

Feb. 7.

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.

GLOUCESTER'S FIGHT FOR FISH.

The Pros and Cons of the Bitter Contest Against Reciprocity.

Extent and Causes of the Disunion Within the City on This Issue—An Industry Which Is Denied the Benefits of a Protection Which Makes Competition with Canada Possible—The Known Results of Free Fish on the New England Fleet—Reciprocity Does Not Mean Cheaper Fish for the Consumer—The Sense in Which Gloucester's Is Not a Sectional Dispute.

In the light of the bitter controversy now going on in this city and throughout the country about everything which is being printed upon the question has a news value here at home, as indicating that end of the mind of the people who view the matter from outside and who, therefore, are not liable to be warped by their local prejudices.

Perhaps one of the fairest articles upon the question is that by a special writer in the Boston Transcript of Saturday last. This writer, after visiting Gloucester and viewing the situation, says:

It is generally supposed that Gloucester's fight against free fish is purely a local matter. This is not the case. And in the flurry raised by the proposed reciprocity arrangement with Canada, Gloucester's position has been misstated in so many different particulars that it seems no more than fair to attempt an accurate account of the contentions of that plucky, if misguided, city. This misrepresentation has not been intentional. One of the despatches describing Gloucester's hearing at Washington referred to Capt. W. H. Thomas, who, it averred, "runs a fishing smack." This description of Capt. "Billy" Thomas, one of the most famous skippers on the New England coast, is a sample of the vagueness with which the whole dispute has been handled in the public prints. Much of the comment of the inland press is laughably ignorant—if Gloucester felt like laughing. The city has taken a position in this dispute which has certain strengths and certain weaknesses and they deserve, at least, a plain statement.

Gloucester has been assured that reciprocity will increase her trade. The proof which has been offered is the history of the period of free fish under the former reciprocity treaty, from 1873 to 1885, when, it is asserted, the business of Gloucester enormously increased. It did. But an investigation of the records of that period shows a curious circumstance. It happened that in the eight years from 1878 to 1885, the concluding years of the treaty, the mackerel catch was phenomenal. Practically none of this mackerel came in Canadian vessels. The fish were off-shore in quantities three and four times that of earlier years. The mackerel catch is the most quickly convertible into ready money of any fish, and it was, as a matter of fact, this lucky streak of fishing which saved the Gloucester fisheries of that period, for the Provincetown houses went under and never emerged again. The odd part is that the mackerel left these waters the year the treaty ended, and the catch has been decreasing ever since. (No doubt the fish are thus expressing their displeasure with a protective tariff.) There happened to be, during those same years, an unusual catch of cod and indeed, there are old people on Cape Ann still living who firmly believe the big catches of those treaty years were a special intervention of Providence to deliver them out of the hands of the Canadians.

If these records did not prove that the former treaty did not tend to build up Gloucester trade, Mr. W. A. Wilcox's annual report of the fishing industries, published in 1887, would dispose of this contention. Writing two years after the treaty had ended, this specialist reports: "For 12 years, fishing was carried on under the treaty, with much loss and little profit. With the termination of the Washington treaty with Great Britain, the fishermen took new courage, and 1886 was looked on as the turn of the ebb tide."

This answers the delusion that Gloucester's prosperity began because of the former treaty. It began in spite of that treaty.

There is no doubt that Gloucester's case in Washington

Has Been Weakened by Dissension From Within.

It is the first time that the city has not been a unit on a question affecting its public interests vitally, and this has sown a wide suspicion that its fishermen do not themselves fully understand whether the new treaty would benefit or injure.

It appears, however, that this disagreement inside Gloucester is not nearly so extensive or so important as has been represented. The Gloucester view of the matter may be roughly classified into five groups:

1. The fishermen (those who actually catch the fish), about 6000 of them. These are, almost to a man, convinced that free fish means an end of American fisheries.

2. Those who work over the fish on shore. A minority of these believe that free "green fish" would increase Gloucester trade and their earnings.

3. Half a dozen firms, not owners of vessels, which buy fish from the fishermen. These favor free "green fish."

4. The vessel owners who do not cure their own fish. These are against reciprocity, to a man.

5. Vessel owners who do handle their own fish. These, also, are unanimous against reciprocity, and they handle from 75 to 80 per cent. of the business.

