

COST THE LIVES OF 62 MEN AND LEFT MANY WIDOWS.

Sad Record of the Fisheries of This Port For Year 1911.

First Time For Seven Years Crafts Are Lost With All Hands.

Five vessels and two boats and 62 lives leaving 22 widows and over 40 fatherless children is the death record of the Gloucester fisheries for the year which has just closed, a marked increase over the preceding year when only a single vessel and 25 lives were sacrificed. This record as in previous years included fishermen who lost their lives in wrecks or in dories on the banks and those who died on shipboard or in hospitals from natural causes, as well as fishermen hailing from this port who were sailing from other ports and those who lost their lives by accidental drowning.

After a record of seven years, during which no vessel left port and failed to return, two crafts, engaged in the Newfoundland herring fishery, sailed for their home port with cargoes, since which time no tidings have been received from either vessel or crew or any wreckage sighted showing their fate.

The increase in the number of lives lost is in part largely due to one other disaster resulting in the loss of a schooner manned by Gloucester fishermen on Nantucket Shoals, when five of a crew of men were engulfed by the sea and their comrades, these three disasters causing altogether 23 deaths or nearly as many as were lost from all causes last year.

As usual the largest loss of life outside of these disasters was caused by the swamping or capsizing of dories, 13 lives being lost from these two causes, while nine men strayed from their vessels in their dories in or sudden storms and were never heard from afterwards, only two deaths being reported from this cause this preceding year.

Five men were drowned by their dories being run down accidentally by the schooners in attempting to pick up the men.

The number of men washed from the deck or who were knocked or fell overboard was seven, the number being trebled from the preceding year, while four men died on shipboard or in hospitals and one man fell from the wharf in boarding his vessel.

Of the 62 men who were drowned, 22 left widows, while the number of fatherless children is over 40, it being difficult to ascertain the exact number.

The lost vessels have an aggregate tonnage of 623 tons gross and 453 tons net and a total valuation with outfits and cargoes of \$55,000 upon which there was an insurance of \$43,048.

In 1910 only one vessel was lost and the number of lives sacrificed was 25, the smallest number of both vessels and men for a number of years. The valuation of the lost schooners was \$12,000, the insurance being \$9000, while eight of the men left widows and 24 fatherless children.

The losses of vessels and lives reported during the year were as follows:

Vessels and Crews Lost.

Sch. Ella M. Goodwin, 121 tons gross, 86 tons net, built at Essex in 1901, rounded on the passage from Newfoundland with a cargo of frozen herring probably in a gale on January 21, the day on which she left Bay of Islands. Her crew of 10 men consisted of Capt. James D. Goodwin, master, 41 years of age, native of Pubnico, N. S., left widow and 1 1/2 children; Capt. Lewis Dewine, mate, 48 years old, native of Barrington, N. S., leaves widow; John L. Nickerson, cook, 32 years old, native of Pubnico, N. S., left widow and four children; Thomas Pri-

or, 35 years old, single, native of Bremen, Me., Albert Blair, 30 years old, single, native of Lunenburg, N. S.; Oscar Larkin, 44 years old, single, native of Pubnico, N. S.; Nathaniel Quinlan, 24 years old, single, native of Cape Island, N. S.; Alexander Tarr, 22 years old, single, native of Liverpool, N. S.; Joseph Reed, 29 years old, single, native of Newfoundland; and Joseph Breen, 25 years old, single, native of Newfoundland. The vessel was owned by M. Walen & Son and valued at \$11,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$5125 on the vessel and \$4000 on the outfits and cargo.

Sch. Colonial, 109 tons gross, 79 tons net, built at Essex in 1902 and owned by the Gorton-Pew Fisheries Company, dragged on a ledge at Burgeo, N. F., while engaged in the halibut fishery, March 20 and sunk. Crew saved. The schooner was valued with outfits at \$9000 and was insured by the Gloucester Mutual Fishing Insurance Company for \$5008 on the vessel and \$2500 on the outfits.

