

March 7.

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POLLOCK SEINERS FOUND ROUGH SEA

FOUND WIND TOO STRONG TO ALLOW THEM TO SET THEIR SEINES.

There have been no arrivals from sea over night with fish at this port. Yesterday afternoon sch. Mary A. Gleason, from a Georges handline trip, had a good fare, 30,000 pounds of salt cod, 4500 pounds of halibut and 2000 pounds of halibut and 2000 pounds of fresh cod.

This morning the market boats all went out, as did the pollock seiners; but after daybreak a number of the latter came stringing back, their skippers reporting that it was too rough to set their seines.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Mary A. Gleason, Georges, handlining, 20,000 lbs. salt cod, 2000 lbs. fresh cod, 4500 lbs. halibut.
- Sch. Mary F. Curtis, via Boston.
- Sch. Esperanto, via Boston.
- Sch. Mooween, via Boston.
- Steamer Quoddy, shore, 5500 lbs. fresh fish.
- Steamer Prince Olaf, shore, 1000 lbs. fresh fish.
- Steamer Weazel, shore, 700 lbs. fresh fish.
- Steamer Nomad, shore, 1000 lbs. fresh fish.

Vessels Sailed.

- Sch. Ida S. Brooks, haddocking.
- Sch. Mary Edith, haddocking.
- Sch. Emily Cooney, haddocking.
- Sch. Jeanette, haddocking.
- Sch. Mary B. Greer, haddocking.
- Sch. Edith Silveira, haddocking.
- Sch. Matthew S. Greer, haddocking.
- Sch. A. C. Newhall, Boston.
- Sch. Regina, Boston.
- And the pollock seining fleet.

Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.

Georges handliner halibut, 13 1-2 cents per lb. for white, 11 cts. for medium gray and 9 cents for large gray.

Bank halibut 13 1/2c per lb., for white and 11c 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, \$1.20 per cwt.; round pollock, \$1.20 per cwt.

Halibut Sales.

Bank halibut fares here yesterday sold at 13 1-2 cents per pound for white and 11 cents for gray, two trips of 20,000 pounds each, bringing those figures. Today a bank halibut trip at Portland is selling at 12 1-4 cents per pound for white and 10 1-4 cents for gray.

As we have before remarked, "Gloucester isn't the worst place in the world to sell halibut."

The fares of halibut of the Georges handliners Carrie C. and Mary A. Gleason, about 4000 pounds in each lot, sold to the New England Fish Company at 13 1-2 cents per pound for white, 11 cents for medium gray and 9 cents for large gray.

Wrecking Company Will Try to Float Sch. Mattakesett.

The Scott Wrecking Company will undertake to float the fishing schooner Mattakesett, which stranded on Peaked Hill bars, Cape Cod, early Sunday morning. Cat. Parsons, the skipper of the fishing vessel, is expected to come to Boston today to confer with wreckmaster Lewis.

The schooner remained in practically the same position yesterday. A moderate gale from northeast with a choppy sea prevailed all day, but the vessel held together and it is believed, if assistance is sent at once, she can be saved.

Halibut at Portland.

Sch. Elk, Capt. Charles Colson, is at Portland today with a fine trip, 28,000 pounds of halibut, the fare selling at 12 1-4 cents per pound for white and 10 1-4 cents for gray.

Fishing Fleet Movements.

Sch. Premier was at Yarmouth, N. S., Saturday and cleared for the fishing grounds.

Good Prices for Halibut.

The fare of halibut of sch. Yakima sold to the New England Fish Company at 13 1-2 cents per pound for white and 11 cents for gray and the fare of sch. Mooween sold to the same concern at the same figures. Sch. Yakima will take out here, while sch. Mooween will go to Boston to take out there.

Incidentally, the price is a good one and tends to show that the skippers know pretty near what they are about when they continue to come here with their trips. As it looks now, there will be more of them coming here before there are less.

Opened Fresh Fish Business.

Capt. William B. McDonald, the well known bait and oil dealer, has gone into the fresh fish business and has opened a plant at Fort wharf, in the easterly half of the long building of which Anthony Cooney has his fresh fish business. Capt. McDonald is associated with Frank Neal of T wharf, Boston.

