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MASTER MARINERS ASSOCIATION HELD THE DECK AT CITY HALL.

Annual Banquet Last Evening Best of the Twenty-Four Already Held.

Speeches, Supper, Music and Decorations All of the Highest Order.

The Master Mariners' Association held its 24th annual banquet and ball at City hall Monday evening and "success" was written against each and every individual part of its programme.

From the time of the arriving of the first of the guests until the strains of the last dance, there was never a break either in the eating, speaking or dancing line and it is sufficient to say the consensus of all present was that it was the greatest and best of all the long line of events held by the Master Mariners' Association.

Certain it is, every part of the prearranged programme was carried through on time and without a hitch, from the moment of the opening of the hall for the diners to the order from the floor director for the last waltz, and all the while there was happiness and pleasure in abundance.
happiness and pleasure in abundance.

Comparisons at best are invidious, but it is safe to say that the opinion of the great majority of those who attended last evening was that it was the most successful and most enjoyable anniversary celebration ever carried to consummation.

The members and guests and their friends who were fortunate enough to secure tickets gathered early, and before 7 o'clock many were on hand. Soon they were joined by others, so that at half after the hour, nearly all were ready to join in the march to the banquet hall. There was, however, a little unavoidable wait, and in the meantime the balcony was opened and there many flocked until the order came to "take seats." In a very few moments every available seat around the numerous long tables was filled and to the strains of an inspiring march, while all stood, the officers of the association and the speakers and invited guests marched the length of the hall upon the stage and took their appointed places at the table.

Banquet Gave Excellent Satisfaction.

Then, as the orchestra ceased its marching strain and all was quiet, President Capt. George H. Peeples of the association cordially welcomed all to the 24th anniversary and introduced Rev. William H. Rider, D.D., who invoked the Divine blessing, alluding tenderly to those who had recently gone down, who had gone out from the lives of those about them never to return, and touched in his inimitable way on those who go down to the sea in ships and the dangers they meet.

Then all hands, like a crew of good fishermen at the first table, fell to and proceeded to do full justice to the excellent menu prepared by Louis Saunders, the cook pro tem, (or caterer, if you want to call it that) of the organization.

Speaking of that banquet, there were plenty of waiters, there was plenty of food, there was no opportunity for anyone to say they did not get enough and beside this it was served on time and everything was good and hot, just as Saunders figured it should be. All ate and all ate heartily, and when they were through, there was enough left to supply the wants and needs of a small regiment. Saunders saw to it that there was

pursued on a profitable scale. In the French wars you sent your men, 45 of them, under command of Captain Charles Byles, to assist in the reduction of Louisburg.

"From 1700 to 1750 your fishing industry increased by leaps and bounds, gaining from a dozen craft to 80 vessels, fishing on the Banks in summer and carrying fish and produce to the British West Indies in winter. No spot in America was more patriotic than Gloucester prior to and during the Revolution. Your citizens refused to have any commercial dealings with Great Britain or the British West Indies. In this town the Province tax, the property of the crown, was turned into the town treasury, and later used to help the Revolutionary cause. This was an overt act against the crown. Your men went, 225 strong, to the Continental army; you sent two companies to Bunker Hill; it was a Gloucester lad, who shot and killed the British Major Pitcairn. You repulsed the English sloop of war 'Falcon' in 1775, and you prevented Lindsey from capturing a West Indian merchantman in Massachusetts Bay. You sent out privateers, one after the other, to help the Continental cause. And again in 1812 the same privateering spirit was revived.

"When Lincoln called for 75,000 men, Gloucester sent on a company at once, the famous Company G, of the Eighth regiment, which helped save old 'Ironsides' aground in Annapolis harbor. During that terrible conflict this little city sent 1504 men to the army and navy of the North, where they bravely fought for the preservation of the union.

"Probably no city of this size in the world has so often been visited with so many shocking and sad tragedies. Year after year the sea demands its toll from your toilers of the deep. Thirteen staunch schooners and one hundred and sixty-eight men went down on Georges Banks in the gale of February 24 and 25 in 1862. And then as though the elements were not satisfied in 1864, your town was devastated by a fire which destroyed 103 buildings.

"Many of you remember the loss of Captain Moses M. Welch and his ship the Forest Belle which gave rise to the poem, 'Come All You Hardy Fishermen, Who Winter Fishing Go.' Others will remember the loss of the Henrietta Greenleaf, commanded by Capt. William E. Greenleaf. Out of a crew of 15 only five, including the captain, were saved. Countless other losses at sea are sad household memories in the breasts of your brave citizens. Many are the aching hearts among the wives of Gloucester. 'For men must work and women must weep. There are many to comfort and many to keep while the harbor bar is moaning.'"

At this point Mr. White dramatically sketched the impressions conveyed to him by the towers on Thacher's island, as he had passed them off-shore in the not far-distant past. Mr. White has himself gone down to the sea in fishing craft and last night he spoke of the beacon lights along the shore in a manner that endeared him to the men of the sea who gathered to hear him.