Sch. Grayling, 121 tons gross, 37 tons net, built in Essex in 1891, wrecked on a ledge near Helsteinborg, Greenland, July 7, while on a

voyage for fitched halibut, and set on fire by the capsizing of the stove and burned. Crew saved. Owned by Orlando Merchant and valued with outfits at \$10,500 and insured by the Gloucester Mutual Fishing Insurance Company for \$3672 on the vessel and \$4000 on the outfits with \$1000 additional on the vessel in an outside office.

Sloop boat Abbie A. Morton, nine tons gross and net, built at Friendship, Me., in 1899, and owned by Stannage Publicover, struck a ledge off Corhaven harbor, Me., July 31, and later rolled off and broke up. Valued at \$1200 and insured for \$1000. Crew saved.

Sch. boat Florence, 14 tons gross and net, built at Swan's Island, Me., in 1902, and owned by Otis F. Harvey, dragged ashore on Annisquam bar, November 1 and went to pieces. Crew saved. Both valued at \$600 and cargo at \$200; no insurance.

Sch. Susan and Mary, 124 tons gross, 93 tons net, built at Essex in 1905, owned by the Atlantic Maritime Company, struck a ledge off Point Allerton in entering Boston harbor, November 1 and proved a total loss. Valued at \$11,000 and partially insured. Crew saved.

Sch. Alice R. Lawson, 121 tons gross, 85 tons net, built at Boothbay, Me., in 1891, and owned by the Gorton-Pew Fisheries Company, is supposed to have foundered in the gale of November 17, following her departure from Bonne Bay, N. F., the preceding day, with a cargo of salt herring. She carries a crew of eight men, as follows: Capt. William P. Larkin, master, 45 years old, native of Lower Argyle, N. S., left widow and two children; Capt. John A. Amoro, mate, 30 years old, native of Lower East Pubnico, left widow and two children; Orlando Goodwin, cook, 38 years old, native of Argyle, N. S., left widow and five children; Charles A. Barr, 20 years old, native of Rockport, single; Aaron Lohnes, 22 years old, single, native of LaHave, N. S.; Daniel March, 18 years old, single, native of Newfoundland; Joseph Canning, 33 years old, native of Newfoundland, left widow; John McPherson, 41 years old, single, native of Lauching, P. E. I., The vessel was valued at \$6500 and the outfits and cargo at \$5000 and was insured by the Gloucester Mutual Fishing Insurance Company for \$3343 on the vessel and \$3000 on the outfits and cargo, with \$2000 additional on the vessel by the Providence-Washington Insurance Company.

Other Fishermen Lost.

Charles Swanson, 50 years old, single, native of Sweden, was washed overboard from sch. Mooween December 30, 1910, and drowned before assistance could reach him.

John Porper, 48 years old, single, native of St. Francis Harbor, N. S., and Thomas Babine, 32 years old, native of West Arichat, C. B., leaves widow and five children, two of the crew of sch. Cavalier, drowned on Grand Bank January 25 by the swamping of their dory. The body of Babine was later recovered and given burial at sea.

Hiram Ressor, 28 years old, single, native of Lunenburg, N. S., one of the crew of sch. Gladys and Nellie, was drowned February 5 by the swamping of his dory off Highland light.

Fred Myatt, 24 years old, single, native of Canso, N. S., and Howard Greencorn, 32 years old, single, native of Canso, N. S., two of crew of sch. Conqueror, went astray from the vessel in a snow squall off Cape Cod February 9 and were never heard from.

Alfred Muise, 28 years old, single, native of Tusket, N. S., was knocked overboard from sch. J. J. Faherty February 28, while reefing the mainsail, while crossing the Bay of Fundy.

Anthony Walker, 30 years old, single, native of Rivert Inhabitants, C. B., one of the crew of sch. Marsala, died on board the schooner on Georges March 10 from pneumonia.

Calvin Mason, 45 years old, single, native of Whitehead, N. S., one of the crew of sch. Susan and Mary fell overboard while furling the mainsail when about 145 miles east of Thatcher's Island March 2; left widow residing at South Boston.

