

PACIFIC HALIBUT COMES BY RAIL

Taken in Vast Quantities in Alaska Waters by Use of Steamers.

Method of Fishing Varies Somewhat From Atlantic Coast.

Not many people know that most of the country's fresh halibut now comes from Pacific waters—up Alaska way, crossing the continent by rail. New England interests control these far-off fisheries. The international incident arises over the question whether the Americans have a right to fish where they do.

A controversy has arisen over the question whether Hecate straits, between Queen Charlotte island and the mainland of British Columbia, are British waters exclusively. American fishermen claim they have the right to fish there. The British claim the straits are territorial waters. They always have maintained this, but until recently they have had no cruiser fast enough to capture the alleged "fish pirates" from the United States.

The schooner Woodbury, from Tacoma, was captured a few weeks ago and condemned by the admiralty court. The owners appealed to the supreme court of Canada. Pending the result the vessel is held in Vancouver. Seattle fishermen have filed a protest with the government officials at Washington.

Before the controversy, the New England Fish Company, which has dominated the halibut industry, secured its herring for bait in British Columbia waters. Prevented now from so doing, the company is forced to go to Puget sound for its bait.

Pacific Halibut Fishing Started 20 Years Ago.

Halibut fishing on the Pacific coast started about 20 years ago, when 10,000 pounds found a very unwilling market. In the last seven years the growth of the industry amounts to millions of dollars annually.

Engaged in the industry are half a dozen steamers and 40 sailing craft, many of which use steam or gasoline as auxiliary power. Each year the halibut fleet has increased, and it is noticed that auxiliary power is being installed by the schooner men to enable them to make more catches. This fleet, with home ports chiefly in Vancouver, Seattle and Tacoma, employs hundreds of men, who receive hundreds of thousands of dollars annually for their labor.

Pacific coast halibut are found from the Farallones to the Bering and Okhotsk seas, and there are three varieties. These are not abundant south of the Columbia river. They are most numerous in the gulf of Alaska and adjacent waters. Almost all of the halibut taken in the summer are from the banks off Cape Flattery on the coast of Washington, and in the waters northwest of Vancouver island, in the vicinity of Cape Scott. The winter fishing is carried on in the waters of southeastern Alaska and in northern British Columbia.

The grounds most frequented are in Hecate straits, and the Coronation island territory, about 100 miles north of the straits. The southern banks have become fished out to a great degree, and the fish there have decreased in weight from about 440 pounds to a dozen pounds, as a result of the persistency of the fishermen. The largest halibut are found near Coronation island, where they attain an average weight of 50 pounds. Halibut with a length of six feet and a weight of 250 pounds, are occasionally caught.

Three Steel Steamers Used in Catching the Fish.

The New England Fish Company, which operates from Vancouver and ships its catch to Boston in refrigerator cars, has three steel steamers constantly engaged in the halibut fishing industry, with the exception of about one month in the year, when the vessels are held in port for overhauling and repairs. The steamers are of about 250 tons burden each, and are comfortably arranged for the officers and crew and the fishermen. Each steamer carries 12 men, whose duty it is to operate the vessels, and about 24 fishermen.

Before the steamers leave port for the fishing grounds they are stocked with a large quantity of crushed ice, dry or moist salted herring bait in barrels, plenty of provisions for the voyage and fishing equipment.

On each steamer are 12 fishing dories. In each dory are fishing gear, anchor, buoy, a miniature windlass or "hurdy-gurdy," a cask of fresh water and a limited supply of food, to be used in case of a storm or a fog, during which a dory may become separated from the steamer.

The fishing gear consists of a bundle of trawl lines, called a "skate gear," about 300 feet in length. At intervals of six feet on the trawl line, shorter lines are suspended on the ends of which are the baited hooks. Each dory is equipped with from one to five of these "skates," according to the weather.

Fishing Is Done Outside the Three-Mile Limit.

The dories are lowered at intervals of 500 yards, and all go in a direction parallel to that taken by the first dory.

As soon as a dory is overboard, a buoy and anchor, to which is attached one end of the trawl line, are thrown out, and serve as location marks. When all the lines are out, the dories rest at intervals of from one-half to two hours, thus giving the fish time to find bait. Then the fishermen begin to haul in.

As the halibut rises to the surface of the water, they are hit on the head with a gaff, which stuns them, and renders them powerless to use their muscular tails.

