there, arrived yesterday.

Samuel H. Smith of New York, who attended the Master Mariners' banquet and is the eastern representative of Eldred & Haley of Fulton Market, is also at Fortress Monroe, to take care of the firm's mackerel interests, should any of the fleet land fares there.

Several of the seining fleet will get away today, among them sch. Ralph L. Hall, Capt. Frank H. Hall, and sch. Aloha, Capt. John McInnis.

The following vessels have sailed south since the season opened: Schs. Electric Flash, Monarch, Arthur James, Patrician, George Parker, Arcadia, Indiana, Dauntless, Esperanto, Mary E. Harty, Grayling, Avalon, Constellation, Oriole.

Many of the fleet are now fitting, and the next few days should see quite a number get away.

Sch. Francis J. O'Hara, Jr., is on Parkhurst's railways slicking up preparatory to fitting for south mackerel seining.

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Make Many Recommendations.

tions.

Fish and Game Commissioners Ask for Important Legislation.

The commissioners on fisheries and game in a communication to Governor Draper recently set forth the necessity for the passage of certain laws relating to the protection of certain birds, fish and lobsters.

Yesterday the communication was transmitted by His Excellency to the House of Representatives and was later referred to the committee on fisheries and game for its consideration together with public hearings.

The recommendations of the commission are as follows:—

1. That investigation be made of the infectious diseases of native birds and of foreign birds introduced into the state, with a report including expert opinions upon the probability of such diseases spreading among our native birds, and so far as possible, suggest remedies and methods for preventing such infection, and that for these purposes money be appropriated from money received by the Commonwealth for hunting licenses.

2. That a biological investigation and report be made upon the adaptability of the public waters of the state for rearing food fishes, to devise methods, and to determine as nearly as possible the quantity of fish which various waters are capable of producing annually, to ascertain the best methods of stocking such waters, and that an appropriation not exceeding \$2000 a year for three years be appropriated for this purpose.

3. The paid deputies of this commission should be given power to arrest hunters when in the act of damaging property, or of trespassing, or upon complaint of a land owner.

4. That the laws relative to shooting from boats propelled by mechanical means other than oars, should be so defined as to make plain their meaning relative to power boats when not under power.

5. For the protection of birds in their northern migration, and to secure an increase in the birds of various species which formerly nested in large numbers in this state, no shooting should be permitted after January first.

6. The killdeer and the piping plovers should be protected at all times on account of the imminence of extinction.

7. Suitable provision should be made to grant non-residents the right to hunt foxes in this state without the necessity of a 10-dollar license.

8. That the commission should have authority to purchase lease, or receive as gift, land to be used as bird reservations, i. e. specially protected breeding places for birds. Property thus acquired should become the property of the Commonwealth, to be administered by the commissioners on fish and game for the purpose of securing the utmost possible population of useful birds. Whenever necessary to confirm titles, power of eminent domain should be given similar to that in chapter 504, Acts of 1907, and that of the money received by the Commonwealth for hunters' licenses a sum not exceeding \$5000 annually may be expended for the purpose of acquiring land.

9. That to secure more satisfactory enforcement of the laws the legal measurement of lobsters should be made upon the shell (carapace) exclusive of the tail, and that this legal measure of length should be 4 3/4 inches, in conformity with the law of Maine.

10. That all lobster fishermen, dealers, smack captains and all persons catching or transporting lobsters within this Commonwealth should be licensed, and that persons convicted of violation of the state law should be prohibited from fishing for one year from date of conviction.

11. We renew our recommendations of last year for more adequate and economical facilities for propagating and distributing food fish and useful birds, and.

12. Also such amendment of the laws to insure the development of the mollusk fisheries below high water mark in such a manner as to permit increase in the economic yield of food material; to furnish wider opportunities for remunerative employment of skilled and unskilled labor; to increase the taxable property of the shore towns and cities; and to bring revenue to the Commonwealth.

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13. The following resolutions were passed at a conference of the state commissioners on fisheries of New England held in Boston December 8, 1908, and we urgently recommend these to your attention.

Resolved: (1) that it is the opinion of this conference that the land below high water should be made more available for cultivation of mollusks.

(2) that such areas should be leased for the purpose of securing individual opportunities for cultivation.

(3) Such leases should be controlled by the state in order to secure the maximum amount of protection to the lease holders, permanency of policy, freedom from petty politics, and greater responsibility in administration.