"The two great towers, only a few miles from here on Thacher's island," he continued, "stand as welcoming beacons to the travellers of the ocean approaching your shores. Not long ago, I watched those two beautiful lights from away off shore. The western sky-line was a golden red; the evening gray was settling over Cape Ann, and little by little darkness engulfed the haze far out to sea, these two lights becoming less and less visible and at last being lost altogether. Yet, although they had passed from

sight, they left within me a sweet sentiment that may be likened to the words of a mother, bidding her child a tender 'Good night.'

"I thought of the good mothers in your city who relied upon those same beacons to bring the safe return of their loved ones. I thought of the hundreds of mariners, sailing away from this town, out into that unknown sea and lost forever. The last glimmering light of the land they loved were those two beacons shining brightly from Thacher's island. I thought of the mariners sailing away with every sail set, with fair wind and sun shining, while every heart on board was beating gaily. Then I thought of the ice-coated vessel returning with shredded sails and a flag at half mast. My mind turned to the men and women of Gloucester. Of all the people of our state, you should, it seems to me, have the most consideration. You have wrested a living from the sea for more than two centuries. Your hardships, your sorrows and your suffering are but little heeded in the great world around you. Your courage and your endurance, and your patriotism are models for other citizens of the commonwealth.

"Those two words 'Master Mariner' to me mean much. They typify manhood, character and sagacity. They bring to my mind a picture of your homes nestled close to the sea, wherein dwell real men and real women of Massachusetts—sons and daughters of a race of people trained to master mysteries of the deep and become masters of men.

"I venture to say that if the tale of the sufferings and hardships which have overtaken you men of Gloucester, could be correctly chronicled, they would not be paralleled except by your history of endurance and self-sacrifice.

"True manhood most often rests in men in close touch with nature; and the man or woman who has grown up without a keen realization of the great natural forces of the world will never become a great moral force in the world.

"The master mariner is, in my opinion, fortunate in a marked degree, notwithstanding his privations, for there is a real fascination in his life-work, a something he obtains that no other man can possess. The mariner has his days of sunshine; his pleasant hours of happiness; he has those many tender memories of friends, staunch and true, with whom he has come in close contact. To him also belongs the fascination and delight of the home-coming; the safety of the harbor, and that sense of security and realization which belongs to him, and to him alone. Time and time again, men have stated 'I will never go to sea again,' but I have never known a master mariner who was not proud of his record—as proud of his record as any veteran of the Civil War.

"It is with great regret that we see the great ship-building industry disappearing in this country. Where are the great whalers of New Bedford and Nantucket? Where are the great clipper-ships of New York, Boston and Salem? Where are the master mariners of Portsmouth and Maine? Gone, all gone. Foreign competition has for the most part annihilated the shipping of the United States. There are new countries developing a shipping capacity of millions of tons of freight annually. I mean particularly the countries of South America, yet scarcely a pound of this freight is carried in American bottoms.

'It may surprise some of you to know that the foreign ship-owners have formed a trust which works in perfect harmony. The United States is helpless in their hands in the matter of shipping to and from our South American neighbors. Every pound of freight we receive from South America bears a tax upon it which we pay to the European ship-owners. The only remedy for this is a merchant marine, owned by Americans and subsidized by the United States government.

"This matter is now being agitated in Congress, but the great foreign steam-ship trust is so powerful that it has even reached its hands out to our capital and it is doubtful whether the United States will create the subsidy necessary for the merchant marine of our country. If the subsidy bill passes, I believe the time will not be far distant when we will again see our great ships flourish on the high seas and the sons of Gloucester go out as masters on the great highways of the ocean."

Letters of Regret.

The following letters of regret at being unable to be present were read by the toastmaster:

My Dear Captain Stapleton:—I have delayed sending you a final reply to your kind invitation to attend the annual banquet of the Master Mariners' Association, in the hope that it might be possible for me to accept. I find that it is out of the question, however, and I write to express my sincere regrets that such should be the case. As your members realize, this has been and will continue to be until March 4, a particularly busy session of Congress for me. The fact that your banquet comes four days before adjournment, makes it absolutely impossible for me to leave Washington.

I wish you would extend my very best wishes to the members of the association for a successful banquet and a happy and prosperous year.

Sincerely yours,
A. P. Gardner.

My Dear Mr. Stapleton:—I am very much obliged for your kind invitation to attend the annual banquet of the Master Mariners' Association. It would be a real pleasure to me to come, but I am sorry to say that it is absolutely impossible for me to leave Washington in the present condition of the public business. There are a great many important measures pressing for consideration in the senate, and with every moment of my time taken up, I am sure you will readily understand why I am unable to be with you. Please express to the members of the association my deep regret at my inability to attend, and believe me, with kindest regards,

Sincerely yours,
H. C. Lodge.

My dear sir:—I am very much obliged to you for your kind invitation to attend the 24th annual reunion of the Master Mariners' Association, and I regret that owing to the pressure of business in the closing weeks of congress it will be impossible for me to accept.

Very truly yours
Elihu Root.

Capt. J. H. Stapleton, Secretary Master Mariners' Association, Gloucester, Massachusetts.