Capt. Charles E. Anderson, master, 38 years old, native of Michigan City, Ind., left a widow; Ernest Anderson, brother of the master, 23 years old, single, native of Terra Haute, Ind.; George Wiggins, 22 years old, single, native of Charlevoix, Mich.; and John Chambers, 47 years old, native of Boothbay, Me., left widow, crew of gasoline boat Hope, which was run down and sunk by sch. Hattie A. Heckman off Dog Bar breakwater, March 14. Capt. Anderson and Chambers were taken off the wreckage of the boat, but could not be resuscitated.

John Williams, 30 years old, native of Green Harbor, N. S., where he left a family and Albert Hunt, 43 years old, native of Lockeport, N. S., leaves family, two of the crew of sch. Rex, drowned on Georges March 25 by the capsizing of their dory.

Ernest Munroe, 30 years old, native of Nova Scotia, left widow and three children, and Levi George, 30 years old, native of Nova Scotia, single, two of the crew of sch. Victor and Ethan of Boston, drowned on LaHave Bank April 9 by the swamping of their dory.

Thomas Hartley, 33 years old, single, native of Placentia, N. F., one of the crew of sch. Matthew S. Greer, was drowned on Brown's bank April 9 by the capsizing of his dory.

Alexander Collins, 30 years old, left widow, native of Prince Edward Island, and John Fortune, 19 years old, single, native of Arichat, C. B., two of the crew of sch. George Campbell, went astray from the schooner April 7 and never heard from. Fortune was on his first fishing trip.

George Strahan, 52 years old, native of Port Mulgrave, N. S., one of the crew of sch. Selma, died in the hospital at Vineyard Haven, April 25, of heart trouble. Left widow and three daughters.

William Mason, 32 years old, single, native of Vogler's Cove, N. S., one of the crew of sch. Virginia, drowned off Liverpool, N. S., May 1, by his dory being run down by the schooner.

Frank Silva, 35 years old, single, native of Provincetown, one of the crew of sch. Iola S. Brooks, went astray from the vessel in South Channel, June 11.

Louis Ridant, 49 years old, native of France, cook of the steamer Bessie M. Duggan, died of heart disease on board the vessel, June 17, while off the South Channel; left widow and four children in Lynn.

Thomas Barnes, 32 years old, single, native of Newfoundland, washed overboard from sch. Yankee on South Shoal, July 28.

Capt. John Pettipas, master, 32 years of age, single, native of Arichat, N. S.; Lewis F. Turner, 37 years old, single, native of this city; Thomas Smith, 46 years old, single, native of Cape Negro, N. S.; Frank Dewey, 44 years old, single, native of Portland, and Simeon Labelle, 35 years old, single, native of Arichat, C. B., crew of sch. Nokomis which was wrecked on Nantucket Shoals, July 28.

James Goodwin, 35 years old, single, native of Argyle, N. S., one of the crew of sch. Athena, went astray in his dory in South Channel, August 3, in a fog.

Capt. John A. Flygore, 46 years old, native of Sweden, master of sch. Oregon, died in the hospital at Halsteinborg Greenland, August 3, left widow.

Duncan McDonald, 46 years old, native of Arichat, C. B., left widow, and James Wilkie, 24 years old, single, native of Arichat, C. B., two of the crew of sch. Miranda, went astray from the vessel on Grand bank, August 17, while hauling their trawls.

Patrick Farley, 40 years old, native of Newfoundland, left widow and four children, and Thomas Cloak, 45 years old, single, native of Newfoundland, two of the crew of sch. Robert and Arthur, drowned in South Channel, September 3, by the upsetting of their dory.

Peter Peterson, 32 years old, single, native of Sweden, one of the crew of sch. Rebecca, went astray from the vessel October 1, in South Channel and was never heard from.

Havelock Frost, 25 years old, single, native of Argyle Sound, N. S., washed overboard from sch. Effie M. Prior off Cape Sable, October 12.

Joseph Wharton, 53 years old, native of Liverpool, N. S., single, fell off the wharf of William H. Jordan & Co., November 14, while boarding sch. Oriole, and was drowned.