Resolution of the committee: Whereas, in all New England states there exists conditions whereby the public waters are becoming annually more polluted by the introduction of sewage, manufactory wastes, etc., resulting in a distinct menace to the public health and seriously impairing the productive capacity of the water and of the land under the water and

Whereas, with increasing population, these waters and sub-marine areas are becoming more necessary for the production of human food, both of fish and shellfish, both for local consumption and for sale in distant markets, and

Whereas, a private individual or corporation is not permitted by law to run sewage, manufactory waste, etc. upon the land of his neighbor, similarly, it should not be permitted to run these materials into public waters, or upon public lands; therefore, be it

Resolved, That it is the carefully considered opinion of this conference of delegates meeting in Boston in this, the first annual conference called by the governors of the New England states, that unnecessary pollution of the public streams and coastal waters, should be immediately and decisively checked by suitable action of the respective legislatures.

14. That the laws be amended so as to permit the purchase, sale and possession at any time of rabbits or hares which have been taken or killed contrary to the laws of this Commonwealth or of any other state or country.

15. Inasmuch as those mechanical devices known as "Silencers," which have been adapted for firearms, can be used to make the enforcement of the game laws still more difficult than at present, we suggest that the question of the prohibition of the use, sale or possession of such devices may be properly considered, and the necessary action taken.

16. Amendment of chapter 401, Acts 1885, for the purpose of securing free passage of migratory fish, both up and down Taunton, Great River and New Market.

17. Artificially reared trout should be sold at any season of the year, provided the proper safeguards exist for distinguishing wild from artificially reared trout.

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RE STOCKING MAINE WATERS.

National Government Insuring Against Cod and Lobster Extinction.

To insure against the extinction of the cod and the lobster in the waters of Maine the national government is making unusual efforts this year in restocking the water with eggs.

Millions of the tiny eggs are being collected daily by the fish commission steamer Gannett and deposited in the hatchery at Boothbay Harbor. When the fish are sufficiently developed they are liberated off the coast at different places and allowed to grow. During the past week more than 1,000,000 cod eggs were secured. It is predicted that the waters off that coast will soon be as well supplied with cod as they were many years ago, when cod-fishing was the most remunerative industry of the state.

Since the government began to take an active part in the propagation of the cod, the fishermen have been making better fares, and the fish are now more plentiful than they have been for a great many years. Much credit for the present satisfactory condition is due the fishermen, who are co-operating with the government in its work, realizing that it is of great benefit to them.

Plenty of seed lobsters are being secured and these are treated in the same way as the cod eggs. They are kept in the hatchery until of certain size, and are then liberated. The government has spent thousands of dollars to propagate the crustacean in Maine waters. It is believed there will be good lobster fishing for years to come.

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Another Anti-Torching Bill.

Plymouth and Duxbury Residents Petition for That Locality.

Proposed Bill Will Authorize Selectmen to Grant Permits.

And still they come. Another anti-torching bill has been introduced in the legislature. This time it comes from the South Shore and is made to apply to the waters of the towns of Plymouth, Kingston and Duxbury. The bill was introduced in the House yesterday by Representative Moore of Duxbury.

Under the rules it was referred to the committee on rules on the question of its admission.

The bill is practically the same as the Lynn bill which has become law and the Salem-Beverly bill which has been held up in the House by Representative Barrett of Gloucester. It prohibits the torching for herring in the waters adjacent to the towns mentioned, and provides the same penalty as under the Lynn act.

The bill provides as in the case of the Salem-Beverly bill that under certain conditions the selectmen of the three towns shall have the right to grant permits to fishermen to torch for herring at certain times and under conditions which shall be stipulated by the selectmen.

The committee on rules will give a hearing shortly to the petitioners, who include several hundred residents of Plymouth, Kingston and Duxbury next week.

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OUR DEBT TO THE COD.

Its House Emblem a Symbol of the State's Pre-eminence.

As if to add a practical testimonial to the formal vote of thanks tendered by the Massachusetts legislature to John Rowe, who first suggested the fish as a symbol of the state's pre-eminence in fisheries, the wharf, Boston, where that old-time fisherman landed so many big catches, in his day, made one of the most bountiful ferings of fish in its history last Wednesday. Sixty-one schooners arriving at the wharf Wednesday morning, brought a total of 1,100,000 pounds of fish, and the scenes that marked the unloading of that big catch, were reminiscent of years long one. One of the schooners established a record by taking 70,000 pounds of codfish in two days.