My dear sir:—I highly appreciate your kind invitation to the 24th annual banquet and reunion of the Master Mariners' Association on February 27, and I have deferred acknowledging same in hope that I might be able to announce my acceptance. It is with sincere regret that I now am obliged to notify you of my inability to be present. I assure you it would be a very great pleasure to be with you, especially at this time when matters of such momentous consequence to Gloucester are pending.

With best wishes for the success of your meeting, and with hearty thanks for your invitation and with kind personal regards for the members of your association, I am.

Yours very respectfully.
H. M. Smith,
Acting Commissioner of Fisheries.

Much to his own regret, as well as that of the audience it was announced that A. Piatt Andrew, Jr., assistant secretary of the treasury, our adopted citizen, who assisted the Gloucester delegation materially who went to Washington recently, in opposition to the proposed reciprocity bill, had found it impossible at the last moment to attend, and a telegram of regret was read from that gentleman.

Capt. James H. Stapleton, Master Mariners Association, Gloucester, Mass.:

I have hoped until today that it would be possible for me to keep my engagement to attend the Master Mariners' banquet Monday evening. The congestion of bills now before Congress, however, makes it necessary for me to remain in Washington to look after bills, in which the treasury is interested. I had looked forward with much anticipation to this occasion, and to the renewal of acquaintances which it would make possible, and I am greatly disappointed. Please extend to the gentlemen who recently came to Washington my warm regards and to all of the members of your association, my earnest hope that nothing will ever occur which will turn the fishing fleet away from our beloved Gloucester.

A. P. Andrew.

The following telegram of congratulation, received from William J. MacInnis, now absent on a business trip in Florida was also read by the toastmaster:

Palm Beach, Fla., Feb. 26, 1911.

Capt. George H. Peeples, President Master Mariners' Association, Gloucester, Mass.

Congratulations on your anniversary. Best wishes for a successful and enjoyable occasion.

W. J. MacInnis.

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Col. Albert Clark Extolled the Policy of Protection.

Col. Albert Clark, secretary of the Home Market Club was the next speaker, and was introduced as follows:

"The next speaker is a man who is known by reputation at least, to all of us. He is secretary of a club whose letter heads states that they are devoted to political science and industrial progress, and the word devoted is not overdrawn. In order to introduce him correctly I asked the secretary of the association if he did not have a middle name. 'Sure thing,' said Stapleton, 'His middle name is Protection.' It is a pleasure to present to you the secretary of the Home Market Club.

Mr. President and Gentlemen of the Master Mariners' Club of Gloucester: —I never dreamed that I should have the honor of addressing "the Captains Courageous" and in the brave and enterprising city which they have made famous throughout the world, but I am glad of the opportunity to come and confer with you concerning the new peril that confronts your industry and some of the other productive industries of our country. Of course you will not expect me to add anything to the complete and convincing presentations of your case which have been made by your able and eloquent Congressman Gardner and by the delegation of your best informed and most representative men which you recently sent to Washington. To attempt such a discussion would be like "carrying coals to Newcastle," and so I will confine myself to a general but brief consideration of the compact which threatens you and others.

In addressing the Intercolonial Club of Boston Saturday evening, I referred to your industry as follows:

"As for fisheries, it looks as though the compact were deliberately designed to transfer the industry from the United States to Canada. It has been defended, I do not like to say by whom, on the ground that if the industry has to suffer the gain to consumers will compensate the country for the loss. What evidence is there that there will be a gain? Present United States duties are hardly sufficient to offset the advantage which the Canadians derive from lower wages, cheaper ships and outfits, and from government bounties and storage warehouses. If, then, Americans are already at some disadvantage in their own markets, how fatal must the competition become with all duties removed? This would simply transfer the business of fishing from Gloucester to Lunenburg, and while the business of packing might survive here for a while on account of its being well established and conducted by men of great ability, yet it is certain that Canadian advantages would soon attract it there, and then the American consumers would find that instead of enjoying competition, as now, they would suffer from monopoly, and a foreign monopoly at that, beyond the regulation of our laws. A more senseless help to the consumer could not have been conceived by political economists, and a more outrageous sacrifice of the rights, the investments, the employment and the homes of thousands of American citizens could not have been perpetrated by usurpation and tyranny."

This leads me to speak plainly of the inception of this political movement and of certain methods which will become a paramount issue in this country unless they are abandoned. There has been a long public agitation for exchange of competing products for gaining foreign markets, but only to an extent "which will not interrupt our home production"—I quote his language—and he said further that "We should take from our customers such of their products as we can use without harm to our industries and labor." These expressions which safeguarded his policy, so as not to overthrow protection, have almost invariably been omitted from quotations of his speech by reciprocity advocates, and thus even many of his friends have been deceived into taking a tremendous risk.

This new compact wtih Canada is not that kind of reciprocity at all. It is quite the reverse, for it proposes an exchange of competing products only and will be sure, if ratified and entered upon, to dislocate industries and destroy American property worth untold millions of dollars, and American employment and opportunity beyond estimate.