This array of factions has a formidable

ability of appearance which is not duplicated in fact. It may be remarked in passing that the Gloucester delegation to Washington was able to show to the satisfaction of the committee that the preponderate opinion on Cape Ann was against free fish. In fact, of 174 resident members of the Gloucester Board of Trade, a poll of the 143 whom it was possible to reach before starting for Washington showed 140 opposed to reciprocity. It thus appears that what seemed a weak spot in Gloucester's defences has been exaggerated out of all proportion to its importance, and has probably worked rather serious harm to the city's cause. It is worth noting, in this connection, that T wharf, Boston's great fish mart, was unanimously joined forces with Gloucester in this contest, for the first time in the history of the industry. The Boston Fish Bureau which disintegrated, when its membership was analyzed, was found to contain a majority of commission dealers, which explains its advocacy of free fish. From Maine, Luther Maddox of Boothbay Harbor, an authority on the local fisheries of that state, has offered his services in Gloucester's fight and adds testimony to the harm done by the former treaty. It all but destroyed the Maine fleet, is his report. The combined fishing interests of New England, therefore, with the qualification set down, may be said to fear free fish as they fear extinction.

The proposed arrangement with Canada has thrown the whole country into uncertainty. Business men and legislators could not, for the life of them, calculate how the agreement would affect them.

The Position of the Fish Industry Is Unique.

For more than a century, and especially in the last two decades, it has had to fight diplomatic battles for its life. Its difference from the rest of the business interests affected was that it could figure to a decimal what would happen, and acted accordingly, while others hesitated. Gloucester has been through these crises so often that it is prompt to put up its hands in self-defence, and knows what the dangers are.

If the proposed arrangement became a law it is definitely known that the following conditions would result: First, that the American fleet would be driven out of competition with the Canadian in the salt fish industry. The "Grand Bankers" would have to go. Second, the fresh fish for the American markets would ultimately be caught by the Canadian fleet.

The proof of this assertion came accidentally three years ago by a circumstance which might almost have been designed as a proof. Mr. Orlando Merchant of Gloucester built in that port a fishing schooner named the *Clintonia*. She went up to the Nova Scotia shore, where she was much admired. A Lunenburg skipper asked permission to copy her. By the courtesy of owners and builders the vessel was reproduced in a Nova Scotia shipyard, even to the loan of the original moulds. In Lunenburg, N. S., the *Clintonia* (she even bore the same name), rigged, fitted and ready for sea, cost \$9400. The same vessel in Gloucester, rigged and fitted, cost \$15,000.

The material, item by item, was more expensive in New England on account of the protective tariff. The labor, job by job, from carpenter to caulker, from caulker to sail-maker, was more expensive.

Not only the building, but the provisioning of the vessels, when built is more expensive in New England. The American firms have felt that the life of the fisherman is, at best, a hard one, and have spent money liberally in the effort to make their vessels stanch and comfortable. Their liberality has set a standard on this coast which has compelled the Canadians to follow in some degree. Again, Nova Scotia labor on the handling of fish is from 12 to 15 cents an hour. In Gloucester the same labor brings from 27 1-2 to 32 1-2 cents an hour. This is a single item in a whole range which shows the difference in the scale of living between the two countries.

Americans are forbidden by law to sail foreign-built vessels under the American registry. Gloucester cannot, therefore, avail itself of cheap Lunenburg shipbuilding. Canadians, on the other hand, are permitted by law to buy steam trawlers of the English type, in England, where they can be built cheapest, and bring them over to Nova Scotia duty free.

To the Gloucester men who visited Washington, President Taft said: "Gentlemen, I am sorry to be obliged to differ from you; but, believe me, you are seeing ghosts."

The Gloucester men replied as respectfully as possible that if some one would explain how they could compete with a Canadian fishing fleet, with such odds against them as indicated above, they would face ghosts with their usual cheerful courage. It is, they reflected, the custom of those not vitally concerned in a misfortune to view it with optimism.

There is, however,

An Argumentative Side, Which Deserves Some Comment.

At the beginning of this discussion it was intimated that this is not a purely local matter. The country at large has been under the impression that it is.

