

FISH ARE UP IN THE WATER

SO GILL NETTING FLEET IS DOING POORLY AT PRESENT.

The morning was a quiet one along the water front, the only arrival in port being the sch. Louise Francis from a Maine port with a cargo of cured fish for the market.

The gill netters did not do so well as they have been doing yesterday and brought in less than 30,000 pounds. All the shore boats are out, and the day is a most ideal one for fishing on the grounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Steamer Margaret D., gill netting, 3000 lbs. fresh fish.
- Steamer Nomad, gill netting, 4000 lbs. fresh fish.
- Steamer F. S. Willard, gill netting, 1500 lbs. fresh fish.
- Steamer Isben, gill netting, 4000 lbs. fresh fish.
- Steamer Alice, gill netting, 1500 lbs. fresh fish.
- Steamer Venture, gill netting, 3000 lbs. fresh fish.
- Steamer Prince Olaf, gill netting, 1200 lbs. fresh fish.
- Steamer Bethulia, gill netting, 2000 lbs. fresh fish.
- Steamer Eagle, gill netting, 1500 lbs. fresh fish.
- Sch. Alice M. Guthrie, via Boston.
- Sch. Adeline, shore.
- Sch. Stiletto, via Boston.
- Sch. Louisa Francis, Maine ports, cured fish.
- Sch. Emma F. Chase, Bristol, Me., cured fish.

Vessels Sailed.

- Sch. Slade Gorton, haddock.
- Sch. Ingomar, haddock.
- Sch. Mary B. Greer, haddock.
- Sch. Clara G. Silva, haddock.
- Sch. Mary E. Silveira, haddock.
- Sch. Frances V. Sylvia, haddock.
- Sch. Belbina P. Domingoes, haddock.
- Sch. Rita A. Viator, haddock.
- Sch. Mary DeCosta, haddock.
- Sch. Annie and Jennie, haddock.
- Sch. Mary P. Goulart, haddock.
- Sch. Evelyn M. Thompson, haddock.
- Sch. Jeanette, haddock.
- Sch. Matthew S. Greer, haddock.
- Sch. Maud F. Silva, haddock.
- Sch. Jorgina, haddock.
- Sch. Edith Silveria, haddock.
- Sch. Gossip, Newfoundland herring trip.
- Br. sch. Carrie L. Hirtle, Lunenburg, N. S.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3.00 for snappers.

Handline Georges codfish, large \$5.75, medium \$5.00, snappers \$3.00.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.87 1/2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Fresh mackerel, large 31c.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium \$2.10 per cwt.

Peak and Western Bank fresh codfish, \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.30, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock 90c, round 80c.

Bank halibut, 17 1/4c per lb., for white and 13c for gray.

Fresh mackerel, large 26 to 36 cts. each.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Salt shore herring, \$1.00 per bbl.

Frozen squid, \$2.50 per bbl.

COLD WEATHER HELPS PRICES.

FOUR GOOD OFF SHORE TRIPS AT T WHARF THIS MORNING.

Nine fares constituted the arrivals at T wharf, Boston this morning, four of the crafts being from off shore, some with good fares.

Sch. Rex has the largest haul with 64,000 pounds of mixed fish, mostly haddock. Sch. Metamora has 49,000 pound and the steam trawlers Crest and Spray 50,000 and 20,000 pounds each.

Prices are going up, haddock bringing \$3 to \$5.60 a hundred weight, large cod, \$4.60 to \$5, market cod, \$3 and pollock, \$2.50 to \$2.70.

Boston Arrivals.

The receipts and prices in detail are:

- Sch. Mary T. Fallon, 3500 pollock.
 - Str. Crest, 49,000 haddock, 500 cod.
 - Str. Spray, 20,000 haddock 800 cod.
 - Sch. Rex, 45,000 haddock, 19,000 cod, 2000 pollock.
 - Sch. Metamora, 35,000 haddock, 12,000 cod, 200 hake.
 - Sch. Olive F. Hutchings, 4000 haddock, 2500 cod, 5000 cusk, 4000 pollock.
 - Sch. Lillian, 12,000 cod.
 - Sch. Eva Aylva, 5000 pollock.
 - Sch. Francis J. O'Hara, Jr., 2300 haddock, 17,000 cod, 1500 pollock.
- Haddock, \$3 to \$5.60 per cwt.; large cod, \$4.60 to \$5; market cod, \$3; pollock, \$2.50 to \$2.70.