The systematic misleading of the public in this respect for several years has been one of the worst crimes of the age. I do not think for a moment that the men who have planned it would purposely destroy or injure any important American industry, but they are so committed to a false philosophy on the subject that they think we can safely admit a greater foreign competition and that it will be beneficial to the country as a whole. The false teaching has actually engendered within them a prejudice against producers and they have been absorbed in schemes for the advantage of the consumer. President Taft, with all his great and good intentions, has proceeded upon the assumption that we need cheaper food and that the way to get it is to import it. Well, cold storage corner in eggs has just been broken by the natural order of things among the American biddies and the result is that eggs are now cheaper than they have been before for 41 years. We did not have to go out of the country to secure this benefit to the domestic consumer. Nor need we to in respect to any other product whatever, and if we once enter upon the policy of making ourselves dependent upon foreign supplies, we shall by and by find ourselves subject to monopolistic prices and with our own people, unemployed, too poor to pay them.

From this Colonel Clarke went on to show how the pulp and paper industries in this country were endangered by the compact, also the great agricultural industry, and then he said:

Fortunately the danger has aroused the people. I was in Washington last Tuesday when the master of the national grange and the masters and some other officials of 12 state granges appeared before the Senate committee on finance and protested in the most earnest way possible against the infliction of this wrong and danger upon the farmers. They fully accorded with what your representatives had said concerning the fisheries and I with equal earnestness expressed the voice of the New England manufacturers to the same purpose and effect. Senator Hale of Maine said there had been no public protest to compare with it since the uprising of the north at the outbreak of the civil war. The committee was powerfully impressed, and since then, as you know, has reported the bill to the Senate, without recommendation. This of itself ought to cause the administration to hesitate but doubtless the President feels that our national good faith has become plighted to Canada, with or without authority, and so he is expected to bring every influence to bear which he can properly invoke to have the compact ratified.

It is not impossible that we shall have to submit to it, but I believe it will work so badly as to change the public mind. If it fails to work well it can be terminated, and although you and others may suffer for a time, you have shown courage, patience and endurance in the past and can safely look forward to the not distant day when the American people will again be clothed in their right mind and will assert themselves in favor of a steadfast and consistent national policy. I do not, however, despair of the defeat of the compact, and to this end I think we should work so long as there is a reasonable chance of success.

The Canadians themselves are far from agreed that the agreement will be of lasting benefit to them. They can easily see its present advantages. It looks to them like opening to them a market of one hundred millions of purchasers in exchange for one of fewer than eight millions. It looks to them like an assured prospect for a rapid advance in the value of their lands, and a probable advance in the prices of their products; but some of them are able to see that it may lead to such relations with our country as will tend to sever their British relations and this gives them pause. To be sure they have unanimously reasserted their loyalty to the mother country, but what will a fine sentiment like that amount to in the presence of a continued and increasing commercial pull?

I admire their loyalty and I rejoice in their prosperity. The more money they can make without hurting us, the better I am pleased. But I am just enough of an American to think that on the principle that charity should begin at home, so should business be preferred at home, and that those who are engaged in productive enterprises in this country, by land and by sea, should stand together against everything that menaces the employment of our people and in favor of everything that promotes domestic development instead of that of foreign lands.

There are some who speak of the national boundary as an imaginary line. But you know that it is a very real thing. If you cannot see it you have felt it. It costs something to maintain a country, and a country should be all in all to its people. Mrs. Browning wrote that a country is "a thing to fight for, I suppose, and to die for at need." Those of us who have fought for our country know the great importance of defending it all the time, but this does not make us enemies to other countries. On the contrary we are their broadest and best friends, and we can do business with them on terms that are fair and reasonable in ways that are mutually advantageous. It is not necessary to enter into the entangling alliances in order that either or both may prosper. On the contrary, each in his own way, can thrive and grow as both the United States and Canada are prospering today and preserve the utmost friendship and good will without friction and without the dangers of grave political changes in the future.

Feb. 27.

Sch. Juno Lost Cable and Anchor and Gear.

Sch. Juno, Capt. John Stream of this port, arrived at Portland Friday afternoon from a five weeks' trip to Quero bank. The captain repeats about the same story that has been told so often the past month by all the skippers coming in from the banks continual gales and heavy seas all the time. The schooner brought in only a small fare, about 8000 pounds of halibut and a small lot of salt cod.

Capt. Stream says the trip was one of the hardest in his experience, and he has been many years at sea. Rough weather was encountered almost as soon as he left Gloucester and there has been practically no let up since. The vessel was handicapped from the start, she having lost quite a lot of her gear in the first gale she struck on the banks, and was forced to borrow from some of the vessels fishing there.

Gale after gale followed each other in quick succession, making it almost impossible to do any fishing and almost invariably when a good day intervened no fish would be sighted. In one of the gales encountered the schooner lost one of her anchors, but fortunately only a small piece of her cable went with it.

In another gale which she was riding out in 90 fathoms of water, with 400 fathoms of cable out, she was the only one of a fleet of eight vessels that held her anchorage, all the others going adrift. The fare of halibut was purchased by the J. W. Trefethen Co. at 10¼ cents for the white and 7½ cents for the gray.

Feb. 27.

Preparing for Spring Trips.

Capt. Asa Baker has fitted sch. Effie M. Prior for haddocking.