When the dory is filled, the trawl line is cut and buoyed so that the fisherman can easily take up the line where they cease fishing. An oar is then raised, and as soon as the man on the bridge of the steamer sees it through his field glass, the vessel steams to the dory to take his catch.

In the bottom of each dory is a large net. When the steamer reaches the dory, tackle is lowered, and the four corners of the net are gathered together and the donkey engine swings the fish aboard.

Another net is then placed in the dory, and it returns to the buoyed trawl line, and fishing is resumed. This operation is repeated with each dory.

If the Fish Bite Well, a Dory May Be Filled in an Hour,

otherwise it may take a day. The capacity of a dory is about a ton of fish. Each night the dories return to the steamer.

When the halibut are aboard they are placed in bins in the forward part of the vessel. This part of the steamer resembles one big dressing table. The heads of the fish are cut off, the entrails removed, and each halibut is thoroughly washed with salt water, supplied by a pump at the pressure. After the fish are cleaned they are packed in the hold. First a layer of crushed ice is put down, on which is placed a layer of fish.

This operation is repeated until a depth of three feet is reached. Then a floor of boards is laid and the layers of ice and fish are continued, with floors every three feet in depth until the hold of the vessel is filled. Halibut is easily bruised, and to prevent injury, the floors are used. Each night the vessel is cleansed with water.

A full cargo of halibut weighs about 150,000 pounds. To make this catch requires from two days to three weeks. In port the fish are packed in boxes between layers of crushed ice. These are placed in refrigerator cars. These cars are attached to Canadian Pacific passenger trains, two cars being coupled to each train, and they reach Boston five and one-half days after leaving Vancouver.

From the fishing grounds to Boston, the halibut are carried in a week and they arrive in the eastern market in as good condition as when they leave Vancouver.

Oct. 2.

MORE GOOD STOCKS.

Fresh Fish and Halibut Crews Making Good Money.

Sch. Clara G. Silva, Capt. Silva, stocked \$1980 on her recent fresh fish trip to Georges, the crew sharing \$70.

Sch. Maud F. Silva, Capt. John Silva, stocked \$1970 on her recent fresh fish trip to Georges, the crew sharing \$75. Capt. Silva has been doing big work recently, stocking \$7000 between August 7 and September 29, when he landed the above mentioned trip at Boston.

The crew of the little sloop Marian shared \$42 as the result of their recent three days shore fishing trip.

WEIGHED OFF 112,000 LBS. COD

Sch. Eugenia Stocked \$3295 on Dory Handlining Trip.

Sch. Eugenia, Capt. John Williams, weighed off 112,000 pounds of salt cod as the result of her recent combination drifting and doryhandlining trip to the eastward, making the fine stock of \$3295. On this good showing the two high men of the crew shared \$137 each. Beside this 15 of the 18 men of the whole crew took down checks of over \$100 each, certainly showing that Capt. Williams has a fine gang of handliners who are looking for a dollar and willing to work for it.

On her previous trip of the same kind sch. Eugenia weighed off 105,000 pounds of salt cod and stocked about \$3300 so that Capt. Williams has rolled up a phenomenal stock in this drifting branch of the fisheries in a very short time.

Sch. Eugenia was new in the early part of the year and before starting in drifting Capt. Williams went straight Georges handlining, doing finely, so that his stock to date is a big one and in keeping with his steady record and a big fisherman and most dependable master mariner. After a short drifting trip to Georges Capt. Williams will try his hand at market fishing in the new craft and stands to round out the year in fine shape.

REPORT ON STEAM TRAWLERS.

Consul at St. Pierre Confirms Accounts Given by Fishermen.

Consul Douglas Jenkins of St. Pierre, Miquelon, has sent to the state department a report on the steam trawlers engaged in fishing on the banks. Last year there were only eight or 10 steam trawlers; this year there were 30, all flying the French flag.

It is not often that the Newfoundland and Gloucester fishermen agree on any subject, but they are as one in denouncing the steam trawler as an invention of the evil one. They dislike it because they fear it will devastate the fishing grounds.

Agents for the steam trawlers say the catch up to the end of August was not satisfactory, but Consul General Jenkins is evidently skeptical, as he points to the great increase in the fleet this season as compared with last year.

