

Feb. 7.

FREE FISH AND FREE GREEN FISH

What Leading Citizens Think of Their Effect Upon Gloucester.

Answers to Letters Asking for Individual Opinions.

We present below further replies to the circulation letter sent to the business concerns and well-known citizens, asking their opinion upon the probable effect of free fish and free green fish upon the city as a whole and the fish producing and fish shipping industries in particular.

Free Fish An Injury, Green Fish Would Stimulate Business.

To the Editor of the Times:—Replying to your inquiry of the 24th ult., asking my opinion as to the probable effect upon Gloucester as a whole, the fish producing industry and fish shipping business in particular if the reciprocity treaty with Canada calls for (1) "free" fish or (2) "free green" fish, it is my opinion that the effect of the alternatives are very different. (1) "Free" fish:—If this means "free manufactured fish," a treaty with such a provision would do irreparable injury to Gloucester as a whole, the fish producing industry, and the fish shipping business in particular.

(2) "Free green" fish:—If this means "free round fish" or "free salted fish uncured," I am of the opinion that a treaty embodying such a provision would have these effects:—

(a) Upon the fish shipping business:—It ought to stimulate this business immensely. More fish will come to Gloucester, so that more manufactured fish will be shipped out.

(b) Upon fish producing industry:—I presume this really means the firms and individuals who own vessels. This end of the business doesn't increase under present conditions and whether it would decrease under a treaty calling for "free green fish" is a question to be answered only after a trial and one upon which I will express no opinion.

(c) Upon Gloucester as a whole:—"Free green" fish ought not to work to the disadvantage of Gloucester. The manufacturing end of the fish business will be developed. Gloucester has the skilled labor and the nucleus at least of great manufacturing organizations. Whereas, in the past outside capital has not been eager to enter the fish business on account of the uncertainty of the vessel end, the greater stability of the manufacturing and selling ends of the fish business should appeal to conservative investors. It ought to mean more work in the curing and cutting of fish and the business ought to develop so that more labor will be necessary.

The sentiment of the country seems to be in favor of a reciprocal treaty with Canada, and it is known that Canada will demand some concession on fish. If Gloucester isn't willing to say to our officials at Washington, "We will go this far, but no farther," instead of "We will stand just where we have always stood," our national government will make the concession for us. Why couldn't it be policy even now for Gloucester to bow to the sentiment of the country, say that she is willing to agree to the admission of "free green" fish, but that she stands on the tariff plank in the platform of the last national republican convention, that American manufactured goods should be protected by the tariff to the extent of the difference of the cost of production in this country over the cost of production in the

country, which seeks to send its goods into the United States.

Very truly yours,

W. J. MacINNIS.

Opposed to Both Free Fish and Free Green Fish.

To the Editor of the Times:—We think the importation of "free fish" or "free green fish" into this country would be disastrous to everyone interested in the fishing business. Not only would the vessel owners suffer but those depending on vessel work would come in for their share in the loss, such as sailmakers, riggers, painters, operators of marine railways and our local merchants.

We trust every man, woman and child will enter their protest against the introduction of "free fish" into our ports.

M. WALEN & SON, INC.,

Ralph D. Marshall, Manager.

Thinks Nova Scotia Fishermen Would Sail From Their Home Ports.

To the Editor of the Times:—At your request I will try and add a few words in protest against Canada and Newfoundland having an open door to our markets for all their fish products.

Nova Scotia with the great advantages they possess in being able to build a fleet of fishing vessels for at least one-third cheaper than we can, and being so much nearer the fishing grounds, which is of great advantage to them, also with thousands of experienced fishermen, the majority of whom learned the business from this port and there is no doubt in my mind but the most of these men would ship in their own vessels if we give them an open market, would have Gloucester at a great disadvantage.

And what would this mean to Gloucester? It would be that many of our costly fleet would lie at the wharves. The picture certainly looks dark, as all the men who work on the water front would be thrown out of employment, many of whom have accumulated enough to get themselves a home to enjoy in their old days, but how can they remain here with practically our only industry ruined? And what would become of our business houses, with the working men thrown out of employment?

Another great reason why our fishermen and vessel owners should be protected is that they have bravely protected the American flag at all times when needed, they have kept it proudly waving from the masthead of our fishing vessels in all kinds of weather for centuries, and it is my humble opinion that no senator or congressman would vote to have our beautiful flag, so dear to us all, wiped off the sea, which certainly will be the case so far as our deep sea fishing fleet is concerned, unless the coming reciprocity agreement between the United States and Canada shall be defeated.

Should we give our market to others, it looks as though it would be all off with Gloucester. As Canada would then have it all her own way, with her cheaper vessels and outfits also the bounty their government pays the fisherman from the five and one-half million dollars they got out of this country.