On the Railways.

- Sch. Flora H. Oliver is on Rocky Neck railways.
- Str. Quoddy is on Parkhurst's railways.

Here to Haul Up.

Sch. Alice M. Guthrie is down from Boston and will haul up for a month or so.

AGAINST JAPANESE.

Much Sentiment Expressed By British Columbia Fishing Interest.

The movement recently started against the Japanese control of British Columbia fisheries appears to have become popular and far reaching, for in his maiden speech in the House of Commons, at Ottawa, Vancouver's new member, H H. Stevens, suggests a solution of the difficulty in adopting Dr. Grenfell's plan for transferring some of the Labrador fishermen to the British Columbia coast to wrest control from the Japanese.

Mr. Stevens went farther than most others who have investigated the conditions by declaring that the Japanese were not merely fishermen but were trained navigators who had drafted plans of the whole coast of British Columbia, and that these maps are now in the archives of Japan.

He condemned the policy of granting fishing licenses in British Columbia, declaring that they were sold to political partisans for \$150 or thereabouts and farmed out to the Japanese for from \$1,000 to \$1,500.

In answer to a question, he declared that the Japanese had increased greatly in numbers on the coast, despite an arrangement with the Japanese government.

LABRADOR FISHERMEN.

Will Go to Vancouver, B. C., to Engage in the Fisheries.

Acting on a suggestion of Dr. W. T. Grenfell, of the Labrador Mission, the Vancouver, B. C., Board of Trade is about to transport to that city from Labrador several hundred fishermen, with their families. One of the most difficult problems of the Pacific coast fisheries is the personnel of the fishing population. They are now largely Japanese and it is difficult to get white fishermen. Dr. Grenfell, of Labrador, is anxious to transfer Labrador fishermen to the Pacific coast, where a better living is assured for all and the Vancouver business men were delighted at the proposal to populate that British region with real Devonshire stock, such as are the fisherfolk of bleak Labrador.

HERRING CONTINUE TO BE PLENTIFUL

And Price Seems Likely to Hold at Reasonable Figure.

The weather at the Bay of Islands on Thursday and Friday of last week was such as to prevent the fishermen from hauling their nets and in consequence but few fish have been taken, although it is evident that the large body of herring that was in the bay the previous week and the early part of last week is still on the ground.

On Friday it was reported that a large quantity of herring appeared to be in the "bottom" of the Humber.

Sch. Arthur James arrived last Thursday and the Margaret sailed on the same day. Sch. Corona will complete her loading shortly.

Last Friday the weather very suddenly changed from very mild to cold with indications of a frost.

Herring are not supposed to be sold at less than \$2 a barrel, but it is extremely doubtful if that price will be paid, as there are but few vessels to take the catch, and each fisherman is trying to crowd his neighbor aside in an effort to sell.

The way matters now appear, vessels ought to obtain cargoes at a reasonable figure, provided of course that herring continue to run plentiful.

Capt. John McKinnon left on the afternoon train Friday for home. He recently came from Bonne Bay.

The Fiona arrived at Bay of Islands from the south coast last Wednesday. Mr. O'Reilly arrived from St. John's the same day.

Porto Rico Fish Notes.

Arrivals of fish from New York for the week ending December 6, were 60 tierces codfish and 27 tierces haddock, at San Juan, Porto Rico, per steamer Carolina. S. Ramirez & Company's market report says: "We have practically no change to report in the condition of our dry fish market. The parcels that have arrived have met with ready buyers. However, it has reached the ears of our buyers that there are substantial lots on the way and we perceive a disinclination on their part to pay the full prices that have hitherto ruled. We quote for superior quality on usual "Net ex-wharf" basis: Codfish, \$8.00 per 100 lbs.; pollock and haddock, \$5.25 to \$4.50 per 100 lbs."

Fishing Fleet Movements.

Sch. Essex was at Louisburg, C. B., last Saturday and cleared for the Bay of Islands on the same day.

Sch. Elken C. Burke was at Liverpool, N. S., also on Saturday and cleared the same day.

Sch. Essex from Bay of Islands, N. F., arrived at Louisburg Saturday, bound to this port.

Schs. James W. Parker and Patricia cleared at Halifax Saturday for the fishing grounds.