There are now four fresh fish concerns at the Fort in full operation, the Gloucester Fresh Fish Company, Luikin & Tarr, Anthony Cooney and Capt. McDonald.

Halibut at Portland.

Sch. Harvard is at Portland this forenoon with 4000 pounds of halibut, 4000 pounds of fresh cod and 16,000 pounds of salt cod. The halibut sold at 13 1-2 cents per pound for white and 11 1-2 cents for gray.

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Rapid Development of Pacific Fishing Fleet.

Marine development has been more active in the various branches of the Pacific coast fisheries during the past season than during any other year in the history of the industry. Cannermen, salmon fishermen, halibut men and those engaged in all the allied industries have come to a realization of the advantages of swift, substantial, able vessels and millions of dollars have been expended during the past 12 months in improving this equipment.

"Millions of dollars" may sound like considerable money, but if we stop to figure, we will find that this is not hyperbole after all. During the past year more than a thousand small gill-net, purse-seine and general fishing boats have been added. These will average in cost over a thousand dollars each, and here alone we have one of the millions. Over a score of big halibut schooners have been added to the Puget Sound fleet and here we have several hundred thousand more. Over forty cannery tenders have been constructed at a cost that will run over half a million. Six new salmon carrying vessels were purchased for last year's fleet and five more will be added to the fleet for the coming season. A number of these are large, steel sailing ships. That makes at least half a million more. Then to this must be added oyster boats, crab boats, and half a dozen other types used in the fishing industry of which no note has been made. From this it may be readily determined that the sum expended runs readily into seven figures.—Pacific Fisherman.

Maine Herring Legislation.

The very latest proposition in regard to the Maine herring situation, which is now agitating the legislature of that state, is one that there shall be absolute prohibition of all herring catching of any kind, either by nets, or weirs for the period of 10 years. It is claimed both by the fishermen and the packers that the fish are growing scarcer each year, and they claim it is only a question of a year or two when they will all be gone.

Senator Mayo said the other day when the Heffron commission bill was suggested to him that if they wanted two years more with things going as they are now, there would be no herring to investigate. It is hardly to be supposed that any of the varied interests now fighting this proposition would take seriously the suggestion to prohibit the catching of herring, but some of the conservationists claim that unless this is done there will be no herring to conserve.

The herring problem is one of the most serious the Maine legislature has to wrestle with this year and no matter which way it is solved there will be a great deal of soreness and much trouble, for the fellows who are decided against won't like it a bit, no matter which side they are on.

New Vessel for Dr. Grenfell.

The contract for the new vessel for the use of Dr. Wilfred T. Grenfell in connection with the work of the Labrador mission to deep sea fishermen has been recently placed by Bowes & Mower, naval architects, of Philadelphia, with A. C. Brown & Sons of Totenville, Staten Island, N. Y. The vessel will be named the George B. Cluett, as she is a gift to the mission by Mr. Cluett, who is a life member of the Grenfell association of America.

In a recently published letter Dr. Grenfell expressed the need of a new schooner to assist in carrying on the work of the mission, and a ready response was received from Mr. Cluett, who offered to give a vessel which should in every detail meet Dr. Grenfell's requirements. Plans were drawn for a three-masted auxiliary working schooner, 135 feet over all, 115 feet on waterline, 26 feet beam and 12 feet deep in the hold.

She will be fitted with a 75-horsepower kerosene oil engine which will drive her six knots and will also have a donkey engine for hoisting sails. She will be launched early in June and ready for sea in July. She will be built exceptionally strong in order to combat the ice floes and uncharted reefs she may strike.

Minnesota's Champion Fisherman.

The St. Paul Pioneer Press says that: Minnesota's champion fisherman, Aaron Margolis, who lives at 102 Robertson street, St. Paul, made his record-breaking haul last week by landing in one cast at Tetonka Lake, Minn., nearly 500,000 pounds of fish.

Sixteen men and a span of big horses assisted Mr. Margolis in this feat. It required exactly one and a half days for the combined force to haul in the single seine. When the fish were weighed Mr. Margolis found he had 445,000 pounds, equal to 227 tons. The largest of these was a buffalo fish weighing 54 pounds and presumed by him to be 75 years old.