Yours,

RODERICK McDONALD.

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HERRING AT ST. JACQUES.

GLOUCESTER CAPTAIN BUYING HERRING THERE TO BE SHIPPED HERE.

The following will be interesting reading:

The Newfoundland deputy minister of customs, H. W. LeMessurier, received the following message from Inspector O'Reilly recently:

St. Jacques, Jan. 28, 1911.

"Assistant Collector, St. John's—

"Captain Corkum of Gloucester is here purchasing frozen herring at \$2 a barrel, which he is storing and will charter the schooner Coronation, owned by Tibbo of Grand Bank, to take them to Gloucester. The schooners Pearl Evelyn, J. D. Young and Renown of Lunenburg are ready to sail, the former two with frozen and the Renown with salt herring. The Gladys B. Street of Burgeo has cleared for Halifax with a cargo of frozen also. Three locals with frozen western shore herring for bait have left Connaigre. The Jennie May of Lunenburg, the Hispaniola and Excelsa for Job Bros. & Co. are awaiting cargoes. Herring are fairly plentiful for nets, but only one seine has any now. Will wire from Placentia Bay. (Signed) O'REILLY."

Herring Plentiful at Bay of Islands.

The St. John's N. F. Chronicle of January 28 says that, herring have been very plentiful the past few days at Bay of Islands. Most of them have been taken through the ice and are just in proper conditions to command a ready sale. Agents of American vessels there are paying as high as \$2.40 per barrel from the water. Yesterday several carloads, equal to nearly 1,000 barrels, were shipped by rail from Bay of Islands to Port aux Basques by special train.

Fulton Market Fish Notes.

The market showed a slight improvement last week both in the volume of business and in prices. The shipping trade was brisk and city trade would have been better had it not been for the murky weather of Thursday, which made buyers fear to lay up any great quantity of stock.

Halibut was high in price during the week, the supply not being large at the opening of the market, and buyers did not purchase green stock, preferring to take frozen fish where the price was such as to allow them to make a little profit. Western white halibut sold at 16 to 18 cents per pound up to Wednesday night, then the owners, in order to dispose of their stock, dropped the quotation to 14 to 15 cents. Friday western white fish was one cent per pound cheaper than on Thursday, and some of the fish is being carried over. Advices state that there will be an abundance of western white fish on the market next week. Eastern green halibut sold at 22 to 23 cents last Saturday. On Monday and Tuesday 20 to 22 cents was the price. Thursday and Friday 16 to 18 cents was asked.

Codfish steaks almost doubled in price during the week. On Saturday last fish sold at 6 to 6 1-2 cents, while yesterday 10 to 11 cents was asked, the latter price being higher than that of Thursday, by one cent per pound. Market cod sold from 4 to 6 cents.

Flounders brought 4 to 5 cents early in the week, and by Friday the price had jumped to 5 to 8 cents.

Haddock sold at 4 to 6 cents, the latter price prevailing during the last days of the week.

Hake—There were no hake after Wednesday. Up to that day 4 cents was the price.

Will Sail from Here This Year.

The Shelburne, N. S., Gazette says: "The veteran fishing skipper William Clark was in town on Monday, having run up from Lockport to which place he was called last week owing to the death of his sister-in-law, Mrs. Marshall Swaine. The Captain will fish out of Gloucester again this year in the sch. Harry A. Nickerson, handling. Capt. Clark has seen 28 years as skipper of fishing vessels and 37 years as master of either fishing or coasting vessels. He expects to get an early start this season. Owing to the poor season handling last year, many of the Gloucester fleet who went handling will go trawling this season."

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ALL WILL MAKE GOOD STOCKS.

THIRTEEN VESSELS AT T WHARF THIS MORNING HAVE FAIRLY GOOD FARES.

A snug bunch of money is represented in the 13 shore trips at T wharf today. Every craft will get a share, and a good share, for there is hardly a poor trip in the lot.

The catches range from 6000 to 13,000 pounds and with cod and haddock selling at from \$6.50 to \$7 per hundred weight and hake and pollock bringing from \$4.60 to \$6.50 it is certainly a great day for the boat men.

Schs. Pontiac, Mary E. Cooney, Warren M. Goodspeed, Athena, Victor and Ethan and Helen B. Thomas have the largest fares.

Boston Arrivals.

The fares and prices in detail are:

Sch. Pontiac, 9000 haddock, 1500 cod, 1000 pollock.

Sch. Warren M. Goodspeed, 10,000 haddock, 500 cod, 1000 hake.

Sch. Sylvia M. Nunan, 5000 haddock, 300 cod, 1000 hake.

Sch. Athena, 10,000 haddock, 800 cod, 2000 pollock.