SHORE CRAFT HAVE THE CALL.

14 SHORE BOATS AND ONLY ONE OFF-SHORE AT T WHARF THIS MORNING.

The arrivals at Boston this morning comprise 15 fares, all shore crafts with the exception of the sch. Benjamin A. Smith from off-shore, which craft has a fine trip of 60,000 pounds mostly haddock.

Prices remain good, haddock bringing from \$2.80 to \$5 a hundred. Cod sold at \$3 right through, pollock, \$2 to \$2.25; hake, \$2 to \$3 and cusk, \$1.75

Boston Arrivals

The receipts and prices in detail are:

- Sch. Flavilla, 4500 haddock, 3000 hake.
- Sch. Annie and Jennie, 15,000 haddock, 400 cod, 1000 pollock.
- Sch. Elizabeth W. Nunan, 2000 haddock, 1000 cod, 1500 cusk, 2000 pollock.
- Sch. Benjamin A. Smith, 45,000 haddock, 13,000 cod, 2000 hake.
- Sch. Rose Standish, 4000 haddock, 3000 cod.
- Sch. Edith Silveira, 3500 haddock, 1900 cod.
- Sch. Harriet, 800 haddock, 500 cod, 1000 hake.
- Sch. Mary DeCosta, 5500 haddock, 2000 cod, 2500 hake.
- Sch. Evelyn M. Thompson, 2000 haddock, 4000 cod, 2000 hake.
- Sch. James and Esther, 5000 haddock, 2000 cod, 2000 hake.
- Sch. Esther Gray, 13,000 pollock.
- Sch. Emily Sears, 14,000 cod.
- Sch. Blanche F. Irving, 1500 cod.
- Sch. N. A. Rowe, 8500 cod.
- Sch. Marguerite, 9000 cod.
- Haddock, \$2.80 to \$5 per cwt.; cod, \$3 to \$4; pollock, \$2 to \$2.25; hake, \$2 to \$3; cusk, \$1.75.

TRY DOGFISH MR. SECRETARY.

The conversion of desert basins into fields of supply for the fertilizer industry is part of the scheme of agricultural advance favored by Secretary of Agriculture Wilson and heartily endorsed by President Taft in a message to Congress Monday. The message was a cordial letter of transmittal of a preliminary report on the fertilizer resources of the United States.

The report showed that the use of fertilizers involves an annual expenditure of about \$120,000,000, which is likely to be greatly increased as more modern agricultural methods are adopted.

The report said there had been some public alarm, not only on account of the large shipments of phosphate rock to foreign ports, but on account of phosphate lands passing into the hands of foreign owners. The report was, however, that a great majority of these lands were in American hands and that the tendency was distinctly toward an increase in that direction.

It would seem that Secretary Wilson has not heard of dogfish.

Worth Weight in Gold.

At the recent prize display of home-bred goldfish the Aquarium Society of Philadelphia were shown some of the strangest specimens of "first-water" fish families of Japan and China, and none was worth less than \$15 a head, while many would have tipped the fishman's scales at a weight which would represent their value in gold.

HERRING ARE STILL PLENTY.

FIONA TO FREE NETS FROZEN IN AT THE MIDDLE ARM.

Advices from the Bay of Islands, N. F., state that the Humber is frozen over and many boats and nets are frozen in the ice. The Canadian cruiser Fiona was at the wharf at Birch Cove Monday, ready to start for the Middle Arm to cut a path through the ice, which would greatly assist boat fishermen in getting their nets free.

It is reported that herring are plentiful in the Middle Arm. Weather conditions Monday pointed to a north east snow storm.

Dec. 21.

FISHERIES AND OTTER TRAWLING.

Will the Steam Trawlers Devastate Our Fishing Ground?

Interesting Article by L. P. in Boston Transcript on Subject.

In Saturday's Boston Evening Transcript, "L. P.," whose signature is quite familiar on account of several comprehensive and well written articles on fisheries topics from his pen, presents an interesting story of the otter trawling question, for investigation of which Congressman A. P. Gardner of this district has introduced a bill in Congress, and the conservation of our fisheries, from which the following extracts are taken:

"It is an issue, principally of conservation. Other considerations enter—the preservation of a group of skilled deep-water sailors, the industries dependent on the present mode of fishing, but the main question is: Does the otter trawl damage the fishing grounds?"