If the commission men in New York, Baltimore, Philadelphia and Chicago, to whom the fish were billed, receive for him a fair price, say five cents a pound, then Mr. Margolis will realize in gross receipts on this one haul something like \$22,250. He declared yesterday he expected to earn net as much as \$40,000 before the winter is over.

Increased Capital Stock.

Announcement has been made by the Menhaden Fisheries Company, of Philadelphia, Pa., of an increase in its capital stock from \$500,000 to \$1,000,000 the par value being \$100,000. The new issue is offered for public subscription at \$150 per share. On \$500,000 capital the company paid dividends of 20 per cent. in 1908, 40 per cent. in 1909 and 10 per cent. in 1910, the reduction in dividends in 1910 being made necessary by the burning of a portion of Lewis plant. With money derived from the new stock issue, the Menhaden Fisheries Company will purchase and equip a large steamer which will operate as a floating factory and will enable them to fish the year round, instead of five months as is now necessary with land plants.

Pensacola Arrivals.

There has been some good fishing from Pensacola during the past week, and skippers seem well satisfied with the catches they have been bringing in. There were five vessels with a total of 103,000 pounds of red snappers and 18,000 pounds of groupers. The biggest catch of red snappers was made by the smack Dorothy, which had 29,000 pounds, and in addition 6000 pounds of groupers.

The smack Alcoma, of the Warren Fish Company, had 26,000 pounds of red snappers and no groupers. The Chicopee, of the Warren company, had 13,000 pounds of red snappers and 2000 pounds of groupers. The smack Henrietta G. Martin had 18,000 pounds of red snappers and 4000 pounds of groupers, and the smack Ruth A. Welles, 17,000 pounds of red snappers and 6000 pounds of groupers.

Galveston Arrivals.

Galveston, Texas, had five arrivals of fishing vessels on Washington's birthday. The combined catch was 80,000 pounds of red snappers.

The vessels arriving there were the Cuba, Capt. Ike, with 6000 pounds; Avalon, Capt. Frank, with 5000 pounds; Big Fortuna, Capt. Salvador, 19,000 pounds; Lizzie B. Adams, Capt. Francis, 12,000 pounds; Aloa, Capt. Rouliden, 17,000 pounds. Capt. Salvador of the Fortuna reports good fishing on the Campeche Banks.

PACIFIC CODFISH INDUSTRY REVIEW.

Trade Paper Gives Resume of Operations of the Past Year.

In the Pacific Fisherman annual review, just published C. P. Onert of the Union Fish Company, of San Francisco, has the following interesting resume of the year 1910 in the Pacific codfish industry:

"The past year has seen the culmination of a movement in the codfishing business which had its beginning several years back. The fishing season of 1905-1906 on the Atlantic showed a great shortage in the catch. Dealers were scouring the country for codfish. Word went out that the codfish banks of the Atlantic were exhausted and the demand from that side for our Pacific codfish seemed to confirm it. All kinds of offers were made here, especially for hard cured fish in carload lots. After all the surplus stock was gone there were still loud cries for more, and at good figures. To many people it looked as if those high prices were nailed to the mast, and as there are always those ready to rush in where angels fear to tread, the next year witnessed a great expansion of the industry on the coast. Old concerns increased their fleets and new companies entered the business to share its golden profits. The year 1907 saw the height of the boom. Nine companies were in the field operating 19 vessels and 15 shore-fishing stations in Alaska.

"But, as has been pointed out before in this journal, this Atlantic shortage and Eastern demand is a matter of one season only and recurs at irregular intervals several years apart. It is common to all natural products. A boom in prunes some 15 years ago filled the whole country here with young prune orchards. Two or three years later prune trees were cooking the scanty meals of the former optimists. For a couple of years raisins made a few men rich. Then miles of land were planted for raisins. When the crops were ripe they would not pay for the picking. So it was with pears, with figs, with hops. So with salmon. Naturally so would it be with codfish. And so it was.

Supply Far in Excess of the Demand.