The trawlers average 250 tons, although some are larger. They are built of iron and steel and are of modern steamer design and have an average speed of 10 knots. The smaller vessels carry crews of 20 men, the larger sometimes as many as 40.

Compared with the fishing schooner the steam trawler is an expensive vessel, and to be a paying investment must be kept in commission the greater part of the year. The French owners send their vessels from one fishing ground to another as the season changes. Some of these trawlers were engaged off the coast of Iceland last spring. In the autumn the vessels return to the French coast and Algiers. Later one may see them down the west coast of Africa.

In Nova Scotia owners of sailing vessels have tried to prevent the French steamers coaling at Sydney, with the hope of driving them from the fishing grounds. The French trawlers have been getting coal at Sydney. They go to St. Pierre at intervals to land their fish and take on supplies. It is not improbable that next season some of them will coal also, taking the fuel from cargoes brought to St. Pierre in sailing vessels from Sydney.

Oct. 2.

Close Season on Mackerel.

Speaking of the idea of a close season on mackerel, a correspondent to the Times from Portland, says: "There is not a fish dealer here but what is in favor of a close time on mackerel, but they all realize that it cannot be carried through successfully without the help of the Gloucester dealers and their captains and crews. If anything is to be done, to take effect the coming year, there is no time to lose in getting it before congress in December, and with the help of Gloucester and Boston, there is no other interest to prevent it being done, excepting the New York fresh fish dealers. They are the only ones that derive any benefit and that they do at the expense of Gloucester and Boston."

PACIFIC COAST COD FISHERY.

Flattering Reports Not Alluring to Eastern Fishermen.

Sch. Alice of the Robinson Fisheries Co.'s salt cod fishing fleet arrived home at Anacortes, Wash., from the Behring Sea grounds. The mate of the sch. was F. P. Thorburn, formerly a well known fisherman of this port, who left here not long ago and went to Anacortes to engage in fishing from there. He evidently thinks that fishermen there can make more money than they can here.

Mr. Thorburn was next to the high line fisherman of the crew of the Alice with a catch of 12,740 fish in count, the vessel having been gone since April. The average catch of the 20 fishermen of the crew was about 7600 fish per man, this not counting the fish caught from dock by the hired men, such as salters, splitters and nightwatchmen.

In the account of the coming home of the Alice in the Anacortes American appears the following interview with Mate Thorburn:

"I have read much adverse criticism and have heard unfair rumors about Pacific coast fishing. There is an impression on the Atlantic coast that a fisherman can not make wages out here. I wish to refute that impression. Fishermen can make more money here and make it easier than they can at Gloucester. I wish some of my old friends, on the other coast could see the 72 pound salmon that I saw this summer, or get a look at an iron chink making 100,000 salmon ready for the cans in one day.

Believes Pacific Coast Fishing Pays Best.

"When I left Gloucester to come to Anacortes I was told by my friends in the east that I would have to learn handling all over again out here, that I could not command the salary or make the wages that I had east. The crew of the Alice signed this year as follows: first mate, \$40 per 1000 fish; second mate, \$35 per 1000; balance of crew \$25 per thousand; all over 6000, \$27.50; all over 8000 \$30; all over 10,000, \$35. First salter \$100 per month, second salter \$45, first splitter \$90, second splitter \$65, night watchman \$20 per month and the above prices on fish caught from the deck. All the others on the dress gang receive \$20 per month and \$25 per 1000 for fish caught from the deck. These wages are paid to the dress gang from the time they sign up to the day of discharge. The captains are paid by the ton as an incentive to make the catch as large as possible.

"The Fishermen in Behring Sea have No Watch To Stand, Nothing To Do But Catch Fish.

"I call it a snap. Good handliners can make from \$400 to \$600 on one of these large boats in a season. A fisherman can make good money here if he knows the business and will work. Too many lazy men ship and work only part of the time. I have been on Nova Scotia ships when there would be but a difference of a thousand fish between the high and low liners. Any man who works can make good wages in Behring Sea boats. In my opinion here is no comparison between fishing on this coast and on the other. It is either ignorance or spite that has started so many false tales about our Pacific Northwest fisheries."

Gloucester Fishermen Hesitate About Going West.