It is reassuring to learn that the fisheries industry is so far from being extinct in Massachusetts waters, although it seems in this instance that the catch of cod was considerably exceeded by that of haddock. The crews of the successful cruise of this fleet is welcomed because our fishermen have been so much on a decline in recent years. Ever since Lawyer Irwin of Northampton made his eloquent plea for the retention of the haddock cod in the State House, and paid tribute to the robust men who braved the perils of a stormy sea, a great change has been effected in respect to this Massachusetts industry. So great has been the industrial prosperity of the state in other lines that our fisheries seem insignificant by comparison. Easterners go to the Great Lakes and the maritime provinces of Canada for much of their fish supply, and also bring large quantities of fish from the Pacific coast. For the remnant yet left of what was once such a flourishing business, let Massachusetts be grateful. If any man can tell us how to revive its faded glories, and make the cod flourish in our waters as in days of old, he will be well worthy of a place alongside John Rowe, who lives in memory as the personification of an industry that has made such a substantial contribution to the state's prosperity and prestige.—Springfield Union.

OLD TIME MACKEREL FISHERY.

Commenced in Gloucester About 1808—200 Vessels at One Time Engaged in It—Fish Were Landed Fresh Previous to 1818—Enormous Catches Made in Years Gone By.

The season having arrived for the fitting out of the mackerel fleet from this port, a brief history of the business will prove of interest to the Times readers, and recall many pleasurable recollections, pertaining to the business, as given by the old time fishermen of upwards of a century ago, which have been carefully collected and preserved at this office.

Of the early history of the mackerel fishery in New England, very little is known. Governor Winthrop standing "to and again" within sight of Cape Ann, all of one day in June, 1630, "took many mackerels;" and three years later a man was lost from a passenger ship, by drowning, as he was casting forth a line in order to catch some. As early as 1653 a coastwise trade in this fish was commenced, and in later years it seemed certain that some were shipped to foreign ports; for we find that, in 1692, the remonstrants against an order passed by the general court that no person should haul ashore any mackerel with any sort of nets or seines whatsoever, and that a person

rigger of long poles on each side, commencing forward at about 17 feet, and tapering off to five feet aft. At the ends, lines were fastened, about 20 fathoms long, with a sinker of four pounds and hook below. To each of these lines were attached a bridle, reaching to the side of the vessel, where the fishermen stood to feel the bites.

In 1812 a large school of Spanish mackerel visited this bay and so plenty and numerous were they, that they would readily bite at the bare hook, and seize upon small bits of line hanging from the vessel. Standing room boats were then mostly in use of from 15 to 20 tons, which held from 15 to 20 barrels, and the crews would catch them full in a few hours. Timothy Rogers, at Rowe's Bank, at the head of the harbor, bought most of these mackerel fresh, after being dressed, at two cents per pound, salting them in his buildings and the business, which lasted about two months was a lively one. These mackerel did not continue on the coast but a few years, and have now almost entirely disappeared. There were a few caught with the other mackerel, as late as 1825, since which time it is very rare to see one during the entire mackerel season.

The mode of

Catching Mackerel by Drifting and Trolling With Bait,

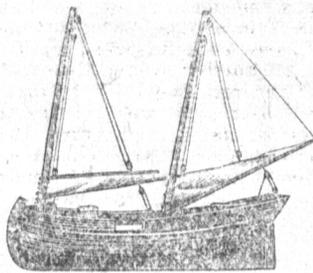
did not come into general use until after 1812. The gear for catching, previous to that, was a white hempen bob line, as it was called, and the style of fishing was termed "bobbing" mackerel. These lines were some seven fathoms in length, with a leaden sinker two inches long, and shaped like a thin pea-pod. At one end was a ganging about a foot long, for the hook. Every few moments, off would go the hook, and extra ones were always in readiness to replace those lost.

This mode continued until the year 1816, when Abraham Lurvey of Pigeon Cove, discovered a method of running lead around the hooks, and which were known by the name of "jigs." He kept his secret for many months, but afterward fishing with jigs for mackerel became general. The hooks then in use were nearly as large as the haddock hooks of today. The small lines and fly lines did not come in use until about 1823.

About this time the gaff was used for catching mackerel, but was abandoned after being used ten years.

In the year 1822, Capt. William Marshall caught a few mackerel on Georges, which were the first, so far as can be ascertained, ever caught there by a Cape Ann skipper. Mackerel have been caught there every year since, more or less, and rank in quality among the best.