"Before the end of the first year of expansion it was evident that about two-thirds of the catch had been made for a market which no longer existed. Fish on the Atlantic banks were again as plentiful as usual, and the loud call for Pacific codfish was heard no more. This meant a carry over into next season which was again one of over production. Codfish, unlike whiskey,

does not improve with age. Cold storage was not available. A scramble to sell among all these concerns brought on a slaughter of prices that was necessarily fatal to the weaker ones. Two of the San Francisco houses were first to go under. Edward Pond turned over the last of his stock of codfish to the Union Fish Company, contracted his catch to arrive to the same company and quit. The next to go was the Pacific States Trading Company which acknowledged to the writer a loss of over \$40,000 in codfishing. In the fall of 1908 it sold its stock to spot fish and its season's catch to arrive to the Union Fish Company and retired. This left only two concerns in the business in San Francisco and these have since worked along with varying degrees of harmony or discord, according to their ability to find a market for their season's catch.

"On the sound, however, the contest among the five companies there was, if possible, more bitter. And the economies practiced there permitted it to be longer drawn out than in California. So for four years this struggle went on. Life under such conditions was too miserable to be longer borne so the summer of 1910 saw outside parties take over and consolidate the two Seattle companies, while the Union Fish Company of San Francisco absorbed and diverted south, the products of two more. This left on Puget sound only the Consolidated Company at Seattle and the old established Matheson Company at Anacortes.

"Another lean year on the Atlantic, caused by no lack of fish, but by bad weather during the fishing season, has caused a new demand from the East

absorbing the surplus catch of the coast, removing the incentive for the sharp competition of former years, making of the season of 1910-11 what now bids fair to be, for the four companies remaining in the field, one of the best years in the history of the Pacific codfisheries.

This temporary advantage may, naturally, be expected to encourage another influx of new adventurers and early return of former conditions.

Effect of Free Fish on the Pacific Coast Plants.

"These things, however, are of interest only to the producers as to their profits or losses. A matter of vital concern to the industry itself is involved in the proposed reciprocity treaty with Canada, by which it is proposed to admit green fish from the provinces to the United States free of duty. With the cheap labor and comparatively low standard of living, and with their greater proximity to

the fishing grounds, the Provincials and Newfoundlanders can produce the fish far more cheaply than can any American fishermen. Naturally they look longingly toward our ninety million people as desirable customers. In their efforts to get their fish in free they are aided by some of the non-producing cutters and packers of New England, who are so short sighted as to add their voices to the cry for "cheap fish," not foreseeing that the Canadians will be smart enough to cut and pack their own fish, either at home or on this side the line as may be necessary.

"Free green fish means cheaper fish. It means also the extinction of the codfishing business in the United States; the closing of all the big plants east and west; the diversion to the British flag of the fine fleet of Gloucester bankers; and probably the diversion to British Columbia of our Pacific codfishermen. It means the transfer with these vessels of that large percentage of our few remaining American sailors, the hardy codfishers.

"What it means to the salmon men and the halibut companies I do not know. It would seem the logical thing for the latter to transfer their plants to British Columbia, fish out of one of those ports, and ship the fish into the different parts of the United States from there. This would surely make quite a difference to Seattle and Tacoma. The deep sea fisheries are, today, the only remaining nursery of the American sailor. If these are transferred to Canada and British Columbia, there will go with the lost fishing industry the last hope of an American Merchant Marine or American recruits for an American navy.

"A strong protest against this treaty has gone from the codfishers on this coast in conjunction with the similar work of our brethren in Gloucester. And we have strong hopes that this treaty, which strikes at both the fishing and agricultural interests of this country, may yet fail of passage."

SCH. MANHASSETT HAS BANNER TRIP

LANDED 100,000 POUNDS HADDOCK AND COD AT T WHARF YESTERDAY.

Capt. William Harding of sch. Manhasset must have felt pretty good when he shot that craft up to T wharf yesterday afternoon, for nicely iced in her hold were 100,000 pounds of haddock and cod, the banner trip of the winter in size and one which was sure to bring a great big stock, which would divide into shares most pleasing to himself, the owners and the crew.

Beside the Manhasset, five others of the off-shore fleet have arrived at T wharf since last report and as prices still hold up well, the assertion that this is the greatest haddocking winter the off-shore fleet as a whole has ever experienced is still farther borne out.