Capt. Staley Hines will fit sch. Mabel D. Hines for salt bank trawl codfishing

Capt. Walter Doucette is fitting sch. Arcadia for salt trawl banking.

New sch. Sylvania will engage later in the southern mackerel fishery under command of Capt. Lemuel Firth.

Capt. Frank Viator is in command of sch. Hortense and not sch. Mina Swim as formerly reported.

New Liverpool, N. S., Schooner.

The neatest looking craft built at Liverpool, N. S., for many a day, was launched Tuesday afternoon by Hendry's, Limited, for Liscomb parties. The vessel's length is 117 feet, breadth 27.2 feet, hold 10 feet, and tonnage 140. She was named the Ainslie. The owners are Capt. George Crooks who will command, James Hemlow, Jr., and Capt. Murdock. The vessel was built by Robie McLeod, and is his 76th.

Feb. 28.

Herring at Bay of Islands.

Edward Gahaney, of Bay of Islands, N. F., says that up to Thursday week, there were large quantities of herring in the Humber at Bay of Islands. Mr. Gahaney says it has been a most successful year with the herring catchers. He himself has cleared for his boat from October to the 2nd of February no less a sum than $972. This figures out to nearly $500 a man, there being but he and one more man in the boat.

Sch T. M. Nicholson Nearly Loaded.

The following message was received Saturday week at the Newfoundland Marine and Fisheries Department from Capt. Gilley at Burin: "Want about 200 barrels of herring to finish loading schooner T. M. Nicholson. Will you give permission to buy in March or April? None to be had at present."

Sch. Rhodora Spoken.

Sch. Rhodora was spoken recently on St. Peter's bank by sch. Waterwitch, Capt. Cyrus Horwood, which was arrived at St. John's, N. F. Capt. Peterson wished to be reported. She in company with two other bankers, was fishing in latitude 45, longitude 54.30.

Portland Fish Notes.

About all the local fishing vessels were out Sunday many of them returning about dark with small fares. Several of the steamers engaged in pollocking also returned after another unsuccessful search and the outlook for that branch of the fishery industry is somewhat dubious.

Fitting for Georges Handlining.

Sch. W. H. Moody is fitting for Georges handlining under command of Capt. Thomas Crowell.

Feb. 28.

COLD STORAGE AGREEMENT TEXT

Offer Made by Newfoundland to Portland Fish Firm.

Guarantees 1 1-2 Per Cent on Cost and 5 Per Cent on Investment.

The St. John's, N. F., Evening Chronicle of recent issue, makes public for the first time the famous "cold storage" agreement between the colony and Trefethen & Lord, fish dealers of Portland, Me.

The resolution providing for the confirmation of the agreement is now before the Newfoundland house of assembly and has been for several days the subject of a very acrimonious debate, Premier Morris and ex-Premier Bond essaying the leading roles on the opposing sides:

The exact terms of the agreement are thus for the first time, made public and will be read here with much interest.

Text of the Agreement.

"This cold storage agreement provides that

"1—The lessees shall erect at their own expense within five years, five cold storage plants for fish and fish products, each at a cost of not less than $100,000, one to be erected, completed and put in operation during each year of the term. The lessees agree to maintain these cold storage plants in continuous operation, if sufficient fish are available for such operation, from the date of their completion until the end of the year 1925. It is left optional with the lessees to substitute one floating cold storage plant of the same capacity for one of the sedentary establishments provided as aforesaid.

"2—The plans and specifications of the aid plants and their equipment are to be subject to the government's approval.

"3—The government agrees to pay the lessees during the 15 years one and a half per cent. interest per annum upon the amount actually expended by the lessees upon the original construction and equipment of the buildings, machinery and plants, the total expenditure on which interest shall be payable not to exceed $500,000.

"4—The colony's auditor general is to certify as to the above amount and for that purpose is to have access to the books of the lessees; any dispute to be settled by arbitration.

"5—The government agrees to guarantee to the lessees during the 15 years any sum by which their net annual profits from these cold storage plants and the business thereof shall be less than five per cent. upon the actual cash capital invested in such plants, the total amount to bear interest not to exceed $500,000, and the auditing provision to be as in the preceding paragraph.

"6—Besides these cold storage plants, the lessees agree to erect and complete within five years not less than five smoke houses, five fish packing factories, two glue factories and two fertilizer plants; one smoke house and one fish packing factory shall be completed and operated during each year, and one glue factory and one fertilizer plant completed and operated within two years, the whole to be maintained in continuous operation during the next 15 years.

"7—In the event of the lessees failing at any time during this term to maintain and continuously operate these several establishments in a bona fide and business like manner, all their rights and claims, under paragraph three and five, shall become void.

"8—The lessees agree to employ Newfoundland labor in these industries, except such skilled labor as is not obtainable in the colony.

"9—The government agrees to grant to them free of charge out of any ungranted waste crown lands at its disposal, sites for the buildings and, subject to the crown lands act, timber areas sufficient to supply lumber for boxes, barrels and other requirements of the industries, and sufficient water powers for operating and lighting the plants where such water powers are at the disposal of the government.