Capt. William M. Griffin, 58 years old, native of Maine, left widow and five children, and Capt. Reuben Raffuse, 50 years old, native of Pubnico, N. S., left widow and stepson; two of the crew of sloop J. F. McMorrow, were drowned off Thatcher's island November 14, while mackerel netting, probably by foundering of their dory.

Frank Whittle, 34 years old, single, native of Newfoundland, one of the crew of sch. Buema, drowned in South Channel, October 12, by the capsizing of his dory.

Alphonso Spofford, 45 years old, single, native of Boothbay, Me., one of the crew of sch. Helen G. Wells, knocked overboard from the schooner November 7, while crossing the Bay of Fundy.

Rupert Isner, 49 years old, native of Nova Scotia, one of the crew of sch. Richard, was washed overboard from the schooner December 29 while crossing the Bay of Fundy; left widow and two children.

THE WEATHER HAS BEEN MILD

OF LATE AT BAY OF ISLANDS,
ICE BREAKING UP IN
HUMBER.

Ice in the Humber is breaking, according to recent despatches from Birchy Cove. From the Humber mouth to Corner Brook, a distance of about three miles, the water is free from ice. The weather is very mild and has been for the four days preceding December 27.

Tuesday the Fiona returned to Birchy Cove. She did not go to Sydney as was expected. How long she will remain at Bay of Islands, is not yet known. She reports good fishing in Penquin and Goose arms. There is also a considerable body of herring, in the Humber.

At Port aux Basque there is a Nova Scotia vessel waiting for a frost, expecting to obtain a cargo of herring to ship by rail.

Fully two loads of herring are scattered along the shore and on the ice but there is a question as to their condition, since they have been exposed to various changes of weather for some length of time, which has not added to their quality. Later they will no doubt be "unloaded" on some person, such usually having been the case in the past.

The late arrivals at Birchy Cove are schs. Theodore Roosevelt, Essex, S. P. Willard and Senator Gardner.

Jan. 2.

TO INVESTIGATE THE MACKEREL.

International Council To Try to Solve Movements of Schools.

Great Nations of Europe to Co-operate With Bureau of Fisheries.

The combined knowledge and experience of the world's greatest fishery experts, representing the great nations of Europe, have been enlisted by the U. S. bureau of fishery, department of commerce and labor, in the effort of the United States fishery authorities to learn how and where the American fishermen should seek for the mackerel shoals which have been lost to sight for years.

The mackerel was one of the great staple fish foods of the country as far back as colonial days, and the fishery was very actively prosecuted in New England and, to some extent, in the middle Atlantic states. In 1886, after several years of unprecedented abundance, the mackerel dropped off suddenly and has never resumed its former plenteousness.

The fishery of last year was the poorest in the history of the country. As against a catch of about 500,000 barrels of salted fish in 1885, the catch of 1910 was only 2700 barrels.

There are today invested in the mackerel fishery nearly \$2,000,000, but the fishery is being prosecuted more in the way of a lottery than anything else. Notwithstanding the long-continued disappearance of the mackerel, vessels are fitted out every year in the expectation that the missing fish will come back in as great numbers as in 1885.

Sixteen hundred men have been year after year holding on to this fishery with the hope that something will turn up. If the mackerel were to come back their vessels would make tremendous profits. Salted mackerel are worth \$40 a barrel today whereas in 1850 they sold for \$4 to \$5 a barrel.

The diminution in the catch came so suddenly that it is difficult to

ascribe it to active fishing operations. The bureau of fisheries experts have been inclined to believe that there are some physical factors operating on the eggs and the young which prevent the development of the young fish, but they do not know positively.

It is hoped that the international investigation by the foreign fishery experts will determine whether the mackerel has recently undergone a decrease in abundance or has sought other grounds and is likely to return.

It is suggested by some of the scientists that the schools of mackerel that formerly frequented the American shores have been diverted and are now inhabiting the waters of western Europe, where the same fish also abounds. In support of this theory it is pointed out that the fishery exhibits some of the features in European waters that it has in the United States.

Another expert view is based upon the recent discoveries with regard to the trawl-caught mackerel in European waters. It is, in short, that the lost American mackerel will be found in the deeper parts of American waters and the obvious fishery apparatus should be the trawl, with which the mackerel has been caught in large quantities abroad.