The steam trawler Spray had rather a small trip, but the prices will make a good return on the same. Schs. Mildred Robinson Thomas S. Gorton, Winnifred and Muriel all have fine catches, the latter craft having struck the codfish school, for she has 20,000 pounds of them in her fare.

Capt. George Nelson of sch. Thomas S. Gorton has his eye on the Lenten market all right. Ash Wednesday found him there with 68,000 pounds and on one of the highest price days of the winter and today he is back again with 65,000 pounds more and again is in for a fine stock. Nelson has been going a good many years and though he has not been regular for some time and has now just been out transient for a number of trips, while Capt. William H. Thomas is taking a little vacation ashore, he has shown the boys that he is still "some class," for none of them have headed him since he started.

Beside the off-shores, six of the market boats are also at the fish pier this morning, each and every one of them with fish enough, at the present high prices, to make a good dollar. The little sch. Catherine D. Enos, in a fare of 18,000 pounds, has 14,000 pounds of cod.

Off-shore haddock brought \$2 and \$2.60 this morning, while shore stock sold at \$4.50 and \$5. Large cod were \$5 to \$6, hake, \$4 to \$8, cusk \$3 to \$3.50 and pollock still \$4.50 and wanted.

Boston Arrivals.

The fares and prices in detail are:
 Sch. Mildred Robinson, 65,000 haddock, 10,000 cod.
 Sch. Manhasset, 90,000 haddock, 10,000 cod.
 Sch. Hockmock, 2500 haddock, 1000 cod, 1500 hake.
 Sch. Rose Standish, 3000 haddock, 3000 cod, 2000 hake, 3500 cusk.
 Sch. Thomas S. Gorton, 60,000 haddock, 5000 cod.
 Sch. Winnifred, 45,000 haddock, 11,000 cod.
 Steamer Spray, 41,000 haddock, 3000 cod.
 Sch. A. C. Newhall, 1500 haddock, 2500 cod.
 Sch. Catherine D. Enos, 1000 haddock, 14,000 cod, 3000 pollock.
 Sch. Dixie, 6500 cod, 1000 pollock.
 Sch. Margaret Dillon, 12,000 haddock.
 Sch. Muriel 22,000 haddock, 20,000 cod.
 Sch. Clara G. Silva, 3500 haddock, 2000 cod, 7000 hake, 4000 cusk, 500 pollock.
 Off-shore haddock, \$2 to \$2.60 per cwt.; shore haddock, \$4.50 to \$5; large cod, \$5 to \$6; market cod, \$4 to \$5; hake, \$4 to \$8; cusk, \$3 to \$3.50; pollock, \$4.50.

Trip Was Continuous Bad Weather.

According to Capt. Robert Wharton of sch. Yakima, which arrived yesterday from Quero bank, the weather down that way for the past three weeks has been "very even;" that is, it has been rough and blowy all the time and no good weather in sight. It is worthy of note that the craft sailed from here on her trip three weeks ago last Saturday and that it snowed some part of every day from the time she left until she again dropped anchor here with her fare. Indeed, as Capt. Wharton says, the weather on Quero bank has been very even indeed.

All the time the craft was on the ground the crew snatched chances for just four sets, and short ones at that and made in a hurry. One set they made doubled bank, and it came on to blow so hard that they did not get the gear and did not see it again for three days.

Capt. Wharton reports speaking schs. Elk and Selma on the ground recently. The Yakima stocked \$2400, the crew sharing \$53 clear.

BLAMES HIGH FREIGHT TARIFFS

STATESMAN SAYS THEY PREVENT NOVA SCOTIA FROM SUPPLYING THE WEST.

George W. Kyte, M. P., for Richmond County, C. B., delivered a strong speech in the debate on the reciprocity resolutions in the House of Commons a few days ago. Dealing with the question from a Nova Scotia point of view, Mr. Kyte said in part:

"It is quite true, the people of the Maritime Provinces have been endeavoring to coax the people of Ontario to buy their fish, but they have not succeeded to any great extent. It is absolutely impossible for reciprocity to any large extent to arise between the Maritime Provinces and the Western Provinces of Canada in regard to our fish products. The great market for the fresh fish of the Maritime Provinces is the United States, owing to the easy access which we have to that market and owing to the facilities of transportation.