"10—The government agrees to admit free of duty for use in these industries, but not for sale, all the plant, machinery, implements and apparatus for original installation and extension of same, but not in substitution for old; ammonia for refrigerating purposes; vegetable oils for canning fish; tin metal for cans and solder; gasolene engines and gasolene; printed and lithographed labels; minerals and lubricating oils for machinery.

"11—The lessees are not to assign or sublet this contract or any portion thereof without the consent of the government, which shall not be unreasonably held.

"12—All disputes shall be settled by arbitration, each side to name one arbitrator, and they to select a third.

"13—This agreement is subject to approval by the legislature."

Feb. 28.

BOSTON SUPPLY SMALL FOR LENT.

EXPECTED LARGE FLEET DID NOT MATERIALIZE AT T WHARF TODAY.

With the opening of Lent tomorrow, T wharf has not as much fish as it would like, and not as much as it expected today, for the dealers were confidently counting on a big fleet to report this morning and stock them up in good style. What they did get was 13 crafts of all kinds, five of them offshores.

They paid well for everything in sight that looked like a fish. Old offshore haddock brought $2.10 without a murmur and new sold easily at $3.50, while shore stock reached $5 and $5.50 and shore large cod topped even that figure a dollar. Hake as usual were high, $4.50 to $7 according to size. Even cusk brought $3.75.

The market boats, the off-shore schs. Rex and Valerie each with in the neighborhood of 75,000 pounds are in for a stock which will certainly please every man on board of them.

Boston Arrivals.

The fares and prices in detail are:

Sch. Buema, 10,000 haddock, 500 cod.

Sch. Warren M. Goodspeed, 13,000 haddock, 1000 cod, 1000 hake.

Sch. Josie and Phebe, 1500 haddock, 6000 cod, 24,000 hake, 14,000 cusk.

Sch. Rex, 70,000 haddock, 5000 cod.

Sch. Valerie, 70,000 haddock, 8000 cod.

Sch. Priscilla, 4000 haddock, 9000 cod.

Sch. Isabel, 5000 cod.

Sch. Stiletto, 40,000 haddock, 7000 cod.

Sch. Victor and Ethan, 5000 haddock, 2200 cod, 1500 hake.

Sch. Matthew S. Greer, 1500 haddock, 500 cod, 7000 hake, 8000 cusk.

Sch. Freedom

Sch. Patrician, 30,000 haddock, 8000 cod.

Sch. Viking, 4000 haddock, 9000 cod, 3000 pollock.

Offshore haddock, $2.10 to $3.50 per cwt.; shore haddock, $5 to $5.50; large cod, $5.50 to $6.50; market cod, $4 to $5; hake, $4.50 to $7; cusk, $3.75.

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FRESH FISH COMPANY BENEFITED.

Now Securing Plenty of Fine Haddock for Smoking.

The Gloucester correspondent of the Boston Globe said in his last Sunday letter:

"The Fresh Fish Company, which was formed in a sort of popular uprising some years ago with a capital of $75,000 for the purpose of making this port one of the headquarters of the fresh fish business, but which failed of its object, still lives and may prove a factor after all in the city's industrial life.

"Some five years ago the company moved from its former headquarters to the Fort wharf into quarters which are the best equipped for the business on the coast. The company established a reputation for putting out some of the choicest finnan haddies in the country, but found difficulty in securing a supply of haddock to smoke, the open complaint of Manager Livingstone being that he could not induce skippers of Gloucester vessels to come to the home port to dispose of their product even at an advanced price.

"Last summer Mr. Livingstone presented an ultimatum to the effect that unless he could get a supply of fish for smoking he would give up the Gloucester branch altogether, as the lease expires within a year, and do the business of the company from Boston.

"This he carried out in part. He discontinued the buying of fresh fish here, securing his supplies in Boston. By doing this quite an appreciable amount of labor was dispensed with and the expense of a fresh fish car between this city and Boston, chartered at $5000 a year. He, however, has not given up the lease of the Gloucester quarters and does not intend to do so.

"On the contrary, the move of the headquarters to Boston, strange to say, has resulted beneficially for the company in this city, as far as the smoking branch is concerned.

"Being right on the scene Mr. Livingstone has purchased fare after fare of fresh fish from vessels with 'Boston' on the stern at prices a shade above Boston quotations. None of the Boston skippers and crews have shown the slightest disinclination to bring their fares to this port. The result has been that Mr. Livingstone, for the first time this winter since he assumed the managership, has had more fish than he actually needed for his business in this city.

"The past summer conferences were had with Mr. Livingstone on the part of some of the fishing firms looking to the landing of fares here this winter, but nothing has come from it.

"Under these conditions Mr. Livingstone states that from the standpoint of the company he sees nothing to fear if the proposed reciprocity pact goes through. In this event he hopes the Nova Scotians will embark some of their fleet in the winter haddock fishery, and as these crews are not devoted to one part more than another, but go where they can get the most for their cargoes, he believes that Gloucester stands as good a chance as any other port, and that more fresh fish will be landed here in winter, to the benefit of the city, and incidentally bringing some consolation, although long deferred, to the subscribers to the stock. The company has had an uphill fight, but has hung on. There now seems to be an indication that the tide is turning in the right direction. This will be most reassurng news to those who have reason to be interested in its fortunes."