Sch. Elizabeth W. Nunan, 3500 haddock, 200 cod, 1000 pollock.

Sch. Washakie, 7000 haddock 1000 cod, 1200 pollock.

Sch. Victor and Ethan, 9000 haddock, 1000 cod, 1000 hake.

Sch. Gladys and Nellie, 8000 haddock, 500 cod, 800 hake.

Sch. Manomet, 6000 haddock, 500 cod, 1000 pollock.

Sch. Helen B. Thomas, 11,000 haddock, 200 cod.

Sch. Evelyn L. Thompson, 4000 haddock, 3400 cod, 2000 hake.

Sch. Mary E. Cooney, 12,000 haddock, 200 cod.

Sch. Mary E. Silveria, 5000 haddock, 200 cod, 600 hake.

Haddock, \$6.50 to \$7 per cwt.; cod, \$6.50 to \$7; pollock, \$4.60 to \$6.50.

Herring from Fortune Bay.

A St. John's, N. F., dispatch says: "Within the last few days two cargoes of herring have been shipped from Fortune Bay, one by N. M. Smith of Halifax and the other by Zimmerman, who had a Canadian vessel chartered. Both were cargoes of the frozen article, and were taken at Recontre, where the fish are very plentiful, and the largest ever seen at that place. Besides these cargoes, the fishermen are freezing large quantities for the banking fleet and it is expected that other schooners will arrive from Canada within the next few days to secure cargoes."

First of Trawl Bank Fleet.

Capt. John Hackett has fitted sch. Helen G. Wells for salt trawl banking and is all ready to sail first chance. She will probably be the first of the fleet to get away and her start will be an unusually early one. Others will soon follow her, as a number of the salt bank skippers are looking to get an early start and make a long season of it this year.

Lost Cable and Anchor.

Sch. Yakima, from Quero bank, this morning, reports losing anchor and 150 fathoms of cable by breaking adrift during one of the recent heavy gales on the fishing ground.

Halibut Sale.

The fare of fresh halibut of sch. Yakima sold to the New England Fish Company at 13 cents per pound for white and 10½ cents per pound for gray, with the heads off.

Halibut at Portland.

Sch. Selma with 15,000 pounds of halibut, and sch. Elk, with the same amount were the halibut arrivals at Portland yesterday.

On the Railways.

Sch. Fitz A. Oakes is on Parkhurst's railways.

Sch. Cynthia is on Burnham Brothers railways.

Lost Gurry Kids.

Sch. Lillian was at Shelburne, N. S., last week with her gurry kid gone.

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Sch. Ingomar's Stock.

Sch. Ingomar, Capt. Horace Wildes, stocked \$1487 as the result of her brief haddock trip, landed here yesterday, the crew sharing \$3.

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STORM DROVE BOATS TO PORT.

TWO VESSELS WITH FARES OF FISH ARRIVED DURING THE NIGHT.

The crafts which went out yesterday found the wind on the eastern board and plenty of snow falling, so most of them put back. During the night a lot of the shore boats ran in also, so there is a big fleet harboring here today and hugging themselves because they are not out in the storm.

Sch. Theodore Roosevelt arrived during the night. She brings some salt and frozen herring from Bay of Islands, N. F., also 150,000 pounds of salt cod which she stopped at North Sydney, C. B., to take on for her owners, Davis Bros.

Sch. Yakima, one of the halibut fleet, also came in during the night, Capt. Wharton hailing for 15,000 pounds of halibut, 5000 pounds of fresh cod and 15,000 pounds of fresh hake.

Capt. Wharton reports unusually hard weather to the eastward.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Yakima, Quero Bank, 15,000 lbs. halibut, 5000 lbs. fresh cod, 15,000 lbs. fresh hake.

Sch. Theodore Roosevelt, Bay of Islands, N. F., via North Sydney, C. B., 450 bbls. salt herring, 150 bb s. frozen herring, 150,000 lbs. salt cod.

Sch. Slade Gorton, returned.

Sch. Margie Smith, pollock seining.

Steamer Bessie M. Dugan, pollock seining.

Steamer Quoddy, pollock seining.

Steamer Nomad, pollock seining.

Sch. Marion E. Turner, shore.

Sch. Rita A. Viator, shore.

Sch. Maud F. Silva, shore.

Sch. Walter P. Goulart, shore.

Sch. Elva L. Spurling, shore.

Sch. Buema, shore.

Sch. Emily Cooney, shore.

Sch. Morning Star, returned.

Sch. Galatea, shore.

Sch. A. C. Newhall, shore.

Sch. Stranger, shore.

Sch. Joseph H. Cromwell, pollock seining.

Sch. Grace Otis, pollock seining.