"The fresh fish of the Maritime Provinces is, however, but a very small item. Their salt fish needs a market, and we can get no market for it in Ontario or Quebec.

"I know a gentleman down in Halifax who has a son living in Alberta. Last year he sent his son half a barrel of herring, knowing that his son was fond of the real product, such as we get in Nova Scotia. He paid \$3 for the half-barrel but the freight to Alberta cost him \$8. Is it not preposterous, then, to talk of the Maritime Provinces shipping salt fish to the prairies of the West? I have here the figures showing the exports of fish from Canada in 1910.

"It is not, then, a correct statement to say that we have two markets for the products of the Maritime Provinces, particularly with reference to our fish. There is only one solid, substantial market which can always be depended on, and that is the United States, and in respect of this market the fishermen of the Maritime Provinces have been laboring for the last 40 years under the handicap of an adverse duty.

"Let me remind the House that the people of the Maritime Provinces did not complain of this handicap so long as it was the policy of this government to maintain exclusiveness in our dealings with the United States and prevent, by a high tariff, as much as possible, intercourse between the two countries. But when the opportunity has come to throw down the barriers and enable our people to sell their fish in the best markets free of duty, it is not surprising that they should be strongly in favor of this reciprocal arrangement."

"There is another important feature in this arrangement and that is that it opens to us the market of Porto Rico. The United States markets take our fresh mackerel, canned lobster, salt mackerel and certain kinds of salted fish, but the market of Porto Rico is the great market to which we have been exporting dried fish from time immemorial. But ever since Porto Rico came under the control of the United States our Canadian fish have been subject to the American tariff. Under this arrangement, however, not only are the markets of the United States thrown open to our fish, but the market of Porto Rico as well, so that we shall have at all times and at all seasons a steady demand for our products in this line. That is one of the things we were seeking. It is very little avail to tell us that during Lent, in Montreal and Ottawa, there is some demand for our fish, because once Lent is over that demand ceases. What we want is a place to which we can always send our fish and have a ready, steady market.

"There is another feature which commends itself to my judgment and that is that in the United States there is a growing demand for salted cod-fish other than the dry. Heretofore our fishermen have been obliged to dry their fish, which is a long, tedious and laborious process, and the additional price obtained, does not pay for the additional labor and trouble. But a market has sprung up in the United States for salted cod fish not dried, and that is bound to become one of our most profitable industries."

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Sch. Mary F. Curtis Made Another Fine Stock.

Sch. Mary F. Curtis, Capt. Henry F. Curtis, stocked \$2100 on her fine haddock trip landed at T wharf yesterday, the crew sharing \$56.80 clear. On her previous trip the craft stocked \$1500. The sum of \$3600 stocked on two successive quick haddock trips is certainly "going some" and Capt. Curtis' many friends are more than pleased to see him getting a nice slice of the good fortune which is coming the way of the off-shore fleet this season.

Pollock Trip Stocked \$1400.

The skipper of the Marion Turner was rather non-committal Monday as to the location where he struck the fish, but it was probably somewhere in the vicinity of Boon Island. As a result of the trip, the schooner stocked in the neighborhood of \$1400. The Turner has quite a reputation in the pollock fishery, having last season landed over 400,000 pounds inside of six weeks, the result of four trips. Fish then were very cheap, but now owing to the great scarcity they are in good demand, with prices high. The crew shared \$50 to a man on the fare landed Monday.

Strike May Cripple Shipping.

The greatest maritime strike in history is expected to be ordered by delegates to the convention of the International Congress of Seamen who will meet at Antwerp, March 14. This will call out 2,000,000 men and cripple shipping all over the world. The only hope of averting the great strike is a proposition from the International Shipping Federation of Employers. It is understood that they have one to make, but that it is not satisfactory to the employees.

Cheaper Fish Displeases Sucker Fishermen.