From the start there has been something in the attitude of this plucky little city that compels our amusement and our admiration. Gloucester has dared to make itself unpopular. It has dared, in the general bewilderment, to make a sturdy fight for what it believes to be its rights, and this nation loves a good fighter. A while ago it looked as if Gloucester, as against the rest of the country, had a very flimsy case. In the process of fighting for it, it now appears that the only difference between Gloucester and scores of other American industries is one of alertness and intelligence. Gloucester had been through it so often that the city knew what the proposal meant and acted promptly. And the business interests which were, a few days ago, counselling the fishermen to be quiet and let themselves be offered up on the altar of reciprocity have already themselves begun to hammer at the doors of Congress.

While Gloucester was being reproved for not submitting gracefully, it next appeared, from official sources in Canada, that the Canadians would hardly have considered any reciprocity arrangement which did not begin with free fish. This did not surprise Cape Ann in the least. The first remark that made the rounds of the wharves, was, in elegant salt water vernacular: "Gloucester was made the goat."

There was more than slang in this, as presently appeared. Gloucester's fight was presently recognized as not a local one; first, because for years that city has been allowed to fight the battles of the New England fisheries; and second, because the fight of Gloucester is the fight of any industry which has the right to claim the protection of a national policy of protected trade.

This idea has already begun to filter westward, and the weeks will bear it in on the minds of other business administrators after Gloucester has finished speaking. The fish industry was supposed to be the sacrificial lamb. We next discover that there are ninety-and-nine other lambs exactly like it, and that the principle to apply is not to kill the black sheep, but to leave the ninety-and-nine to seek the lost. Which beautiful scriptural allegory was furnished, by the way, from Gloucester itself.

For it is perfectly evident that if protection has forced up the prices of materials and labor beyond a point where Gloucester can compete with Canada without a protective tariff, then the fish industry itself is entitled to the protection of that same tariff which has made competition impossible without its help.

T Wharf in Boston Sees This Menace Of Existence Plainly Enough.

It has asked itself this pregnant question: What is to prevent the Canadian fleet from coming down to George's Banks, catching our fresh fish, as well as our salt, bringing it into the Boston market and underselling the American schooners? Under the proposed reciprocity arrangement there is absolutely nothing to prevent this. The whole question is: Whether the north Atlantic fisheries shall be turned over to the Canadians. It is necessary to listen with respect when the head of the nation reassures the fears of the nation's oldest industry, but it does not necessarily follow, as one of the shrewd old skippers remarked afterwards, "That an Ohio judge knows more about the fishing industry than men who have spent their lives studying it."

If there were any doubt that the new arrangement would deliver the New England fisheries to Canadians, the avowed expectations of the Canadians themselves would answer them. Lunenburg has been preparing for this for months with 30 new vessels to be built before next autumn. It has been practically established that the Nova Scotia fishing interests had received intimations that they were

to have the freedom of American markets long before the arrangement was made public. The whole tone of the Canadian press is frankly exultant, and not altogether good-naturedly so. The Halifax Chronicle, one of the government organs of Canada, says, editorially: "It will place the fishermen, particularly of the western shore of Nova Scotia, in practical control of the New England market for fresh fish." The article confidently expects "the opening of the markets of the United States and Porto Rico," hitherto a market chiefly for American fish. The Chronicle adds candidly that the Canadian government drove a shrewd bargain, in this wise: "The free admission of fish of all kinds to the American markets, as a concession gained without any abandonment of national rights or any reciprocal concession of fishing privileges to Americans in Canadian waters, is of the highest importance." These expressions could be multiplied in quotation. They run alike.

From the testimony given by the Gloucester delegation in Washington it has been made clear that the present duty of a fraction of a cent on salt and on fresh fish has been just enough to enable the American schooners to compete. The year 1909, for instance, was rather an unusually good year, yet had it not been for the duty of one-quarter of a cent per pound, the Gloucester firms would have been doing business at a loss of money. The notion that free fish would make that food cheaper for the ultimate consumer was also disposed of by the Washington testimony. The fraction of a cent of duty thus removed would disappear long before its benefits were felt by those who eat the fish. Or consider it thus: \$400,000, the total value of duties on Canadian fish, as divided among the millions who eat fish. The decrease might come to a cent a year, or less.

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The foregoing is the gist of the fisheries dispute on a basis of hard business fact. It is set forth here, not in the spirit of special pleading, or even of argument, but as explanatory of a situation either vaguely understood, or misunderstood, or not understood at all. These matters are the A. B. C. of the discussion, perfectly well known to Gloucester, almost unintelligible to the rest of the country.