The condition of the American mackerel fishery and the problems it presents have been placed by the bureau of fisheries before the permanent international council for the exploration of the sea, which has its headquarters at Copenhagen and which is composed of official delegates with full powers from the 10 foreign countries mentioned previously.

As a consequence the council is going to take up the study of the mackerel fishery of the North Atlantic ocean, and its foremost scientists will endeavor to trace the present whereabouts of the mackerel that haven't returned to American shores since 1886.

Jan. 2.

DANDY PRICES AT T WHARF

PLYMOUTH COD NETTERS AND SCH. HARMONY IN AT RIGHT TIME.

While yesterday's off shore arrivals greatly helped the T wharf dealers, the market still remains short, only a few crafts being there this morning for the opening trade.

Sch. Harmony, one of the off shores has 42,000 pounds of fresh fish, mostly haddock. As the prices on haddock are still up, the Harmony's crew should realize a fine stock.

The remaining crafts are those of the shore fleet, their total catch aggregating less than 22,000 pounds.

Haddock sold from \$3.50 to \$6.50 a hundred while cod brought \$4 to \$7.60 right through.

Boston Arrivals.

The receipts and prices in detail are: Sch. Harmony, 40,000 haddock, 2500 cod.

Sch. Jennie H. Gilbert, 7000 cod.
Sch. Lillian, 7500 cod.
Sch. Massasoit, 5000 cod.
Sch. N. A. Rowe, 2000 cod.
Haddock, \$3.50 to \$6.50 per cwt., cod, \$4 to \$7.60.

HALF WAY ON LONG JOURNEY

SCH. VICTOR AND ETHAN IN STRAITS OF MAGELLAN DEC. 29.

Half the distance between Boston and Seattle has been completed by the little fishing schooner Victor & Ethan, which arrived at Punta Arenas, most southerly town in the world, in the straits of Magellan, December 29, or 51 days from date of departure. Capt. H. Dexter Malone of Atlantic avenue, who is interested in the vessel, estimated that the Victor & Ethan would cover the 8000 miles in 50 days and reach her destination in 100 days. At Punta Arenas a fresh supply of provisions and water will be secured before starting on the last lap.

The fishing schooner Athena, also of Boston, which sailed from this port for Seattle eight days after the Victor & Ethan, is at Montevideo. A cable from Capt. Brewer states that the vessel is leaking. He has been cabled to repair and proceed. The Athena was 44 days in reaching Montevideo, which is about 1500 miles north of Punta Arenas and, from calculations made on T wharf, she would have been beaten about three days by the Victor & Ethan had Capt. Brewer been able to continue on his course.

HALIFAX FISH MARKET.

Not Much Change in Prices and Some Fish Coming Forward.

The dry fish market at Halifax is in about the same condition as at the time of last report. There have been some arrivals of Lunenburg bank fish, which have brought top prices. Only about 10,000 quintals remain in first hands in Lunenburg county, and these are held at phenomenal figures. The high prices have cleaned up odd lots from shore points, and arrivals from Newfoundland points have been extremely limited. The stock in warehouses is very small, and it does not look as if there will be enough stock to go around.

Haddock and pollock are also very scarce, while hake is in fair supply and comparatively dull. By March first this market should be almost bare of stock.

Pickled fish have all been marketed. Mackerel and alewives are very scarce and high. Herrings are in larger supply, but the prices are advancing, as is usual at this season, and the trade during Lent should consume the stocks on hand.

Jan. 2 3

GILL NETTERS FOUND FISH

AND HIGH PRICES HELPED THEM TO A GOOD DAY'S WORK.

There was but a single arrival at this port this morning, sch. Lizzie M. Stanley which craft came down from Boston, having 20,000 pounds of old fish left over from yesterday.