The first trip to the Bay of St. Lawrence for mackerel from this port, was made in 1830 by Capt. Charles P. Wood, in sch. Mariner. She was absent about four weeks and came in with a full fare of large fat mackerel. This created quite an excitement among the fishermen, and the next season the bay fishing commenced in good earnest. The vessels at first made but one trip, and finished up their season's work on this shore. Two hundred and fifty barrels were considered a good trip for a vessel of 40

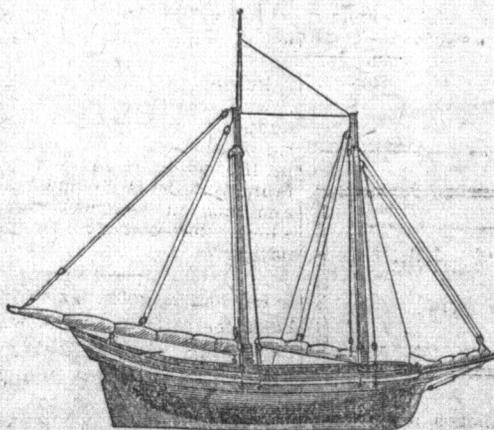


MODEL OF CHEBACCO BOAT, 1776.

should catch any, except for use while fresh, before the first of July annually, in refutation of the assertion that mackerel will not "save well" in May or June, state that they have shipped mackerel caught in those months beyond sea, and add that they kept as well as those caught in other months. There can scarcely be a doubt, therefore, that the fish was to some extent an article of trade among the early colonists.

Before the Revolutionary war, several vessels were employed in this fishery from the harbors on the south side of Massachusetts Bay; but the Gloucester fishermen do not seem to have given much attention to it till 1812 for in the 13 years immediately preceding that date, we find according to inspection returns, the whole number packed here was only 1171 barrels. From this time, however, the business rapidly increased, the fish becoming so abundant in our waters that in 1825 a single jigger, carrying eight men, took over 1300 barrels and in 1831 the whole catch of the town rose to 69,759 barrels; but after this date the mackerel began to be scarce on our own coast and the catch declined so rapidly that in 1840 it amounted to only 8870 barrels.

About this time the enterprise of the fishermen led them to pursue the mackerel into the then distant retreat in the Gulf of St. Lawrence, and for several years, nearly all the vessels of the town engaged in this fishery resorted to that region and it became the chief source from which the demand for the fish could be supplied



MODEL OF "PINKEY," 1810.

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It is a most precarious fishery and it is agreed that much depends upon luck; for there is often a wide difference in the result of a season's work of men equally diligent and equally skilled in the business.

As near as we can ascertain, mackerel catching here in Gloucester was first prosecuted by the small boats about the year 1800. The mackerel was mostly caught on the inner bank and carried fresh to Boston market through the summer. Only the largest were saved, and these were sold for five or six cents apiece, and sometimes as high as ten cents. Each boat was ballasted with pebbles; on these were placed hoghead tubs, each having a hole with a plug in it.

These Tubs Were Filled With Salt Water,

and as soon as the mackerel were dressed, they were put in the tubs and the water changed every hour by drawing the plugs and allowing it to run off, until sufficient were caught to start for market before daylight, the changing of the water continuing until the boat arrived above the Castle, where it is said the water loses its coolness.

The great object after catching the mackerel was to get them to market before daylight, in order to have the cool of the morning to sell them in. They had not arrived at the point of using ice to preserve the mackerel as is now the case. If a boat with three men and two boys stocked \$50 a week, it was considered satisfactory.

Trailing was also one of the methods used to catch mackerel in the olden times. The vessels had out-boards or 50 tons. As soon as the business was found to be profitable, vessels of a large class were added to the fleet and it gradually increased from year to year, until the fish got scarce in the years following 1885.

The seasons from 1825 to 1838 inclusive, comprising fourteen years were very profitable, averaging 220,486 barrels inspected in Massachusetts.

The Largest Stock of These Years Was in 1831

When 383,650 tons were inspected and 308,485 barrels in 1830.

Mackerel continued in Boston Bay, near the land in the year 1825, until the fourth day of December, when the crew of sch. Frances Elizabeth caught 12 wash-barrels on that day. These fish were so plenty that the fishermen devoted the day to catching, and the greater portion of the night to landing and dressing, and were completely worn out with their arduous labors. One morning during the first week in December, while the fleet were some ten miles off Eastern Point the mackerel failed to come to the surface after the usual throwing of bait. This was a pretty sure sign that they had gone and the fishermen whose sore hands and tired bodies bore evidence of the work they had accomplished in mackerel catching, were heartily glad that at last the fish had taken themselves off, and many of them hoisted their flags as a token of their rejoicing over the event of the mackerel's departure.

The price of mackerel this year, (1825) was \$5.50 for 1's; \$3.50 for 2's; \$2.50 for 3's, and out of this \$1.25 was paid for packing.