The decrease in the price of fish is not pleasing to the sucker fisheries of the North, as it means a less demand for rough fish. Built up from nothing, the sucker industry of northern Michigan has grown to such an extent that tons of these scaleless scavengers are shipped each year, the greater part of them going to New York city. The fish are billed as "No. 2 white-fish."

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CANADIAN OPINION DIVIDED.

Anti-Reciprocity Resolution to be Introduced in Legislature.

The reciprocity agreement was indorsed, loyalty to Great Britain affirmed, annexation scouted, the development of Canada proclaimed and friendship between farmer and manufacturer recommended to Canada in the House of Commons yesterday by Sir Wilfrid Laurier, prime minister of the Dominion, in the first speech he has delivered in the reciprocity debate. His views against annexation and for good relations were especially emphasized. Sir James Whitney, premier of Ontario, Monday gave notice that he would move an anti-reciprocity resolution in the Ontario legislature on Wednesday or Thursday. The resolution recites that the interests of the province of Ontario, in the opinion of the house, would be injuriously affected should the reciprocity agreement come into force. In an address delivered before the members of Boston fruit and produce exchange yesterday morning at their rooms in the Quincy market building, Speaker Joseph Walker of the house of representatives expressed the hope that he would soon see the ratification of the treaty with Canada.

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FIRST MACKEREL OF THE SEASON.

The first fresh mackerel of the season has been heard from. It was caught at Washington, North Carolina, and was shipped to Wilson & Barry, Fulton Market, New York, where it arrived this noon. It was sold to Blackford's big market and is now occupying a prominent place on one of the show stalls. Make on your seines!

Daily Snowfall on Georges.

Captains who have been long in the fishing business have been surprised at the heavy snow fall this winter on Georges. Capt. Michael Powers of sch. Benjamin F. Phillips at T wharf yesterday said that in all his 18 years fishing there he never knew such a winter. Every day for weeks there has been a snow fall, and also nearly every night, and many of the storms have been accompanied by gales and many times the snow has been so heavy that it was impossible to see any distance. The cold also has been greater than in former years, and to this and the chilling of the water by the continuous falls of snow the captains attribute the absence of the cod from their usual spring haunts.

More Good Haddock Stocks.

Sch. Ingomar, Capt. Horace Wildes, stocked \$1687 as the result of her haddock trip landed here yesterday, the crew sharing \$40.75. Sch. Valerie, Capt. Albert Larkin, stocked \$1550 on her haddock trip landed here yesterday.

March 9.

SEVEN TRIPS AT T WHARF.

ENTIRE FISH RECEIPTS THIS MORNING WILL NOT EXCEED 50,000 POUNDS.

Yesterday, after our reports, three of the little shore boats came up to T wharf and quickly took out what few fish they had. This morning the dealers found but seven crafts at the pier with fish, all market boats, and only 50,000 pounds of fish in the whole lot.

Sch. Genesta, with 20,000 pounds of fish, nearly half of which are haddock, will make a banner stock.

Haddock sold at \$5 and \$7.10 and large cod brought the same figures. Hake went at from \$4 to \$7 and pollock stuck to the four dollar mark.

Boston Arrivals.

The fares and prices in detail are: Sch. Mary Edith, 3500 haddock, 2000 cod, 2500 hake, 3500 cusk, 500 pollock. Sch. Annie and Jennie, 2000 haddock, 1000 cod. Sch. Genesta, 9000 haddock, 2000 cod, 6000 hake, 3000 cusk. Sch. Harriet, 5500 haddock, 500 cod. Sch. Jeanette, 6000 haddock, 1000 cod. Sch. Margaret S. McKenzie, 2000 cod. Sch. Marion, 500 cod. Sch. Mary Emerson, 2000 cod. Sch. Motor, 1000 haddock, 1000 cod. Sch. Sylvester, 900 cod. Haddock, \$5 to \$7.10 per cwt.; large cod, \$5 to \$7.10; market cod, \$4; hake, \$4 to \$7; cusk, \$2; pollock, \$4.

HAS NEW SCHOONER BUILDING.

Capt. John J. Carroll Successful on the Pacific Coast.