A number of the gill netters were out yesterday and some struck good fishing. High prices prevailed on all kinds of shore fish, consequently some of the fleet made a good day's work.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lizzie M. Stanley, via Boston, 20,000 lbs. fresh fish.
Str. Quoddy, gill netting, 3600 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 10,000 lbs. fresh fish.
Str. Nomad, gill netting, 6000 lbs. fresh fish.
Str. Enterprise, gill netting, 4000 lbs. fresh fish.
Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
Str. Margaret D., gill netting, 5000 lbs. fresh fish.
Str. Venture, gill netting, 5000 lbs. fresh fish.
Str. Weazel, gill netting, 2500 lbs. fresh fish.
Str. Prince Olaf, gill netting, 3000 lbs. fresh fish.
Str. Bethulia, gill netting, 4000 lbs. fresh fish.

Vessels Sailed.

Sch. Selma, halibuting.
Sch. Yakima, halibuting.
Sch. Paragon, halibuting.
Sch. Teazer, halibuting.
Sch. Catherine D. Enos, haddocking.
Sch. Mary E. Silveria, haddocking.
Sch. Belbina P. Domingoes, haddocking.
Sch. Walter P. Goulart, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Emily Sears, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Harriett, haddocking.
Sch. Avalon, haddocking.
Sch. Mary B. Greer, haddocking.
Sch. Jeanette, haddocking.
Sch. Jorgina, haddocking.
Sch. Edith Silveria, haddocking.
Sch. Manomet, haddocking.
Sch. Ellen C. Burke, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

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, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 17 1-2c 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 per bbl.

Frozen squid, \$2.50 per bbl.

Jan. 2.

HAMPTON BOAT REIGNS SUPREME

And still the Hampton boat reigns supreme as the ideal craft for the small boat fisherman, says a Portland exchange.

This has been conclusively demonstrated by some of the fishermen of Casco bay. Some of them had different models built. Double-enders were wanted, with less draught so that greater speed could be obtained. One boat builder in the lower bay had a large number of orders for this kind of craft. The fishermen have got all they want of the double-ender. It proved speedy, alright, but it sank down deep aft, was not as seaworthy as desired and altogether proved to be very undesirable for fishing. Now they have given them up entirely.

The Hampton boat, with its broad beam and stern, its high bow and general excellent lines has been found to be the ideal craft. Some of the fishermen who ordered double-enders are having new Hamptons built so that they may be sure of having seaworthy craft. Many who could not afford a new boat have been forced to stick to the double-ender, but they have declared that as soon as they can, they are going back to the Hampton.

THE PORT CLYDE FREEZER.

Treasurer of New Concern Says Project is Progressing Favorably.

Walter D. Hall, treasurer of the newly organized Port Clyde Cold Storage Fisheries Company, of Port Clyde, Me., recently interviewed by the Fishing Gazette said:

Jan. 2.

Ship Building Brisk at Lunenburg.

The two new fishing schooners in Smith and Rhuland's yard, Lunenburg, N. S., for Captains John Knickle and A. Creaser, will be launched in a few days. The frames of two more schooners, one for Captain Robert Silver of Riverport, and the other for Captain John Westhaver, of Lunenburg, will soon be put up.

4 Jan. 2.

ARE FISHING LATE.

And Louisburg, C. B., Fishermen Have Been Doing Well.

Those who have gone into the fall and winter fishing at Louisburg, N. S., are doing well. For the past week the weather has been keeping quite moderate and the fishermen are losing no time in taking advantage of this. Since the fishermen have started along this line, large quantities of fresh haddock and cod have been shipped to Halifax, Hawkesbury and throughout the collieries by Messrs. P. O'Toole and Sons, The Scotia Fisheries, Ltd., and by some of the toilers themselves.

In past years along the coast fishermen never tried their hand at fall and winter fishing, and when the November stormy season set in, they would haul their gear and boats ashore and look for some other employment.

Last year a fair test was made, which was an inducement for others to take hold, and if proper transportation and cold storage facilities could be arranged in a few years this line of fishing will become one of Louisburg's most important industries.

Jan. 3.

THE SIBERIAN FISHERIES GROWING.

An Interesting Report of American Vice-Counsel at Vladivostok.