The Fishermen Have Another Claim On the Clemency

of this government, which cannot be set forth so glibly in cents and fractions. When these men, among them Captain Peeples and Captain William H. Thomas (Tommy Bohlin would have gone, if he had been left alive), started for Washington, things looked as if they were survivors of an age that is rapidly drawing to a close on this coast. Their errand was amusing; it was gallant; it was a bit tragic. Were they leading a losing fight? So might the British have thought when the great-grandfathers of these very men set out to help the colonies win their independence. Out of the New England fishing fleet sprang the United States navy. And if the United States navy today were in want of seamen, the New England fishing fleet could furnish men whom, for skill, courage and daring, the fleets of the world (we have the word of foreigners for it) could scarcely match. Were these Gloucester men leading a forlorn hope? The sea, on one of the roughest coasts of the planet, has made forlorn hopes their daily task. To any but them, earning a living on Grand Banks would be not a forlorn hope, but a sentence any humane judge would hesitate to impose. They were men like these who were urged by Mr. Taft not to be frightened by ghosts.

This nation has grazed too long in the fat pastures inland. It needs to remember a few of the buffets of the sea. This is not allegory; it is fact. The country will pay dearly some day for its neglect of the merchant marine, and the circumstance of the passage of the insignificant ocean mail bill on the day when Gloucester was asking not to have its fleet diplommatized off the seas was not the least striking historical coincidence.

Did we suppose this to be a sectional dispute? It is nation-wide in a sense which will not be fully understood for a score of years, or more. It is nation-wide in another sense which will be understood as soon as the West and South realize, point by point, that Gloucester's case is their own."

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Lunenburg, N. S., Fish Notes.

The sch. Lila D. Young, reported ashore Friday, was taken off safely and now lies at wharf of John B. Young, undamaged.

Schs. Clintonia and Tasmania have hauled up to the wharf of W. C. Smith & Co., Ltd., where they are fitting out for the spring fishing trip.

Started on Season's Work.

Sch. Natalie J. Nelson, which was sold to Provincetown parties last fall and taken there for winter quarters, took on ice yesterday and made ready to start on her first trip under new ownership.

Fitting For Pollock Seining.

Sch. Lafayette is fitting for pollock seining under command of Capt. Douglass McLean.

On the Railways.

The steamer Geisha is on Parkhurst's railways.

Halibut Fare at Portland.

Sch. Monitor of this port, arrived at Portland, Me., this forenoon, with 20,000 pounds of halibut.

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Sch. Pontiac Making Good Trips.

Sch. Pontiac, Capt. Enos Nickerson, has been doing big of late. The Capt. dodged out from here, and fished Monday and was at T wharf yesterday with 12,000 pounds of fish and received \$800. Capt. Nickerson has been among the fortunate ones the last month. He made two trips to the Georges and two to shore grounds, and stocked between \$4000 and \$5000, and each member of his crew received as share \$152 for the four trips.

GLOUCESTER MEN BUYING HERRING.

SENDING FISH BY RAIL TO PORT AUX BASQUES TO LOAD VESSELS.

The Bay of Islands, N. F., Western Star, has the following interesting herring items:

"The Constellation has on board about 500 barrels frozen herring.

"On Saturday there was good herring fishing off Meadow.

"Besides the Gloucester firms there are several local firms buying herring.

"There was good herring fishing Monday between Meadows and Half-way Point.

"The Americans buying herring here, have shipped seven carloads to Port aux Basques this week.

"Large quantities of herring are being shipped both east and west by local firms. One person alone wants 10 carloads.

"Large shipment of herring went from here by Tuesday night's freight train for the South Coast, for bait purposes.

"The Nova Scotia sch. Earl V. S., Capt. Israel Zinc, met ice off Port au Port last week and returned to Middle Arm.

"Big catches of herring were taken off Chid's Point on Monday. Some fishermen secured over 15 barrels to the net.

"There was good fishing at upper part of Humber Arm the first of this week and off Curling some fair catches have been made.

"The representatives of the three Gloucester firms buying herring here at present joined up last week. They want 21 carloads of herring to load the vessels now waiting at Port aux Basques.

"The crew of the Gloucester sch. Constellation left for Gloucester Friday. The schooner is hard and fast in the ice down the Humber and there she is likely to remain till spring.

"Some of the fishermen who attempted to go to their nets Tuesday morning, went astray in the storm and experienced much difficulty in reaching the shore.

The Gloucester herring combination now operating here find the present method convenient for effecting a settlement of some outstanding accounts.