The fishermen who have gone from here to the Pacific coast to engage in the fisheries since March, 1906, when a party of 40 went out together to man two of the Robinson Fisheries Co.'s vessels, have been few and far between. Since that first experiment, the idea of going west to get rich by fishing has been anything but popular, and after a big season codfishing, like the one now closing here, even the oft made statement that fishermen can make more money there than here is not liable to cause the transcontinental roads to have to run specials put on many extra cars to accommodate the fishermen who will leave here next spring for Pacific fishing.

There are fishermen here who through relatives and friends, keep posted all the time by letter as just about what the fishermen in general are making out there, not only for the five months of salt codfishing but of the other seven long months also, and they are not yet checking much baggage for the Pacific coast.

WHALES OFF CAPE COD.

Hundreds Sighted by Steamer Vera from Jamaica.

Hundreds of whales were sighted off Cape Cod in Massachusetts Bay by the crew of the steamship Vera of the United Fruit Company line, which arrived in Boston yesterday from Jamaica.

For an entire day these deep-sea monsters were rolling along, sprouting water high in the air and coming alongside the ship. The steamer met the first of the school just off Nauset. Capt. Rynning and the chief officer were the first to sight the whales, and they stated yesterday that it was an unprecedented occurrence to find so many of the leviathans together.

No reason could be advanced for the habitation of these waters by so many monsters at this time of the year, save that the storm in the early part of the week sent them toward shore.

Portland Fish Notes.

The Gloucester fishing schooner Monitor arrived Thursday afternoon from a trip to Bank Quero, bringing in 20,000 pounds of halibut and about 10,000 pounds of salt fish. The halibut was purchased by the J. W. Trefethan Co. and the schooner will take her salt fare to Gloucester.

Over 1000 mackerel of large size were brought in by the netters Thursday, having been taken off Cape Elizabeth. Fancy prices are asked for the fish, one skipper hanging out hard for fifty cents.

The United States fish commission steamer Gannett arrived here Thursday and left for Boothbay with a large number of seed lobsters on board. These will be placed in the hatchery for propagation purposes. The average amount has been secured and it is expected that next season as many million fry will be distributed at the different places along the coast.

Portland fish dealers have received intimation that Newfoundland fish concerns are seriously considering the possibilities of shipping codfish to the United States. The import duty on fresh fish by the new tariff is three-fourth cents a pound, which would make it a rather unprofitable venture for a large portion of the year.

The fishing steamer Kearsarge came in Thursday leaking around the rudder post and was hauled up on the mud at the head of Long wharf, where she will make repairs. She has just finished an unsuccessful cruise in search of mackerel.

Lunenburg Fish Notes.

Schs. Ethel and Moran have arrived at La Have with 1600 and 2100 quintals respectively.

Forman Mossman, one of the capable young men of the bay will sail the Hiawatha next fishing season.

Sch. Hazel Ritchey was ashore off Oxner's Rock with 1800 quintals fish aboard. She was floated with the assistance of the steamer Trusty.

Daniel Romkey, of Five Houses, will command sch. Montana next fishing season. The Montana was purchased recently in Lunenburg and is now owned in Riverport.

Capt. Arthur Creaser of sch. Orgeon will have a new fishing vessel built at Shelburne. The Oregon will be sailed by Hiram Ritcey, of Riverport, next season.

The Gloucester sch. Lucinda Lowell, Capt. Simon Hirtle, of Middle La Have, was at Canso recently with 1600 quintals, and took salt for 400 more, which with a spring catch of 1400 quintals will make a total of 3400 quintals for the season. The Lowell is a hand liner.

The arrivals at Riverport from the banks during the week were:

Yukon, 2100 quintals; Annie M. W., 1500 quintals; Edith Marguerite, 1800 quintals; Roma, 1950 quintals; Russell Pentz, 1700 quintals; Elsie M. Walters, 1700 quintals; Aldine, 1700 quintals.

Oct. 2.

La Have Summer Codfishery.

The total summer landings of the LaHave River, N. S., bankers amount to about 45,000 quintals. A dozen years ago it was double that of the present one, but as the fleet is only about half of what it was in 1897, the catch is considered very satisfactory. Over one-third of the total summer landing has already been sold at prices varying from \$4 to \$4.50 per quintal. This is quite surprising and unusual in the history of the fishing business of that port, but is a most satisfactory turn for the better. Says a LaHave dispatch: "Good catches with descent prices, may have the effect of giving some life to this important industry and of bringing home many of our young men to sail under our own flag another fishing season."