In the commencement of the mackerel fishery, the crews, with some few exceptions, continued through the entire season. But one settlement was made, the men who were classed as sharesmen and sharing equal the mackerel being put together in common stock.

Bait mills were not used until the year 1820, or thereabouts. Previous to this, the bait was ground up by the fishermen under the heels of their heavy boats; subsequently it was pounded with mallets, then came the chopping on a block with hatchets, which was considered quite an improvement, and was done during the watch. The bait mill, however, proved the desired thing and came into general use soon after its introduction.

In the summer of 1818, Capt. Simeon Burnham made a trip in the sch. President, to Cashes for the purpose of catching mackerel to salt. This, so far as we can learn, was the

First Trip for the Purpose of Catching Mackerel to Salt,

ever made from this port; consequently to Capt. Burnham belongs the honor of being the pioneer in this branch of the fisheries. It was considered quite an important event at the time, so much so that Capt. Benjamin Tarr was hired to go as navigator. Seventy barrels were caught on this trip and they were packed in Boston.

Two years after this branch began to increase and in 1821 several other jiggers were added to this fleet. They carried six hands and were absent about a week. The jiggers were stowed with butts and wash-barrels and no mackerel were headed up on board until about 1820. In 1821 Samuel Won-

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son, Elisha M. Oakes, Robert Marston, Simeon Burnham, Samuel Brown, Nathaniel Blatchford, John Wonson, James Merchant, Epes Merchant and George Wonson, were the skippers of the jiggers which comprised the chief part of the mackerel fleet. These jiggers ranged in tonnage from twenty-seven to forty-five tons. Prior to 1818 there were but few mackerel packed in Gloucester, that part of the business being mostly done in Boston. Moses Gilbert was the only inspector in town until 1828, and his accommodations were limited. At this date several other inspectors were appointed and the mackerel began to assume quite a business importance.

From 1845 to 1881 the catch was large and from the fleet of a dozen jiggers in 1821 the fleet had increased to some two hundred clipper schooners, perfect in all of their appointments. The hook and line had given place, to a great extent, to seines and the rapidity which a seiners crew will surround a school and make a haul forms a scene of the most intense excitement. But it is argued by many that seining has scared the fish, which of late years have failed to show up at their old-time haunts and they have become so scarce as to render the business a most precarious one. To search for the mackerel and ascertain their peculiar habits, sch. Grampus, of the United States Fishing Commission, is now fitting out at this port and will proceed south on her voyage of research. She may be engaged in this work for eight months and will cover all the ground between Cape Hatteras and Newfoundland. It is hoped that success may crown these efforts, and the mackerel fishery once more become a leading one in the fisheries. Fifty-five vessels thus far comprise the mackerel fleet from this port the coming season, and they will soon be in readiness.

Let us hope that we are to have a return of the good old mackerel days which circulated so much clean cash in this vicinity, and did so much in building up the town. From the year 1845 to 1881, thirty-seven years, the number of barrels of mackerel inspected here in Gloucester was 2,998,355 barrels, averaging 81,050 barrels per year. The smallest catch was in 1853, 36,196 barrels; the largest in 1864, 154,938 barrels. Owing to the practice of selling mackerel "out of pickle," to be packed and branded elsewhere, the Gloucester "inspection" for the past few years, previous to 1880, shows only a portion of the catch of our fleet. For instance the catch of the Gloucester fleet in 1881 was 163,851 barrels, the amount returned by the inspectors, was 113,203 barrels; in 1880 the amount inspected only 113,203 barrels, when the actual catch was 129,680 barrels. G. H. P.

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FISH IN FLORIDA WATERS.

Many Strange Species Among Over 600 Varieties.

It is said that there are over 600 kinds of fish in the waters of the Florida East Coast and the keys, among them many strange varieties not known to science. Last week one of these peculiar fish, evidently a deep water species, was caught on the reef at Palm Beach by Robert M. Chesebrough of New York, and is now being mounted by Frank Belden.

A gentleman connected with the Smithsonian Institute at Washington, who examined the fish, was unable to identify it. It was about three feet long, twenty inches thick except at the head which was probably about five inches thick. A small mouth with an upper and lower bill similar to that of a parrot and the absence of gills were the prominent features. Where the gills would ordinarily be there appeared a small orifice similar to an ear without the outer appendage.

Near the extremity of the fish its entire length was a long fin above and one below. On either side of the body just back of the ear there was a small fin and the tail was more of a rudder, triangular in shape hinged entirely across the body, to which it was apparently joined by a tough leathery muscle. The body of the fish from this muscle to its head was covered with a tough sharklike skin rough and coarse that when wet reflected different colors bright as a peacock's plumage. This fish with its large and prominent eyes is most peculiar looking and is undoubtedly a great curiosity.