The following report on the rapid growth of Siberian fisheries by vice-consul H. Fred Newhard, stationed at Vladivostok, Siberia, is taken from the Daily Consular and Trade reports:

The growth of the fishing industry in the waters of the Russian Far East has been so rapid and of such recent development that the laws and regulations governing the industry, which are the same as those existing in European Russia, were found not to be adaptable to the Siberian situation at present. Therefore, to encourage fishing and have a proper control, the local authorities were obliged to issue temporary rules and regulations to cover local conditions.

These regulations vary for different localities, as, for instance, on the Amur River within the boundaries of the Nikolaiefsk, Mariensk, and Khabarovsk districts, the fishing stations are leased by public auction to the highest bidder, some on a long-term basis and others for only one year. At stations above the city of Nikolaiefsk, within 30 miles of the Amur estuary and farther, no foreign labor is allowed. Below the city of Nikolaiefsk foreign labor can be employed to handle the fish on shore, but the actual fishing can be done only by Russian subjects.

Herring, the Most Important Fish.

Along the entire seacoast of the Russian Far East, by virtue of the Russo-Japanese convention of 1907, concluded for 12 years, the Japanese are permitted to engage in fishing on equal terms with Russians. In such sections there is no restriction with regard to the nationality of the laborers employed or the method of preparing the fish, except that the manufacture of fish manure from fish or the salmon variety is prohibited.

Fishing rights in the gulfs and bays not included in the Russo-Japanese convention, such as Peter the Great Bay, Imperial Harbor, Vanina Bay, Avatchinsk Bay, and others, as well as the rivers of Okhotsk and Kamchatka, are granted by the governor general, without public tenders, to persons of good repute, but for one year only, and if they show their ability to establish a successful fishing station a lease for 12 years can be secured on the basis of paying a royalty of 2 1/2 cents per pood (36.112 pounds) of prepared fish. These leases are granted on the condition that only Russian subjects are to be employed at the stations, and that sailing vessels serving the stations must be under the Russian flag.

In 1908 fishing by foreigners in Peter the Great Bay was prohibited, and at present a strong guard is employed to prevent poaching. This prohibition has greatly retarded the industry in these waters, as up to that time the local fishing was exclusively in the hands of Chinese and Koreans, who were thoroughly acquainted with the fishing grounds and conditions, whereas the Russians who replaced them, not being fishermen and not knowing the conditions, have met with very poor success. For a long time it was almost impossible to obtain fish in the local market, and even now fish, crabs, shrimps, and oysters are not so plentiful nor so cheap as they were before this prohibition was enforced. However, during the spring of 1911 a steam trawler was brought out from Europe and another during the summer, and fish are more plentiful in the market than last year.

The most important fish in these waters is herring, running three times a year, i. e., autumn, winter, and spring. The autumn herring has not appeared for the last two years. Formerly the run occurred for five to seven days, about the middle of November, and the fish were excellent for salting.

Two runs occur during the winter, December-February and February-March. The winter herring are caught exclusively in the northern part of Amur Bay. The quality is very high, especially at the beginning of the run. In 1910 the average weight of the December-January fish was a fraction

over one pound, but by March this was reduced to 0.436 pound. The early fish are firm and fat and very good for salting, but the local demand is usually so great that the entire catch is sold fresh and frozen. During January and February the price for these fish averages \$30 per thousand, during the first part of March about \$15, and in the latter part of March \$7.50 to \$8.50 per thousand. The winter catch is sold to Nikolsk-Ussurisk, Harbin, and Chita, and the March catch is generally sold to Japan and Shanghai, being shipped in a frozen state packed in burlap bags.

The spring runs in Usuri Bay begin about the end of March, and later, after the ice has disappeared, the fish appear in Vostok and American Bays. The run begins in the western part of Peter the Great Bay, four or five days later than in Usuri Bay. In the western part of Peter the Great Bay the spring herring is salted, and as a rule only a small proportion of fresh fish is sold in Vladivostok, while a certain amount is manufactured into fish manure. With the increase of the catch the prices fall at the end of April and beginning of May, at which period the price is reduced to about 15 cents per thousand, and does not cover running expenses. Herring fishing, especially in the spring, is not yet established on a commercial basis, but with a proper organization, and with proper facilities in the shape of cold storage, etc., it could be developed into a very important industry.