How the Fishery Is Now Prosecuted.

"The herring fishery is prosecuted at present in Bay of Islands in the following manner: The fish are caught by residents with nets set through the ice. The herrings are then bought by local firms and by agents for American firms. The Gloucester buyers load their purchases on board railway cars and ship them to Port aux Basques, where they have American vessels awaiting to convey them to Boston, New York and other ports as the product of the fisheries of the United States. The local firms ship their purchases to various places including Chicago, Philadelphia, St. Louis, Nova Scotia, New Brunswick, Montreal, South Coast, and St. John's.

"Forty cents per hundred on the ice is the price paid to the fishermen for the herring. Then teamsters are paid 10 cents per hundred for hauling them to the premises or railway station; while laborers are paid 20 cents per hour for packing and loading them on board cars."

Belleoram Fleet Preparing for Early Trips.

A dispatch from Belleoram, Fortune Bay, N. F., says:

"Quite a busy move is now on here, our people are now shipping crews, getting vessels ready, and competition in purchasing herring for bait puts everybody on the alert. About the 10th of February some vessels will be starting for the Western codfishery, the present outlook for high prices for cod in the spring has started the fishermen in a bit earlier than usual. All the green fish that was landed here last fall has been sold to American firms. Sch. Acme, Capt. J. R. Critchell loaded here, and arrived in Boston a few days ago, she had a good run up. Several cargoes of frozen herring will be ready this week if the present frosty weather continues."

Herring at Halifax.

The schooner Pearl Evelyn arrived at Halifax from Belleoram, Newfoundland, on Saturday with 340 barrels of frozen herring, and the schooner Emma White arrived from the Banks with 1300 pounds of fresh fish.

Sch. Strathcona, with frozen herring, has also arrived there from Bay of Islands, N. F.

Feb. 8.

STORM TIED UP FISHING FLEET.

THREE OF THE MARKET FLEET LANDED SMALL CATCHES YESTERDAY.

There have been no arrivals here since last report, and the big fleet of market boats were still tied up at the wharves this morning.

Yesterday afternoon sch. Buema, with a good trip on board, started for Boston and was gone about an hour and came beating back up the harbor. Last night, after it cleared up, Capt. O'Brien, knowing that fish would be fish at T wharf today, determinedly started out again and got there in time to sell with the early ones this morning.

Yesterday afternoon schs. Rose Standish, Annie and Jennie and Leo of the market fleet, which had been laying here during the storm, landed small catches here.

Gloucester Arrivals.

The receipts in detail are:
Sch. Leo, shore, 1000 lbs. fresh fish.
Sch. Annie and Jennie, shore, 1000 lbs. fresh fish.
Sch. Rose Standish, shore, 2500 lbs. fresh fish.

Vessels Sailed.

Sch. Georgia, pollock seining.
Sch. Marguerite Haskins, pollock seining.
Sch. Grace Otis, pollock seining.
Steamer Nomad, pollock seining.
Steamer Quoddy, pollock seining.
Steamer Pet, pollock seining.
Steamer Bessie M. Dugan, pollock seining.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 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, 10 1/2c 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.

Feb. 9.

Making Long Trip.

Nearly a month out from Newport News with a cargo of coal for Wiscasset, Me., the Boston three-masted sch. Sullivan Sawin, carrying Captain Lawry and a crew of six men, has been unreported since sailing. That was Jan. 11, and under ordinary conditions the schooner should have made the trip in about a week.

The Sawin is one of the best known crafts of the coasting fleet and a frequent visitor here.

It may be that the Sawin was blown to sea and is working her way back, but the consignees of her cargo express considerable anxiety for her safety.

The sch. Sullivan Sawin is 36 years old, and of 676 gross tons register. She was built in Bath, Me., and is owned in Boston.

Lost Gear Reported Picked Up.

The owners of sch. Josephine De Costa at Boston, received word yesterday from Capt. Manuel Perry that he had arrived at Provincetown, but had left 40 tubs of gear out on the fishing grounds as the storm was so bad that he did not dare send the crew out after it again. Later it was reported that Capt. Jere Shea had come to Provincetown with sch. Regina, and that finding the gear abandoned and likely to be lost, his men had hauled it and brought it in. This was not confirmed, but the owners hope it is true as it means a saving of over \$500 for Capt. Perry and his men if the gear was picked up.