"Without snarling ourselves in technicalities, the two methods of trawling are these: the fishing schooners send out their crews, one man, or two, to a dory, who drop lines of baited hooks to lie along the sea bottom. The extremities of these lines are anchored and the anchors are marked by buoys. In a few hours these trawls are hauled, recoiled in the tubs which hold them, and the fish transferred from dory to the hold of the schooner. Of the skill required for setting and hauling trawls, of the judgment in so placing them as to avoid snarling by tides and current, of the seamanship necessary for handling a dory in foul weather, and the knowledge of the sea bottom and tricks of the fish, this brief exposition can say nothing. Suffice it that these skippers and most of their crews know the floor of the sea as the gardener knows his vegetable beds, and, for its successful pursuit, this kind of fishing demands not only hardihood but brains. The point is, however, that this method of trawling not only leaves the sea life on the bottom unimpaired but adds to it by scattering over the various banks annually about thirty million pounds of bait. Only one-eighth of this bait catches fish. The rest feeds them and helps to keep them on the known pasture grounds of the sea instead of scattering them to strange waters.

How Otter Trawlers Work.

"The fishing steamers in the otter trawl. They drag astern on the sea bottom a sack-shaped net. The mouth of this is kept open from top to bottom by cork buoys on the upper part, and weights on the lower to

make the "foot rope" "bite" the ground. To keep the mouth of this pouch stretched sidewise, to each side of it is fastened an iron-shod door of wood to which the towing hawsers are affixed. These doors scrape along the bottom and as the scoop net follows them, everything in its pathway is gathered in. Formerly these nets were dragged four hours before hauling, but when this was found so to scale and break the fish as to make them unfit for market, the period was reduced to an hour and one-half. The catch is emptied on deck, the marketable fish sorted, cleaned and packed in ice, and the unmarketable, small fish, or scrod, shovelled back into the sea dead.

"In quantity there is no doubt that these steam trawlers can surpass even the highline schooners. An average fare for a moderate-sized schooner, such as the Yankee, is 20,000 pounds, and for a double-dory schooner, 60,000 or 70,000 pounds. The steamers not infrequently bring 90,000 pounds and more. They have the advantage of being able to fish in weathers which oblige the schooners to lie to, and they do so, dragging their nets night and day with two engineers and 12 men to handle the trawl, relieving each other in shifts. The steamers can unload in a forenoon and be at sea again by evening, while the schooners are frequently in port from two to three days discharging their fares by the leisurely, creaking hand-tackle.

"If this were a matter solely of speed, safety and quantity, an issue between sail and steam, between old methods of fishing and new, the men of the schooners might be counselled to prepare themselves for the inevitable. Unfortunately, we must examine whether these richer harvests of the otter trawl are not the plenty of impoverishment.

Experienced in the North Sea.

"In the North Sea, the steam trawlers have won their will. Forty-eight years ago beam trawling began, and later came the otter trawl. After these devices had been in use 25 years, J. W. Collins, agent for the United States Fishing Commission, made his study of the 'Beam Trawl Fishery of Great Britain' (including, of course, the otter trawl). It had already been announced: 'Several eminent scientists have affirmed that it is impossible for man materially to influence the supply of fish life in the ocean.' Mr. Collins reports: 'Among practical fishermen there appears to be a remarkable consensus of opinion on this subject. With a few exceptions, they believe that there has been a very marked diminution of fish on the fishing grounds visited by the beam trawlers. Not a few are ready to predict almost the entire destruction of many species, while instances are cited of fishing grounds formerly rich fields now so poor that they are seldom visited.'

"In 1881, the Report of the English Fish-Supply Commission says, The first point which strikes us and on which stress should be laid is the destruction of the spawn and small fish, and the taking of immature fish. The evidence proves conclusively that large quantities of immature fish are uselessly destroyed and also that many of the ancient fishing grounds have been and are greatly deteriorated, and have ceased to be productive, and we are of the opinion that the court should communicate with Her Majesty's Government, urging that legislative steps be promptly taken to remedy these evils. Elsewhere the report continues: 'Twenty years previously a trawling vessel one-half the present size, and working a net also about half the present dimensions, would take as much fish in one night as one of these large vessels now ob-

tains in one week, and the fish were much larger; in fact, the full-grown matured fish were so plentiful that the smaller fish, such as taken now, would then have been valueless. With five times the number of vessels, a falling-off in the yield of the fisheries was reported, and furthermore that nutritious fish, the sole, is being swept out of our seas, is no more the cheap food of the poor and middle classes, but is merely a luxury on the rich man's table. To what can we assign these high prices? Simply that the shortness of the fish supply is out of all proportion to what it was for vessel 20 years back.