High Line of Swordfishing Fleet.

The swordfisherman Rose Standish, Capt. James O'Neill, which was at Boston yesterday will probably be the last arrival but one with a regular catch of swordfish, the sch. Florida being the only one of the fleet, still out. The fishermen have extended the season this year beyond anything ever before known and those that have been stuck to it have been well repaid.

Capt. O'Neill stands at the head of the swordfishing fleet, and holds the place of highliner. Next to him comes Capt. Pendleton of the schooner Motor, and in the third place is Capt. Charles O'Neill, brother of Capt. James, who sails the Valentina.

There is not much margin between the three schooners, and their receipts will come within less than \$50 of each other. The Valentina and Motor were hauled off after their last trips, and are both fitted out for trawling. Capt. James O'Neill said that his vessel had stocked while swordfishing \$7500, and that each man of his crew would receive as his share of the profits at least \$410.

Fishing Fleet Movements.

Schs. Muriel and Hope were at Portland Thursday for bait and sailed later in the day.

Capt. John McKay of sch. Monitor reports speaking sch. Tacoma on Quero Bank recently.

Sch. Paragon was at Halifax Thursday for shelter.

Capt. C. Clarence Malone of sch. Lillian reports speaking schs. Olga, Mary F. Curtis and one of the Bucksport fleet on Quero Bank recently. The former wanted five days more fishing to finish up a fine fare. The latter craft was just on the ground.

Sch. Susan and Mary at Canso, N. S., recently, had 140,000 pounds of salt cod, took more salt and returned to the fishing grounds.

Sch. Mary A. Gleason was at Yarmouth, N. S., recently.

Oct. 2.

Stocked \$2900 on Halibut Trip.

Sch. Teazer, Capt. Peter Dunsy, stocked \$2900 on her recent fresh halibut trip, the crew sharing \$85.50.

Large Swordfish.

A swordfish caught off Clark's Harbor, N. S., a few days ago weighed 685 pounds and was 12 feet, 3 inches, long.

Oct. 2.

Squid on Georges.

Capt. Joseph P. Mesquita of sch. Francis P. Mesquita, reports squid on Georges, in quantities enough for a handliner, but not enough for a had-docker to bait up with.

The small boats are also getting squid down off Portland.

Oct. 2.

GIVEN GOOD SEND OFF.

Sch. Grampus Left North Sydney Amid Shrieking of Whistles.

The American government fishing auxiliary sch. Grampus which has been cruising in Canada waters the past several months following the movements of the mackerel north and also collecting other data, left North Sydney, C. B., Saturday.

A North Sydney dispatch says,

The Grampus received some notoriety last Tuesday on the arrival of Commander Peary when Capt. Hanson was publicly refused a landing at the Cape Breton Yacht Club for the reason that he had failed to display the British flag in his ship's decoration. Capt. Hanson keenly felt the rebuke he received and before leaving Saturday, reiterated the statements he had made in explanation in reference to the absence of the British flag on his ship. He stated again the ship did not possess one. He met the Roosevelt 10 miles off Cranberry Head while returning to North Sydney from Prince Edward Island and actually did not know Peary was to arrive that day until he saw the ship in the distance. Had he been in port he certainly would have obtained a British flag to take part in the reception.

"As evidence that the sentiment on this side was in favor of Capt. Hanson a rousing send off was given him. A crowd was on the wharf who gave him a hearty cheer. Whistles from every steamer in port blew as the Grampus slowly steamed along, even the steamer Bruce and government steamship Tyrian joining in. From the engines on the shipping piers also the risen whistles bade the American captain and crew good-bye and the shrieking of the whistles and cheers was kept up until the Grampus was well past the breakwater.

55,000 POUNDS FISH AT BOSTON

35,000 Pounds of the Lot Are Pollock.

The Boston fish market closed strong today, there being but a handful of fish in, 55,000 pounds in all, 35,000 pounds of these being pollock.

Haddock and cod went at \$4 with pollock touching the \$2.00 mark on early sales.

Sch. M. Madeliene, with 17,000 pounds, was high boat.

For the week ending Thursday, 1,742,300 pounds of fresh fish were landed at T wharf by 62 arrivals, against 119 arrivals with 3,699,999 pounds for the corresponding week last year.