Markets and Prices—Other Fish.

According to local statistics for 1910, about 70 per cent. of the total catch was brought fresh to Vladivostok, 10 per cent. made into manure, and 20 per cent. salted. As fresh herring, especially of the spring catch, spoils after the second day, a certain quantity of the above-mentioned 70 per cent. was salted by Chinese purchasers in a most primitive way and put on the market, and this has to a certain extent damaged the reputation of the fish that were properly salted. Recently salted herring has begun to find a market in eastern Siberia, the spring herring selling for \$5 to \$6 per thousand, and the autumn herring for \$8.50 to \$12.50. In 1910 attempts were made to ship local herring to European Russia.

Smelt and dorse are caught together with winter herring; also during April large quantities are caught in Amur Bay. These fish are usually sun-dried and exported to China and Korea.

Fishing for flounder was started in 1909. About 22 small boats were engaged in the Amur and Ussuri Bays, each boat catching in two or three days up to 3,000 fish, selling for 2 1/2 cents each.

In 1910 mackerel were caught between May 22 and the latter part of June, principally in the Amur Bay. The market price for fresh mackerel was 7 1/2 to 12 1/2 cents and for smoked from 17 1/2 to 20 cents.

Catch in Peter the Great Bay.

The total number of fish caught during 1910 in Peter the Great Bay, was: Herring, 8,651,617; mackerel, 19,272; salmon, 8,263; other, 8,205. Of the herring, 2,634,000 were caught from under the ice. Sea, kale, crab, shrimp, and trepang fishing is at present concentrated exclusively in Peter the Great Bay and vicinity.

The fishing for crabs is developing rapidly. The catch takes place from March to May, and from the middle of October to December. Twenty-eight boats were engaged in 1910, and the average catch was about 5,000 crabs per boat; in exceptional cases some of the boats caught 15,000 to 20,000. The total catch in 1910 was 140,000 crabs which were sold at 15 to 25 cents each.

The fishing for shrimps has fallen off considerably. Only 10 boats were engaged during 1910, and the average daily catch per boat amounted to about 70 pounds, bringing from 15 to 17 1/2 cents per pound.

Jan. 3.

HERRINGERS ARE EXPECTED

BUT NONE OF FLEET ARRIVED HERE DURING THE NIGHT.

Another quiet morning prevailed along the water front, nothing from off shore being here, although some of Newfoundland herring fleet are expected along any time.

A large number of the shore boats got underway yesterday and the excellent weather of yesterday and today ought to give them an opportunity to get a couple of sets.

The gill netting steamers brought in about 35,000 pounds, which were quickly snapped up.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Mindora, gill netting, 2000 lbs. fresh fish.
- Str. Rough Rider, gill netting, 2000 lbs. fresh fish.
- Str. Quoddy, gill netting, 3600 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 5000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 1500 lbs. fresh fish.
- Str. Weazel, gill netting, 2000 lbs. fresh fish.
- Str. Nomad, gill netting, 3500 lbs. fresh fish.
- Str. Enterprise, gill netting, 2000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
- Str. Eagle, gill netting, 3000 lbs. fresh fish.
- Str. Margaret D., gill netting, 4000 lbs. fresh fish.
- Str. Alice, gill netting, 2500 lbs. fresh fish.
- Sch. Richard, via Boston.
- Sch. Romance, via Boston.

Vessels Sailed.

- Sch. Mary P. Goulart, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Lizzie M. Stanley, haddocking.
- Sch. Muriel, haddocking.
- Sch. Catherine Burke, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
- Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
- 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 1-4.
- 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, 17 1-2c 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 per bbl.
- Frozen squid, \$2.50 per bbl.

Fishing Fleet Movements.

Schs. Esperanto, Conqueror and Gladys and Nellie arrived at Liverpool, N. S., Saturday last, cleared for the fishing grounds.

Jan. 3.

Gale Going at Port aux Basques.

The temperature at Port aux Basques, N. F., yesterday, registered at 22 degrees, cloudy weather being reported, with a westerly gale, the wind velocity registering 48.22 miles an hour.