"These utterances are now a score of years old. In the interval, the steam trawlers, which used to ply the North Sea, have been forced to scatter from Gibraltar to Iceland for their precarious fares.

The Parallel in Our Waters.

"The beginnings of otter trawling on this coast furnish an array of pregnant parallels to the history of the British industry. The conditions noted or predicted in the foregoing are already present in the germ of our own shore.

"So far, the four steamers out of T wharf have been going to Georges, although at the start there was much talk of their failure, owing to the roughness of the bottom over which they were to drag, but these predictions have been growing steadily fainter. Since the crews of the steamers themselves often shared this despondent view, it does not seem impossible that they were encouraged to moan in the wake of a screen behind which the company, whose expenses were known to be large, might the more firmly establish itself. At any rate, it has transpired that the character of the bottom is not the obstacle it was supposed to be, for the fishing steamers, by picking up such obstructions as lost anchors and large bowlders, are clearing up the banks as early settlers cleared their farms—with this important distinction: that the farmer enriched his acres and the steam trawlers impoverished the sea bottom.

"For certain kinds of fishing cockles are used for bait; these feed on the mussel beds. On spots where the otter trawls have dragged, the mussel beds are dry, the shells broken and the bait destroyed. Already there is but one district, on the north side of Georges which cannot be dragged by the present gear of the steamers. Each of the two iron-shod doors which scrape along the bottom is 10 feet long. Four steamers (with two more to come) are dragging a 20-foot strip of mesh over the floor of the fishing grounds for a space of one and one-half hours at frequent intervals of the day and night, several days each week. Let it also be remembered that these four steamers are but the nucleus of a greater fleet which must follow when the schooner can no longer compete, and on this forecast ask ourselves if the fishing grounds, those unfailing harvests of the New England coast, are likely to be impaired.

"Apart from the damage to the bottom, the completeness of the haul in the otter trawl is in itself wasteful. Small fish are called scrod. Before the day of steam trawlers there was no market for scrod, chiefly because the schooners never caught them on the hook and they did catch, as at present, plenty of large fish to supply the market. A skipper of long experience on the fishing grounds, who was making a trip on one of the steam trawlers describes the process on board of them: 'Early in the morning the skipper of the steamer called me on deck. Said he, 'I want you to see a catch that is a catch.' Eighteen hundredweight of fish had been dumped out of the net on deck. Five hundredweight of these were good-sized fish; the rest were scrod. The crew cleaned fish from early morning till late that evening. They had three cullings, and then shovelled overboard ten hundredweight of young dead fish, more than one-half of the catch. He wanted to know what I thought of it. I told him, 'If you keep on getting catches like that, it won't be long before you're looking for fish somewhere else!'

This enormous waste goes on relatively unknown, since the fish are cleaned at sea, but the effects of it are already beginning to be felt by the fish merchants. The disappearance of the sole from English waters has already been noted. Haddock in the English market have decreased in size until the average is a pound and one-half. Such haddock would be unsaleable in America, but not permanently. For since the more extensive opera-

tions of the steam trawlers on the smooth-bottom fishing ground of our coast it has decreased in size from a former average of from 10 to 14 pounds to a present average of from six to eight pounds. Merchants do not hesitate to attribute this to the steam trawlers.

A French Example.

"Luckily for us, unless an international agreement can ward the danger, the French trawlers have not yet nor are likely to come farther west than Sable Island, because they are out for cod to salt, and not for haddock. But the effects of steam trawling on the sea floor may be studied from the operations of that fleet on St. Pierre Bank and Quereau (or Baugue-reau.) The summer of 1909 is remembered for the good fishing on Quereau. It was a fat year there. Thither came the French trawlers, about a score of them. They dragged the spot night and day, not only making rich hauls of fish but fouling and destroying the gear which had been set by the schooners. The next year the fishing on Quereau was a failure and it has been of little use to go there since. Moreover, this programme was repeated the next season on St. Pierre Bank, with the same result. This testimony as to the devastation of Quereau and St. Pierre Banks has come independently from diverse sources, each version verifying the others.