Capt. John J. Carroll, who left here some months ago, to try his fortunes of the Pacific coast, has got along first rate. He went as hand on one of the halibut steamers, to get the hang of how the fishery was conducted there, and also engage for a time in buying halibut from the boats at an Alaskan port for one of the big halibut companies.

He is now having a gasoline auxiliary schooner built for him and as soon as she is completed, will take command of her and engage in halibutting from Seattle.

Fulton Fish Market Notes.

There was not any great demand for fish in the salt water fish market last week. Wholesale men were disappointed because the volume of business did not come up to their expectations.

On Tuesday preceding Ash Wednesday the demand was fairly good. Business on Wednesday is usually fair; that of this week showed a falling off. Thursday's business may be classed as medium.

There was little fluctuation in prices. Nearly all green fish was scant, as far as the supply was concerned, and high in price.

Frozen fish was in fair demand and sold at prices that were somewhat lower than those prevailing during the last three weeks.

Codfish were scarce and high during the entire week. Steakfish brought 10 to 11 cents from Tuesday on. The first two days of the week steakfish was one cent per pound cheaper. Market codfish sold at 6 to

7 cents during the entire week. Haddock brought 5 to 6 cents. There were no hake. Pollock was in demand and those who wanted it had to pay higher prices for it than at any previous time this season. On Saturday it sold at 6 to 7 cents and on Monday one cent per pound was added to the quotation. During the remainder of the week the price was 8 to 9 cents per pound.—New York Fishing Gazette.

Sch. James and Esther Sold.

D. Sherman Tarr and Capt. Charles O'Neil have sold sch. James and Esther to Capt. Richard J. Nunan of Cape Porpoise, Me., and Capt. Charles McKay, formerly of sch. Flavilla. The latter will now take command of sch. James and Esther and engage in the market fishery.

New Vessels Ready for Launching.

The new sch. Eleanor DeCosta is ready for launching at Tarr & James' yard. Sch. Jorgina at A. D. Story's yard is also ready, and, had the weather permitted, both would have been launched Monday. Both will belong to the Boston fleet.

March 9.

DISSATISFIED ON HAGUE AWARD.

CANADIAN POLITICIANS CLAIM THEIR CASE WAS POORLY PRESENTED.

In the Canadian house of commons, Monday, Hon. L. P. Brodeur resumed the adjourned debate upon the omission of the Bay of Fundy from the case submitted to The Hague tribunal. He contended that Great Britain would have lost the case anyhow on account of concessions made in the past. He laid great stress upon the terms of the Chamberlain-Bayard treaty which did not interfere with the claims of American fishermen to fish in the Bay of Fundy.

R. L. Borden expressed his satisfaction with the fact that Great Britain and the United States had submitted their difficulties to arbitration and hoped that in the future this method might be followed. At the same time he believed that a more comprehensive and satisfactory award could have been secured.

He said that Canada has not presented a strong contention in the matter of Great Britain's sovereignty over territorial waters of Canada. Nothing more had been claimed than that the Canadian government had power to make reasonable regulations respecting the fisheries. This had been upheld, but the practical result was that the United States could require an international board of experts to pass upon the reasonableness of any regulations Canada might make. It would have been much better to have asked for and obtained a plain statement as to its sovereignty.

"The right to regulate," said Mr. Brodeur, "has in effect passed from Canada and Newfoundland to a foreign tribunal which would undoubtedly deal with such a question in a spirit of compromise and cut something out of any code of regulations, however reasonable."

"Had the Canadian case been properly presented, Canada and Newfoundland, in possession of the bait supply, would have held the key to the situation and could have insisted upon the free admission of fish into the markets of the United States without any recourse to a reciprocity arrangement."

Replying to Mr. Brodeur's argument based on the Chamberlain-Bayard treaty, Mr. Brodeur pointed out that Canada's concessions as to the Bay of Fundy had been secured by concessions as to all the other bays made by the United States.

March 9.

Sch. Cavalier Resumes Trips.

Completely rigged and resparred with new sails, sch. Cavalier, which was dismasted on the passage home from the Grand Banks and the story of whose finding and bringing in by the revenue cutter Androscoggin is familiar to all, sailed today on a fresh halibut trip, with Capt. Robert B. Porper, as usual, in command.