Sch. Yankee, shore.

Sch. Jeanette, shore.

Sch. Harriett, shore.

Sch. Edith Silveira, shore.

Sch. Carrie C., returned.

Sch. Cynthia, via Boston, in tow of tug Sadie Ross.

Vessels Sailed.

Sch. Manomet, Boston.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62½ per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 13c per lb., for white, 10½c for gray, with the heads off.

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

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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\$100,000 ANNUALLY.

Derived From the Frog Leg Industry in Canada.

According to estimates, which are reliable though not official, the frog leg industry is worth to the province of Quebec at least \$100,000 annually. During 1909 the Montreal markets disposed of more than \$200,000 worth of frogs' legs, of which probably more than 50 per cent. were produced in this province. The local market prices averaged 40 cents a pound.

There are numerous rivulets and marshes in this province in which frogs abound, and during the proper season many boys and men earn a fair livelihood catching frogs. Most of the shipments from this consular district go to Boston and New York, usually in small quantities.

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Fitting for Pollock Seining.

Capt. Frank Nolan is fitting sch. Massasoit for pollock seining.

Schs. Joseph H. Cromwell, Georgia and Pythian have also fitted for the same fishery, the latter craft under command of Capt. William Bissert.

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SAVED FROM A FISH FAMINE.

FIVE OFF-SHORE CRAFT FURNISH PARTIAL SUPPLY FOR T WHARF DEALERS.

The fortunate arrival of five of the off-shore fleet this morning just about saved the T wharf dealers from facing a genuine fish famine.

The off-shore fellows are from the southwest part of Georges, and as they have been coming along through the recent storm, their passages must have been of the wildest kind.

Besides them, there are four shore boats in with a handful of fish, but prices are so up in the air that even a handful means a lot of gold for the fishermen.

The five off-shores are the steam trawler Foam, with 68,000 pounds, the banner trip of the bunch, and on stock pretty near to the biggest trip of the winter, and schs. Moonam, Lucania, Valerie and Mattakesett, these vessels having from 30,000 to 51,000 pounds the latter amount being the catch of the Moonam.

Of the market boats, sch. Buema has 12,000 pounds and is good for \$800 or better, and schs. Stranger, Hobo and Galatea have small fares.

Prices were such as to put fish in the luxury class. Off-shore haddock brought from \$4.10 to \$5.50, even the old fish bringing \$3, while shore stock soared to \$7. Large cod were from \$6.50 to \$7 and market cod fetched from \$3.50 to \$7, the high figure.

Boston Arrivals.

The fares and prices in detail are:

Sch. Buema, 11,000 haddock, 200 cod, 500 hake.

Sch. Moonam, 48,000 haddock, 3000 cod.

Sch. Galatea, 2400 haddock, 200 cod.

Sch. Stranger, 5000 haddock, 500 cod, 1500 cusk.

Sch. Hobo, 2500 cod.

Steamer Foam, 66,000 haddock, 2000 cod.

Sch. Valerie, 38,000 haddock, 4000 cod.

Sch. Lucania, 39,000 haddock, 4000 cod.

Sch. Mattakesett, 29,000 haddock, 1000 cod.

Old off-shore haddock, \$3 per cwt.; new off-shore haddock, \$4.10 to \$5.50; shore haddock, \$5 to \$7; large cod, \$6.50 to \$7; market cod, \$3.50 to \$7.

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Boston Fishermen Braved Cold and Wind.

Cold as was Sunday night the captain and crew of the 35-foot power boat Little John, of Boston, ventured out. Sunday night there was not a single fishing vessel at T wharf with fish, and the prospect was that there would not be many in the morning. There was a prospect for high prices and it tempted the captain and his crew of four men, and they put out. They found the weather as bad as they ever want to see it, but kept to their job, and this morning brought in 2200 pounds of cod, besides some cusk and a scattering of other fish. They got the highest price offered for fish at the exchange, and made a good day's pay for their trouble. The little power boat was covered with salt ice when she came in, and the weather was so cold that the fishermen did not have to ice their catch on board.

Halibut Prices Compared.

The fare of fresh halibut of sch. Elk, at Portland, was sold to J. W. Trefethen at 12½ cents per pound for white and 10½ cents for gray.

The fare of sch. Selma was sold to the agent of the New England Fish Company at 12 cents for white and 10 cents for gray.

At this port yesterday morning the fare of sch. Yakima sold to the New England Fish Company at 13 cents for white and 10½ cents for gray. This does not look as though Gloucester was the worst place in the world to sell halibut after all.

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Sch. Ingomar's Stock.

Sch. Ingomar, Capt. Horace Wildes, stocked \$1487 as the result of her brief haddock trip, landed here yesterday, the crew sharing \$3.