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AGAINST BEAM TRAWLERS.

Petition Circulated by Canso Branch of Fishermen's Union.

The great bulk of the Nova Scotia fishermen are dead set against the otter trawler, all of which are in just one class, and that class is termed a most dangerous menace to the North Atlantic fisheries. These fishermen are in earnest in their protest against these sea fish destroyers and should be assisted in their efforts to stop their operation by the entire fishing interest of North America.

The following petition, drawn up and signed by the members of the Canso, N. S. branch of the Fishermen's Union, is being circulated in Cape Breton and other points east. It embodies the general sentiment and is receiving thousands of signatures. No doubt it will be passed by the entire Fishermen's Union of Canada, and if so, it will meet with hearty support.

"We the undersigned are engaged or depending upon the fishing industry of Nova Scotia respectfully submit for your consideration the following facts:

1st. That the fisheries of Nova Scotia which in 1908 attained a value of \$8,000,000 not only give employment and means of livelihood to thousands of men and their families but are the only resources of almost the entire coast line of the provinces.

2d. That we are informed attempts are being made to turn this the only free industry into a monopoly by the formation of companies with enormous capital for the purpose of carrying on the general fishing business, notably with the aid of beam or otter trawlers.

3d. That the system of beam trawling wherever carried on has resulted in the practical extinction of the coast fishermen by reasons of the depletion of the fishing grounds by the destruction of spawn, and innumerable small fish of all kinds, and the truth of this contention is amply proved by the fact that an order in council already prohibits this method of fishing in the coast-waters of Canada.

4th. That the handing over of this important industry to monopolists must inevitably result in the utter ruin, not not only of the fishermen and the small buyers, but also of the general dealers along the coast who are dependent upon the fisheries for the whole of their trade, and would therefore seriously injure the commerce of the province.

5th. That while admitting our fisheries are capable of considerable development we claim that this end can be attained not by forming a gigantic monopoly but rather by affording our fishermen greater facilities for the disposal of the fruits of their labor, thus ensuring not the benefit of the few, but the prosperity of the many.

6th. That the record of our fishermen as citizens of the Dominion is one that entitles them to every consideration at the hands of the government and the parliament of the country, and further that their future and that of those dependent upon them cannot be considered secure while there is any possibility of the general introduction of beam-trawling. For the above reasons we respectfully urge the prompt and careful consideration of the necessity of totally prohibiting the system of fishing known as beam-trawling. That in order to make this prohibition effective, negotiations should be entered into with the government of the United States and an agreement arrived at, whereby no vessel whatever its nationality engaged in this system shall be allowed the use of any Canadian or American

port, and we believe such measure to be in the best interests of the fisheries of both countries.

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ARRIVALS FEW, PRICES GOOD.

New Fresh Fish in Good Demand at Boston.

Since last report but 10 vessels have arrived at T wharf, Boston, and the dealers there are up against a lively trade with a very short supply of fish. Accordingly the prices are way up and those in will profit accordingly.

There are two off shore trips in the lot, each having a fine fare, sch. Thomas S. Gorton, Capt. William H. Thomas, hailing for 65,000 pounds, about all

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haddock and sch. Alice M. Guthrie, Capt. Martin Guthrie, having 60,000 pounds, half haddock and half cod. These two skippers somehow have the faculty of dodging in on the big markets and this time they have struck it rich again. At the going price each craft stands to stock over \$1600.

Sch. Matchless, from down back of Cape Cod has 20,000 pounds of new fish, but the rest of the boats go from 2000 to 8000 pounds, the captains reporting that never in all their fishing experience have they found fish so scarce along the shore.

Off shore haddock are bringing \$3 and shores \$4.50, while large cod are going at \$4 and market cod at \$2.50.

Arrivals at this port are also light today, one Georgesman and a fresh halibuter being the whole story from off shore.

The handling sch. Ella G. King came in yesterday afternoon with 17,000 pounds of salt cod and 2500 pounds of halibut. All the Georgesmen have found fish scarce on this trip.

Sch. Atalanta, Capt. Richard Wadding, is at this port this morning from Quero bank with a nice fresh halibut trip, 30,000 pounds, and a few salt fish.

Schs. Waldo L. Stream and Dictator, which took out their halibut at Boston yesterday, came here yesterday afternoon with a few fresh fish.