As a practical example, this is illuminating. What fish were not caught or destroyed were frightened away from feeding grounds, so wasted as not to attract them there again. Here is the whole case; the steam trawlers carry no bait, kill the young fish, and destroy nature's bait on the seabottom; the schooners catch almost no young fish, and continually enrich the fishing-grounds by scattering bait. It is the difference between cutting a forest so that it shall yield an annual crop of timber, or cutting it so that it will yield nothing for the next 20 years. Conservation begins at home. What industry is so 'home' to New England as her fisheries?"

Dec. 21.

Portland Fish Notes.

Two trips were landed at Portland Tuesday, the Edmund F. Black with 12,000 pounds and the Leo with 8000. Though halibut are not usually caught off the Maine coast, a few hundred pounds were brought into Portland by the schooner Edmund F. Black Tuesday. They had been caught in the Rockland bay and were some of the finest ever landed.

Spars Stepped.

The new sch. Flora H. Oliver is having her spars stepped at Burnham Brothers' shears.

The new schooner Francis H. Grubey had her spars stepped at the Rocky Neck railway shears yesterday.

Will Fit After Christmas.

Capt. Nathaniel Greenleaf will commence right after Christmas to fit out sch. Kineo, for fresh halibuting and expects to get away on or before New Year's.

On the Railways.

Sch. Mary F. Curtis and steamer Water Witch are on the Rocky Neck railways.

Another Gill Netter.

Steamer Enterprise is here from Provincetown to fit for gill netting.

Dec. 21.

BARRIER OF ICE.

Reported by Steamer Seal Off North Newfoundland Coast.

The steamer Seal arrived at St. John's, N. F., on Saturday from Cape Breton and Newfoundland ports after a particularly exciting voyage. During the trip the Seal experienced a great variety of weather, most of it bad, and when on the Newfoundland coast met with very heavy ice. Off the coast of Newfoundland an immense field of ice was encountered, having a thickness of about eight inches, and in the centre of the field about two miles from open water was an American fishing schooner. The Seal forced her way through the ice and freed the schooner, which was loaded with herring.

CLAM FLAT LEASING UP AGAIN.

Fish and Game Commission to make Another Fight For Pet Measure.

Senator Schofield Will Be Inside the Fighting Line in Opposition.

The leasing of clam flats will again be before the legislature for discussion the coming session and it is something that those who have opposed this type of legislation in former years should bear in mind and be prepared to oppose it again if they do not want to see such a measure become a law.

It was the general supposition that the state fish and game commission would not press this matter this year knowing that the one of the leading

opponents to the bill who was a private citizen last year, is this year a member of the upper branch of the legislature. It is learned, however, that the state fish and game commission will recommend the legislation again next year despite the fact that the Hon. George A. Schofield of Ipswich who has led the opposition in former years is again a member of the Senate.

The commission feels apparently to judge from conversations with members of the board that an entering wedge was won last year and that it must go ahead now. That if it is un-

successful this year it will at least have done something in the line of public education on the subject and that to lay back and do nothing will endanger the progress already made.

Just how hard it will attempt to push such a piece of legislation is hard to tell now. The board claims that it does not unduly push legislation any year, that it presents its recommendations and when the hearings are given it presents its arguments in favor of the recommendations made. The matter is then up to the committee on fisheries and game to whom the argument is made to decide. This it will do this year. Many people do not, however, believe the activities of the commission and at this point if it sees a fair chance of getting its recommendations adopted. This year, however, recognizing that the situation means an up-hill fight it is possible that it will do nothing more than this. It will be in a position a year later to say that it has never neglected the opportunity to get this matter before the general court and that its campaign of education is growing all the time.

Last year it sought to compromise on a measure that would allow the leasing of clam flats in the town of Barnstable on Cape Cod and in such other towns as the citizens might vote in favor of the idea. This was attacked however, with the result that its wings were clipped to the extent of eliminating the other towns and now only applies to the town of Barnstable. For this clipping Representative

Clarence J. Fogg of Newburyport is said to be principally responsible.