The receipts in detail this morning are:

Boston Arrivals.

- Sch. Leo, 2000 haddock, 4000 hake.
- Sch. Priscilla, 1000 haddock, 8000 pollock.
- Sch. Wm. A. Morse, 4000 haddock, 2000 cod, 7000 hake.
- Sch. Seaconnet, 10,000 haddock, 2000 cod, 7000 hake.
- Sch. Maxwell, 8000 pollock.
- Sch. M. Madeliene, 17,000 pollock.
- Sch. Eva Avina, 1500 pollock.
- Haddock, \$4 per cwt.; cod, \$4; hake, \$1.60; pollock, \$1.80 to \$2.

Oct. 2.

SCH. VOLANT HAS GEORGES TRIP.

Brings Catch of 80,000 Lbs. Cod From Handlining.

There are but few arrivals here today, and what has been a busy week in the fish line is closing tamely. The feature trip is that of sch. Volant, from Georges handline drifting, with a splendid catch, 80,000 pounds of prime salt cod.

The arrival of sch. Volant was expected, as also was her fine catch, as she had been reported on good fishing. The good catches from there recently will have the effect of sending many of the straight handliners and drifters out that way, especially as the cod show a disposition to stay on and there is squid there too.

Two vessels are up from Maine ports with cured fish and the gasoline herring crafts brought down 50 barrels of fresh herring up the shore. These latter went readily for bait, as herring are scarce.

Sch. Frances P. Mesquita is here from Boston with some fresh fish for the splitters.

Another fare which is in limelight, together with that of the Volant, is that of sch. Jennie B. Hodgdon, Capt. Charles Flygore, home from the icy north fishing grounds of Davis strait and Bacallieu bank, with probably the largest fare of fitched halibut of the season. The catch is hailed for 125,000 pounds, and will probably weigh off better. This leaves but one of the fleet of fitched halibuters to come, sch. S. P. Willard, which is now fishing on the southern part of Bacallieu Bank, and finishing out her fare on codfish.

A slip of a line made the sch. Slade Gorton's trip look small yesterday, for beside the 20,000 pounds of salt cod, with which she was credited, she had also 120,000 pounds of fresh cod.

The arrivals and receipts in detail are:

Today's Receipts.

- Sch. Francis P. Mesquita, via Boston, 30,000 lbs. fresh fish.
- Sch. Monitor, via Boston.
- Sch. Jennie B. Hodgdon, Bacallieu Bank, 125,000 lbs. fitched halibut.
- Sch. Volant, Georges, 80,000 lbs. salt cod.
- Boats, shore, 37 bbls. fresh herring.
- Sch. Nelson Y. McFarland, Tremont, Me., 900 qts. cured fish.
- Sch. Sadie F. Kimball, Tremont, Me., 900 qts. cured fish.

Vessels Sailed.

- Sch. Thomas A. Cromwell, halibut-ling.
- Sch. Selma, halibut-ling.
- Sch. Kineo, halibut-ling.
- Sch. Waldo L. Stream, halibut-ling.
- Sch. Eugenia, Rips.
- Sch. Moanam, shacking.
- Sch. Lottie G. Merchant, dory hand-ling.
- Sch. Flora S. Nickerson, dory hand-ling.
- Sch. Patriot, deck handlining.
- Sch. Pauline, Rips.
- Sch. Ralph Russell, Georges.
- Sch. Lafayette, shore.
- Sch. Edith Silveira, haddock-ling.
- Sch. Hattie F. Knowlton, haddock-ling.
- Sch. Jennie H. Gilbert, shore.

Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.

Outside sales, fresh western cod, large, \$2, market, \$1.65; haddock, 65c and 67 1-2c.

Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.

Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.

Salt dory handline codfish, large, \$3.25; mediums, \$3.

Outside sales of round pollock, 60c per cwt.

Bank halibut, 10 cents per pound for white and eight cents for gray.

Fitched halibut, 8 1-4 cts. per lb.

Salt bullseyes, \$9.50 per bbl.

Salt large mackerel, late caught, rimmed, \$30 per bbl.

Salt small mackerel, \$20 per bbl.

Small fresh mackerel, 9c each.

Board of Trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; medium, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 75 cts.; pollock, 60 cts.

Oct. 4.

COUNSEL OBJECTS TO THE BRIEF

Says Canadian Fisheries For The Hague Not Properly Prepared.