It is just a fine day for fishing today, and the big fleet of market boats are taking advantage of it. Last night over 30 of them went out from here, and this morning there was but one left in port. As there are but six of them at T wharf this morning, the whole great fleet must be setting and hauling today.

Japanese Fisheries.

Owing to its geological position, the direction of the ocean currents in its vicinity, and the numerous and well protected harbors along the various coasts of Japan, it is not surprising that a large number of the population, almost 10 per cent., say 5,000,000 are actively engaged or depending on the ocean for a livelihood, and that the value of the fish and marine products annually taken from the sea amounts to over \$50,000,000.

The Japanese are naturally a race of fishermen, and from early times have been taught to look upon the ocean as a source whence to draw supplies of food. Fishing was probably first developed on the shores of the inland sea, but as the population increased and demand arose, especially for salted and dried fish, it was found necessary to construct vessels and go farther and farther from southern Japan to meet the growing demand. It was for this reason that settlements were made on this island, Yezo or Hokkaido, 500 years ago, they being principally fishing stations. The old records show that even 250 years ago there was a large and prosperous business carried on, and that annually over 2500 junks, many of them of considerable size, loaded cargoes of salt salmon at Hakodate and Matsumai during the summer months, which they took to Yeddo, Oosaka and other ports in southern Japan.

The bulk of the industry is carried on in native built boats, and the number of these is enormous. According to the latest statistics available, those for 1906, there were actively employed during that year, 295,004 boats under 18 feet in length, 106,803 boats from 18 to 30 feet in length, and 24,322 boats over 30 feet in length. Of the boats under 18 feet in length, 28,363 were newly constructed, and cost \$580,500; of those from 18 to 30 feet in length, 9132 were newly constructed and cost \$385,400, while 2015 boats of over 30 feet in length were newly constructed at a cost of \$177,040. During the same year there were employed 74 steamers, 10 of which were newly constructed, and 559 foreign style sailing vessels, of which 83 were newly constructed.

The value of the catch for 1906 is given at \$27,227,574, to which must be added the value of such other products as sea ears, sea cucumbers, fish oil, shark fins, fish manure, etc., which were valued at \$16,704,554, a total of \$43,932,128. When to this is added the value of the seals and sea otters taken by pelagic fishing vessels, valued in the neighborhood of \$12,450,000, there is a total of \$56,382,128.

Large Pacific Halibut Receipts.

Fresh halibut is reported in liberal receipt on the Pacific coast. The arrivals at Tacoma, Seattle and Vancouver are credited with three quarters of a million pounds in two days recently.

Stocked \$1240 on Haddock Trip.

Sch. Romance, Capt. William Corkum, stocked \$1240 on her recent haddock trip, the crew sharing \$23.80 clear.

March 24

Today's Receipts.

Sch. Atalanta, Quero Banks, 30,000 lbs. halibut, 2000 lbs. salt cod.

Sch. Ella G. King, Georges, 17,000 lbs. salt cod, 2500 lbs. halibut.

Sch. Dictator, via Boston, 4000 lbs. fresh fish.

Sch. Waldo L. Stream, via Boston, 6000 lbs. fresh fish.

Vessels Sailed.

Sch. Catherine G. Burke, haddocking.

Sch. Matiana, haddocking.

Sch. Fish Hawk, Georges.

Sch. Winnifred, Boston.

Sch. Belbina P. Domingoes, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Maud F. Silva, haddocking.

Sch. Hockomock, haddocking.

Sch. Rena A. Percy, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Mary B. Greer, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Teresa and Alice, haddocking.

Sch. Leo, haddocking.

Sch. Ethel B. Penney, haddocking.

Sch. Sylvia M. Nunan, haddocking.

Sch. Emerald, haddocking.

Sch. Viking, haddocking.

Sch. Manomet, haddocking.

Sch. Dorothy, haddocking.

Sch. Massasoit, haddocking.

Sch. Thomas Brundage, haddocking.

Sch. Galatea, haddocking.

Sch. Ida M. Silva, haddocking.

Sch. Fitz A. Oakes, haddocking.

Sch. Aloha, south seining.

Sch. Ralph L. Hall, south seining.

Sch. Hattie L. Trask, Georges.

Sch. J. J. Flaherty, dory handling.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 8½ cents per pound for white and 6 cents per pound for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00 snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Winnifred, which came down here from Boston several days ago to ship a crew for haddocking, returned to Boston today.

Capt. Richard Wadding of sch. Atalanta reports speaking schs. Paragon, Margaret and Cavalier on Quero bank. The latter craft went to Grand Bank.

Sch. J. J. Flaherty, Capt. Fred Le Blanc, sailed this morning on a salt bank dory handling codfishing trip, being the first of the fleet to get away this season.