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LAST VESSEL OF HERRING FLEET.

SCH. MAXINE ELLIOTT HAS CARGO OF FROZEN HERRING AND SALT COD.

When fresh fish are high, one can generally look for sch. Ingomar to strike in here with a good fare. This morning is no exception, for Capt Horace Wilde came along with her at just the right time to get the advantage of the highest market for several weeks. He hails for 70,000 pounds, mostly haddock, so there will be a nice dollar in the trip for owners and crew also.

Sch. Maxine Elliott got in late yesterday afternoon. She comes from Rose Blanche, on the south Newfoundland treaty coast and has salt cod and frozen herring. Incidentally she is the last of the winter herring fleet to arrive, excepting those which are frozen in, and her arrival practically closes the book on the herring season.

Sch. Grayling is here from Portland with 30,000 pounds of salt cod on board, she having been on a Georges handline codfishing trip and landed 3000 pounds of halibut at the Maine port yesterday. The story of her collision with and the sinking of sch. Sylvia M. Nunan will be found in another column.

This noon the Georges handliner Hattie A. Heckman arrived with a small catch.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch Ingomar, Georges, 70,000 lbs. fresh fish.

Sch. Grayling, Georges handlining, via Portland, 30,000 lbs., salt cod, landed 3000 lbs halibut at Portland.

Sch. Maxine Elliott,, Rose Blanche, N. F., 285,000 lbs. salt cod, 250 bbls. frozen herring, 70 bbls. pickled herring.

Sch. Hattie A. Heckman, Georges handlining, 6000 lbs. salt cod, 3500 lbs. halibut.

Sch. Benjamin A. Smith, Georges, haddocking, 90,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, Georges, haddocking.

Vessels Sailed.

Sch. J. J. Flaherty, salt Bank trawling.

Sch. Massachusetts, salt Bank trawling.

Sch. Essex, Boston.

Sch. Titania, Georges.

Sch. Frances P. Mesquita, haddocking.

Sch. Maud F. Silva, haddocking.

Sch. Effie M. Prior, haddocking.

Sch. Mooanam, haddocking.

Sch. Etta Mildred, Georges.

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, 9c lb. for white, 7c for gray, with 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, $5.75 for large and $5.50 for medium.

March 1.

Good Haddock Stock.

Schs. Onato, Capt. Henry Larkin, and Valerie, Capt. Albert Larkin, which arrived at Boston yesterday, made remarkably good haddock trips. The former stocked $2437, the crew sharing $67 each, and the latter $2400, while her crew shared $65. They were absent but 10 days. The captains are brothers and among the top-notchers of the business.

Fitting for Spring Trips.

Sch. Eglantine is fitting for Georges handlining under command of Capt. Percy Firth.

Sch. Avalon is fitting for halibuting under command of Capt. William Doyle.

and ... untold millions of dollars, and ... can employment and opportunity beyond estimate.

March 1.

THE RESCUE OF THE SCH. CAVALIER.

How the Wreck Appeared to One of the Crew of Androscoggin.

Fred O. Probert of Lynn, one of the crew of the revenue cutter Androscoggin, in writing home to his parents, thus describes the picking up and towing in the disabled sch. Cavalier of this port:

Well, here you are for news: At 1.30 o'clock, this afternoon the lookout reported a ship in distress off our port bow two points. Two hours later we beheld a sight I shall never forget, a Gloucester fisherman, bowsprit and one of her masts gone and the other half gone, sailing along jury rigged and Old Glory upside down in the rigging.

"Sunday evening, 6.30. Just finished supper and went on deck to have a smoke and get the air. The fisherman is doing fine, and I think she rides the seas better than we do. She has been out four weeks, and has been missing from the banks for eight days. She has a crew of 18 men, having lost two overboard before we picked her up. It is good news mingled with bad news, but even so I'll wager there were some happy people in Gloucester when they got the news last night. We expect to talk with Boston wireless stations tonight after 8 o'clock. We can only send 250 miles, but can receive as far as any one else can send.

"I expect some inward bound steamer carried the news in yesterday. When we came alongside of her yesterday, the 'old man' hailed the "Cavalier," asking him if he needed any help. It was only a matter of form. Her skipper said "Yes, we want a tow." "Where to?" 'Gloucester,' was the answer, and then we got down to business. We sent over a messenger, which is a small line, a little larger than a clothes line. We then made a three-inch line fast to it, and the fishermen hauled it over. Next came our 10-inch hawser fast to the three-inch line, and they made fast to the stump of their mainmast running the hawser through her for'ard hawser pipe: Then the parceling or chafing gear to save the wear of the line in the hawser-pipe.

"You ought to have heard the canvas when they cut it up to bind the hawser. Ripping and tearing it made quite a noise. They were 120 fathoms astern of us, the length of our hawser.

Made 64 Knots in 22 Hours With Tow.