United States Case Ready for Official Signatures.

A report is current in official circles at Ottawa to the effect that serious differences have arisen between Sir Robert Finlay and Hon. Mr. Aylesworth in regard to the British case in the North Atlantic fisheries dispute about to be submitted to The Hague tribunal.

It will be remembered that Mr. Aylesworth and John S. Ewart, K. C., of Ottawa, went to London last spring having, as they supposed, the Canadian case well in hand. It was expected that a few weeks in London would enable them to complete their brief for submission to Sir Robert Finlay, who is retained to argue the case.

Upon his arrival in London, however, Mr. Ewart discovered that the government of Canada had allotted him only a few weeks time in which to make the investigation at which eminent lawyers representing the United States had been steadily engaged for two years. Messrs. Aylesworth and Ewart did the best they could in the limited time at their command, but, it is said, that Sir Robert refused to go on with the case on their brief. He is said to have pointed out that the Canadian government had not supplied sufficient data to establish their claim, and to have declared that he would not be a party to "another Alaskan boundary award."

Mr. Aylesworth resented the criticism, although he and his associates are now busily engaged in strengthening the case. Indeed this has kept the minister of justice so constantly in London that he has been compelled to alter his plans, which had included some weeks for treatment by a specialist in Vienna.

United States Case Completed.

The case of the United States government in the Newfoundland fisheries dispute has been completed by Chandler P. Anderson of New York, the state department's agent.

This is the first step in the direction of settling the Newfoundland fisheries question through arbitration at The Hague. Mr. Anderson is at Washington and the American case will be signed today, when the American time limit expires.

His work is represented in a large volume of diplomatic correspondence, treaties and other documentary evidence bearing upon the questions at issue between the American and British governments. In state department circles the American case is strong.

After being approved and signed by the department printed copies of the American case will be sent to The Hague, to representatives of the British government and to each of the arbitrators. Several months will be allowed Great Britain to complete the counter-case. The department expects that the American counsel will make their arguments before The Hague tribunal next spring. Briefs will also be filed. How long the arbitrators will require before reaching a decision no one can tell.

The Newfoundland fisheries is the first arbitration case under the arbitration treaty with Great Britain.

Oct. 4.

MACKEREL FLEET HELD BY STORM

Eighteen Vessels Were in Port at Souris Last Week.

A letter from Souris, P. E. I., dated last Thursday, states that 18 sail of the seining fleet were in port and had been in since the preceding Saturday, a heavy easterly having been in progress all that time and still raging.

Sch. Priscilla Smith has 90 barrels of salt mackerel, sch. Indiana 80 barrels and the rest of the fleet from five to 60 barrels.

The mackerel draggers, which arrived at Portland Thursday, sold their fares Friday morning, sch. Robert C. Harris having 500 big fish, for which 11 cents a pound was received. The mackerel were taken about five miles broad off the Cape Elizabeth lightship and they were splendid looking fish, averaging nearly three pounds each. Among the other draggers were sch. Fitz A. Oakes with 200; sloops Hobson, 200 and Laconia with 100.

The following table gives the catch of salt and fresh mackerel by the New England fleet this year and the past five years, to date:

	Salt Mackerel	Fresh Mackerel
	Bbls.	Bbls.
1909	15,710	46,169
1908	18,889	47,140
1907	30,703	52,106
1906	9,545	33,733
1905	28,858	48,180
1904	28,187	

The following table gives the imports of salt and fresh mackerel at Boston this year and the past five years, to date:

	Salt Mackerel	Fresh Mackerel
	Bbls.	Bbls.
1909	11,144	6,942
1908	25,172	10,126
1907	10,261	5,715
1906	18,970	16,657
1905	13,232	7,081
1904	8,772	4,659

Oct. 4.

European Fish Market Prices.

Latterly, it is said, the price of fish has dropped in the European markets, owing to a large inrush of the French and Norwegian product, and though Newfoundland shipments have not been great the value in some Newfoundland ports has declined 60 cents a quintal Saturday's prices were: Large merchantable, \$5.50; medium merchantable, \$5.50; small merchantable, \$4.50; large maderia, \$4.50; medium maderia, \$4.50; small maderia, \$4; large West India, \$3; small W. India, \$2.50; Labrador, from \$3.60 to \$3.70.