Boston Arrivals.

Sch. Motor, 6000 haddock, 500 cod.

Sch. Priscilla, 8000 cod.

Sch. Thomas S. Gorton, 58,000 haddock, 7000 cod.

Sch. Alice M. Guthrie, 30,000 haddock, 30,000 cod.

Sch. Matchless, 15,000 haddock, 3000 cod, 2000 pollock.

Sch. Matiana, 4000 haddock, 2000 cod, 500 cusk.

Sch. Mary B. Cooney, 5000 haddock, 1000 cod.

Sch. Washakie, 2000 haddock, 4000 cod, 1500 cusk.

Sch. Minerva, 7000 haddock.

Sch. Two Sisters, 2000 cod.

Haddock, \$3 to \$4.50 per cwt.; large cod, \$4; market cod, \$2.50.

Portland Arrivals.

The following fishing vessels were at Portland Monday:

Sch. Mineola, 6000 pounds.

Sch. Lizzie May.

Sch. Margaret McKenzie.

Sch. Elizabeth W. Nunan.

Sch. Wesley W. Sennett, 6000 pounds.

Lunenburg, N. S., Fishing Notes.

Sch. Douglas Adams has hauled in to fit for the banks.

Sch. Alexandria and Clintonia sailed for the banks on Monday.

A number of young men left by train Saturday morning for Gloucester where they will join the fishing vessels.

Last evening the owners of sch. Mattawa presented Capt. Scott Corkum with a handsome gold watch, in recognition of his valuable services as master of the above-named vessel.

Report Heavy North Wester.

The crew of sch. Atalanta, Capt. Richard Wadding, report a northwester of unusual severity a week ago Monday. They took it in the vicinity of Sable Island and before it got through they were blown off way to farther edge of Quero bank. The craft suffered no damage but the crew say it was one of the heaviest blows they ever experienced.

Halibut Sale.

The fare of sch. Atalanta sold to the American Halibut Company at \$1-2 cents per pound for white and 6 cents per pound for gray.

March 25

LOBSTER FISHERY FOR CITIZENS.

Non-Residents May Be Licensed to SET Traps for Family Use.

As an additional measure of precaution against the extermination of lobsters and to confine as far as possible the lobster industry to citizens of Massachusetts, a bill has been favorably reported by the committee on fisheries and game in the house of representatives with that end in view.

The bill provides in brief that after the passage of the act it shall be unlawful for any person not having been a continuous resident of the commonwealth for at least one year previous, to set or cause to be set or kept any net or trap for the catching of lobsters in the waters of this state. It is provided, however, that the board of selectmen of any town or the mayor and aldermen of any city of the commonwealth may grant permits in writing to any non-resident to set lobster pots for his own family use in the waters of their respective towns or cities.

It is further provided that any commissioner of fisheries and game, deputy commissioner, member of the district police, deputy sheriff, police officer or constable, within his jurisdiction, may seize and destroy all pots set or kept in violation of this act, in addition to a fine of \$20 for each offence.

The bill also provides for the repeal of section 92 of chapter 91 of the revised laws. This section provided that whoever, not having been an inhabitant of this commonwealth for one year, sets or keeps or causes to be set or kept in the waters of this commonwealth any pot, net or trap for the catching of lobsters shall forfeit \$20 for each offence.

The bill was originally petitioned for by citizens of Dukes county and applied to that section only.

March 25

Southern Mackerel Fleet.

Capt. Norman A. Ross begins today to fit sch. Veda M. McKown for south seining.

Capt. James McLean has sch. Diana nearly all fitted out for south seining.

Capt. Rufus McKay will be here today to start in fitting sch. Speculator for south seining.

Sch. Harmony came from Boston yesterday and will fit for south seining under command of Capt. Augustus G. Hall.

The statement in the Times yesterday that Capt. Charles H. Harty, who is at Fortress Monroe, Virginia, is there in the interest of George T. Moon & Company of Fulton Market, New York, is incorrect, as a telegram to the Times this morning from Wilson & Barry of Fulton Market, states that he is there in the interest of the latter concern.

Capt. Solomon Jacobs began today to fit out sch. Benjamin A. Smith for South mackerel seining. Men in abundance were looking for chances with the veteran wonder, and he could easily have shipped men enough for three crews. There's no use talking, the fishermen do like a gasoliner, and the combination of Jacobs and auxiliary power is indeed alluring to the best of them.

After a splendid season sch. Romance, Capt. William Corkum, will now haul out of winter haddocking and fit for south seining.