The state fish and game commission will make its argument in favor of the idea mainly on the financial revenue to be received. As before it will quote the experience of Rhode Island where they say \$138,000 a year is coming in from the leasing of clam flats that were unproductive at the time the leases were made. This state it believes having more shore front can easily enjoy a revenue of \$250,000. To the claim that the leases are apt in the course of a few years to get into the hands of a few people with the ultimate result of a trust holding the commission replies that the experience of Rhode Island shows nothing along this line.

With this situation arising it will be interesting to know the make up of the fish and game committee this year whether Mr. Schofield will apply for a position on it or whether he will decide that he can do more effective work for his clamming constituents by not being a member cannot be determined at this time. There is a va-

cancy on the Senate end of this committee which will have to be filled either by Mr Schofield or some of his associates.

Last year there was a contingent from Cape Cod at the hearings given on the matter who were in favor of the proposition even if it could only be given to their section. Apparently the commission is basing its hopes on the promise of these people to come again and see if they can't get the door open a little wider.

BROILED LIVES NOW.

Big Lobster Shipment From Nova Scotia Brings Down Price.

Lobsters have tumbled. The crash came Monday when 110,000 of the crustaceans were received in Boston from Nova Scotia. The law went off in the Provinces on Friday so there must have been some hustling to get this large number ready for the United States market. But they were got ready, shipped and are now being sold.

The natural result has followed. The lobster market is lower than it has been for some time. The price would fall anyway, with the advent of the Nova Scotias, but with the big supplies on hand by the Maine dealers, the price has gone lower than it has been for a long time. It was said Monday that the fishermen about Casco bay were receiving such a small sum for their shellfish that they didn't care to sell them. Some of the retail dealers were selling lobsters for 22 cents a pound and it is predicted that the price will be even less in a day or two. The catch on the Nova Scotia coast has been reported as very heavy and these lobsters will be rushed into the American market.

AS EXPECTED TRADE IS DULL.

QUITE A NUMBER OF ARRIVALS AT T WHARF THIS MORNING.

The market at T wharf this morning was rather quiet, due to the approach of the Christmas holidays, and but little change is looked for until after next Monday.

There were 17 arrivals for the opening trade, mostly shore crafts. The Onato, one of the off-shore fleet has the largest haul, consisting of 80,000 pounds, mostly haddock and cod. The steam trawler Ripple has a small haul, consisting of about 1500 pounds of haddock.

Many of the crafts will remain in port until after Monday in order that the skippers and crews might spend Christmas with the relatives and families.

Boston Arrivals.

The receipts and prices in detail are:

- Sch. Thomas S. Gorton, 18,000 haddock, 7000 cod, 3000 flake.
- Sch. Mary P. Goulart, 4000 haddock, 1400 cod, 1500 hake.
- Sch. Georganna, 10,000 cod.
- Sch. Matthew S. Greer, 5000 haddock, 2000 cod, 3000 hake.
- Sch. Walter P. Goulart, 2000 haddock, 500 cod, 400 hake.
- Sch. Terra Nova, 14,000 haddock, 700 cod, 1000 hake.
- Str. Ripple, 15,000 haddock, 1300 cod.
- Sch. Yankee, 7000 haddock, 2000 cod, 3000 hake.
- Sch. Stranger, 3500 haddock, 2300 cod, 2500 hake.
- Sch. Little Fannie, 1500 haddock, 800 cod, 1500 hake.
- Sch. Rita A. Viator, 1400 haddock, 1100 cod, 2500 pollock.
- Sch. Valentina, 13,000 cod.
- Sch. Motor, 8000 cod, 1500 hake.
- Sch. Nettie, 3000 cod.
- Sh. Eddie Minot, 2100 cod.
- Sch. Onato, 35,000 haddock, 39,000 cod, 2000 hake, 4000 cusk.
- Sch. Warren M. Goodspeed, 8500 cod, 2500 hake, 3900 cusk.
- Haddock, \$2.50 to \$3.25 per cwt.; large cod, \$2.50 to \$3.25; market cod, \$2.50 to \$3.25; pollock, \$2.50; hake, \$2 to \$3.

NO OFF-SHORE CRAFT ARRIVES.

GILL NETTERS ARE BEGINNING TO PICK UP BETTER TRIPS.

This morning was another quiet one along the water front, not an arrival of fish of any kind being here.