"A little after 4 p. m. Saturday we got underway with our prize and from 6 p. m. that night until 4 p. m. Sunday we made 64 knots. Not so bad considering the weather conditions. This wind has been blowing for 30 hours now and it ought to go down soon. After supper it freshened up and changed a little to the nor'west, and we are now ducking and pitching ahead on the sea. Everybody is happy just the same. What is an old derelict compared to the lives of 18 men? A prize indeed!

"The fishermen are down to salt horse and fish while we hit the canned 'Willie' for supper tonight. Tomorrow salt fish for our dinners. Seagoing? Yes. We had a fairly good dinner today, roast beef, potatoes, string beans, pudding and coffee. I guess it was the last of our fresh meat.

"I was having a smoke on deck today after dinner holding on to the hand rail around the stack, when we took a big roll the water coming down our deck and washing it down for us. One sea swept over the launch and we never even got a spray. On watch yesterday morning I just stepped from under a ventilator when one came down and soaked my fireman. It was a dandy, I tell you. The crew are getting old again, as have only had one chance to shave since being out.

"I haven't forgotten that last Wednesday, the 16th, was my birthday, the first ever spent at sea. The 18th my coal heaver was 40, and Tuesday, the 21st, is the oiler's birthday, he being 32. Can you beat that? It don't happen very often that three men in a watch of four have birthdays within five days of each other.

"Monday the 20th. Everyone O. K. Just finished supper and feeling fine. Had a fine day until noon, when it started to snow, but it didn't affect our speed any until afternoon, when it got so thick we slowed down to three knots. It is heavy, wet snow, and the wind is on our starboard quarter, southeast, helping us along, as we are sailing northwest to Gloucester. Have been tearing off nine knots all day and if it hadn't snowed, we would have dropped our mudhook early tomorrow morning, but as it is now it will be tomorrow noon.

March 1.

Passed the fishing banks at noon and quite a few fishermen on the horizon. We stopped at 7 this morning, lowered the boat, and got the names of the two lost men and sent them along to Boston. The boat brought back four chicken halibut, weighing 25, 30, 42 and 46 pounds each. The general mess ate two largest, amounting to 88 pounds, for dinner, and it all disappeared at one meal. Believe me, that was going some, 88 pounds for 42 men.

March 1.

BROKE PASSAGE THROUGH ICE.

SPARMAKER BARNES SLIPPED FROM LOG AT UNION SPAR COMPANY'S DOCK.

St. Clair Barnes, an employee of the Union Spar company, had an exiting time this forenoon, slipping off a log in the water in the rear of the company's building on Rogers street.

Mr. Barnes was walking along the raft of logs and without any warning, suddenly went overboard, and was left to flounder about in the icy waters. Being a good swimmer, he decided to make some landing, inasmuch as he was in position where aid could not immediately reach him.

The ice in the dock made matters more difficult, but Barnes broke through it with his hands as he swam along several yards finally reaching a raft, where he was pulled on board by Charles H. Andrews, manager of the company.

Aside from his icy bath for a few moments, Barnes was none the worse for his experience and was sent to his home for a dry change of clothing.

Found No Pollock in Three Weeks Trip

Capt. Clarence Turner of the fishing schooner Marion Turner wore a long face when he came into Portland Monday morning.

Well he migh', for he had been away for three weeks after pollock and not one of the black-backed fish had he succeeded in netting. But though he was disappointed, he was not in the least discouraged. Capt. Turner has the record of not having returned to port with a broken trip and he intends to hold that. Just because he came in yesterday morning is no sign that the trip was over. He has been in other ports along the coast during the past three weeks. It has been terribly blowy all the time outside and that as much as anything else has been responsible for the failure to land any pollock.

Back in January it was reported that pollock were schooling off the coast. There was a rush of the seiners to get outside. When they got to the places where the pollock had been seen, there were none in sight and there have been few show themselves since. The spell of cold weather that set in is given as the reason and unless the water warms some, the pollock will hold off until about the usual time. Last year, many will remember, Capt. Turner proved the high-line pollock catcher of this port.

Portland Fishing Arrivals.

Fish were fairly piled into Portland harbor Monday. The local fleet had the most of them, though all the fares were small. Those reported were schs. Eva and Mildred, 6000; Albert W. Black, 8000; Edmund F. Black, 6000, and Carrie and Mildred, 2000, for the F. S. Willard Company; Grayling, 4000 halibut and 28,000 salt fish; Topsail Girl, 6000; Robert and Carr, 5000; Fanny Reed, 3000; Mary Sinnett, 3000; Lochinvar, 6000; Bernie and Bessie, 4000; Rough Rider, 2500; Lizzie May, 6000; A. P. Parkhurst, 4000.

March 1.

Good Price for Halibut.

The fare of halibut, 3500 pounds of the Georges handliner Hattie A. Heckman, which were landed at this port yesterday, were sold to the New England Fish Company at 12 cents per pound for white and 8 3-4 cents per pound for gray.

On Monday the Georges handliner Grayling of this port, sold about the same amount of halibut at Portland for 11 cents per pound for white and 8 1-2 cents per pound for grey. As we have before remarked, and probably will reiterate several times during the coming season, "Gloucester is not the worst place in the world to sell halibut."