The gill netting fleet have commenced to pick up again, and some got some very good fares yesterday. Prices are better, the cold spell having proven beneficial, while the demand, notwithstanding that it is Christmas week is fair.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Nomad, gill netting, 5500 lbs. fresh fish.
- Str. Bethulia, gill netting, 2000 lbs. fresh fish.
- Str. Venture, gill netting, 3000 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 2500 lbs. fresh fish.
- Str. Mindora, gill netting, 1200 lbs. fresh fish.
- Str. Margaret D., gill netting, 4500 lbs. fresh fish.
- Str. Eagle, gill netting 1000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
- Str. Weazel, gill netting.
- Str. Prince Olaf, gill netting.
- Sch. Jeannette, shore.

Vessels Sailed.

- Sch. Tacoma, halibuting.
- Sch. Aloha, Newfoundland herring trip.
- Sch. Mina Swim, haddocking.
- Sch. Flora S. Nickerson, Newfoundland.
- Br. sch. John Harvey, Boston.

TODAY'S FISH MARKET.

Salt Fish.

- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3.00 for snappers.
- Handline Georges codfish, large \$5.75, medium \$5.00, snappers \$3.00.
- Salt "drift" codfish, large \$5.25, medium \$4.75.
- Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
- Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
- Haddock, \$1.75.
- Pollock, \$1.75.
- Cusk, large, \$2.50, medium \$2; snappers \$1.50.
- Hake, \$1.87½.
- Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
- All codfish with napes picked bring 25c over the above price.

Fresh Fish.

- Fresh mackerel, large 31c.
- Haddock, \$1.15 per cwt.
- Large cod, \$2.60 per cwt., medium \$2.10 per cwt.
- Peak and Western Bank fresh codfish, \$2.60, per cwt. for large and \$2.10 for mediums.
- Cusk, large, \$1.80, medium, \$1.20.
- Snapper cusk, 60c.
- Hake, \$1.45.
- Dressed pollock 90c, round 80c.
- Bank halibut, 17¼c per lb., for white and 13c for gray.
- Fresh mackerel, large 26 to 36 cts. each.

Bait Prices.

- Frozen bluebacks, \$2.50 per cwt.
- Frozen herring, \$2.50 per cwt.
- Fresh herring, \$2.50 per bbl
- Salt shore herring, \$1.00 per bbl.
- Frozen squid, \$2.50 per bbl.

WERE HELPLESS IN BIG ICE FIELD.

Two Herring Captains In Broken Down Motor Boat Saved by Fiona.

After an exciting and perilous experience of being adrift in a floe of ice, Capt. Devereaux of sch. Hiram Lowell and Capt. Gott of sch. Lizzie Griffin of Bangor, Me., arrived at Curling, Bay of Islands, yesterday on board the Newfoundland cutter Fiona, which had rescued them. Both vessels are at Bay of Islands for loads of frozen herring.

Tuesday in temperature approaching the zero mark, Capts. Gott and Devereaux left their vessels at Middle Arm, Bay of Islands, with the intention of coming to Curling in a power dory. When they were well on their way down the coast they met an ice field 10 miles wide. They were able to push their dory through about five miles of ice, when the engine broke down and further progress was impossible.

The ice, which had just begun to form, was sufficiently thick to prevent the men forcing the dory through it by the single oar that was in the frail open craft, and was not strong enough to permit them to walk across it.

For many hours the small boat and its two occupants were imprisoned in the ice with every prospect of being swept out to sea. Just before dark the men were sighted by the Newfoundland cutter Fiona, which bore down upon them, took them on board and landed them at Curling Wednesday.

THE SWELL HAD HER TRIAL TRIP.

NEW STEAM TRAWLER PASSES THE OLD SPRAY IN A BRUSH.

The beam trawler Swell, the latest acquisition to the fleet of steam fishermen running to T wharf, was given her official trial trip yesterday and acquitted herself admirably. In command of Capt. Kemp the new craft came up from the builders' yard at Quincy and stopped at T wharf long enough to embark the officers of the Bay State Fishing Company, the owners and some guests.

The boat was taken down the harbor, proceeding out through the main ship channel. On the way she had a brush with the trawler Spray, the first of the fleet of steam fishing craft constructed by the same company, and easily beat out the older vessel. After landing the guests at the fish pier, the Swell returned to the Fore River Shipbuilding Company's yard to receive her finishing touches. She will be ready for service in about a week.

The Surf, a sister ship to the Swell, is fast nearing completion, and will be ready for her trial run in about two weeks.