

Feb. 6.

# THE SARDINES FROM MAINE.

## SOME THINGS ABOUT THEM AND HOW THEY COMPARE WITH OTHER KINDS.

A prolonged study of the Maine sardine packing industry by the Maine Agricultural Experiment station seems to indicate that in most cases imperfect sealing is responsible for swelled cans and that deterioration of the product when "red feed" is present is due to the presence of a gas which develops naturally from certain conditions.

"There are 55 different establishments along the Maine coast engaged in the packing of sardines," says H. H. Hanson, associate chemist of the station, "and it was at the request of the packers themselves that the investigation was undertaken as they hoped that scientific study of the subject would lead to improvement in the Maine packed sardines."

Mr. Hanson further states that considerable progress has been made this year and that the study will be continued next year, indications pointing to important results from the work.

Mr. Hanson was delegated to give a paper upon this topic before Section C of the American Association for the Advancement of Science, which met in Washington, D. C.

An abstract of Mr. Hanson's paper, which was a Report of Progress in a Study of the Maine Sardine Industry, follows:

The paper gives an account of the industry from the taking of the fish to the finished product in the can, mentions problems of economic interest to the packers, and others of scientific importance. There are three important respects in which the Maine sardines differ from the foreign sardines, of which the French pack is recognized as the most desirable.

First, the fish packed in France under the name of sardine is the *Clupea pilchardus*, while the fish packed in Maine under that name is the *Clupea harengus*, two distinct species of the herring family. Second, French sardines are packed in olive oil, while the Maine sardines are put up in cottonseed oil. Third, in handling the French pack, the single fish is at all times considered of paramount importance, while in handling the Maine pack, the hoghead is the unit and quantity is always sought. The French sardine retails for from 35 to 60 cents per can, while the Maine sardine retails for the most part for five cents. The markets for these two grades seem to be well established.

Indications seem to point to the conclusion that swelled cans are caused for the most part by imperfect sealing, although in some cases it would seem as though the sterilizing process was not sufficient.

An important food of the sardines, known to the trade as "red feed," seems to cause rapid deterioration of the fish. This has been identified as a microscopic crustacean of the family Centropagidae called *Temora longicornis*. It has been suggested that auto-digestion induced by an enzyme or unorganized ferment peculiar to this crustacean may be responsible for the rapid deterioration but it seems more likely from a present knowledge of the subject that a methylamine is the cause. Investigation is still going on.

Methylamine is a combination of two words, methyl and amine, and is defined as a colorless, inflammable, alkaline gas, having an ammoniacal, fishy odor. It is said to be produced artificially and also to occur naturally in herring brine and other fishy products, and is regarded as ammonia, in which a third of its hydrogen is replaced by methyl, an essential residue of methane, which is a marsh gas or the fire damp of mines.

Feb. 6.

### Silver Coins in a Fish.

A housekeeper of Queenstown constabulary barracks, while cleaning a eodfish about 30 pounds in weight discovered inside the fish a purse containing a number of silver coins of the reign of Queen Victoria, says the London Standard. The purse was of leather, steel bound and in good preservation. It also contained some inscribed paper, which was reduced almost to pulp.

Feb. 6.

# SCH. YAKIMA HOME TODAY

## ONE GEORGES HANDLINER ALSO IN WITH SALT COD FARE.

Three arrivals are here this morning, two from off shore and the other from a Newfoundland port coast with a large cargo of salt cod.

Sch. Yakima, one of the halibut fleet, is here from Quero with 14,000 pounds of halibut, 8000 pounds fresh fish and 5000 pounds of salt cod. Persistent rumors evidently started to create excitement have been rife that the Yakima had been lost, but no serious consideration has been given to the report, now shown to be without foundation and her owners were satisfied that she would come along at the right time.

Sch. Carrie C., one of the Georges fleet has 14,000 pounds of salt cod and about 1000 pounds of halibut.

The former Boston sch. Mary A. Whalen, recently sold to Newfoundland parties, has 301,650 pounds of salt cod from Newfoundland, which are consigned to Davis Brothers.

The gill netting fleet were obliged to put back to port yesterday, consequently no fish was landed by them. All got underway this morning and will probably get a chance for a set today.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Mary A. Whalen, Grand Bank, N. F., 301,650 lbs. salt cod.
- Sch. Yakima, Quero, 14,000 lbs. halibut, 8000 lbs. fresh fish, 5000 lbs. salt cod.
- Sch. Carrie C., Georges, 14,000 lbs. salt cod, 1000 lbs. fresh halibut.
- Sch. Aloha, via Boston.
- Sch. Walter P. Goulart, shore
- Sch. Valentina, shore.

### Vessels Sailed.

- Sch. Flavilla, Boston.
- Sch. Margaret Dillon, haddocking.
- Sch. Genesta, haddocking.
- Sch. Yakima, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Belbina P. Domingoes, haddocking.
- Sch. Emily Sears haddocking.
- Sch. Annie and Jennie, haddocking.
- Sch. Jeanette, haddocking.
- Sch. Mary P. Goulart, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Rebecca, haddocking.
- Sch. Harriett, haddocking.
- Sch. Jorgina, haddocking.
- Sch. Walter P. Goulart, haddocking.
- Sch. Esperanto, 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 prices.

#### Fresh Fish.

Haddock, \$1.15 per cwt.

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

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock 90c; round 80c.

Bank halibut 12c per lb. for white and 10c per lb. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

Feb. 6

### Halibut Sale.

The halibut fare of sch. Yakima sold to the New England Fish Company this morning at 12 cents a pound for white and 10 cents a pound for gray.

### Handline Cod Sale.

The Georges handline salt cod trip of sch. Carrie C. sold to George Perkins & Son.

Feb. 6.

### A FISH THAT SHOCKS.

#### The Electric Ray Able to Easily Knock a Man Down.

A rare specimen of the finny tribe lately acquired by the Smithsonian Institution is the electric ray, capable of repelling its enemies in a manner peculiarly its own; which gives it the title of the "torpedo" fish, says Technical World.

The electric ray is of the skate variety, with a broad, flat, nearly oval head and body and a caudal appendage something like that possessed by the majority of well-known fishes. Its mouth is on the underside and it can only feel the way to it when feeding.

But the real curiosity about the electric ray is that it carries its own storage battery with it on all its wanderings, and that it has the power of recharging the thousands of little cells when they become exhausted, using its power over and over again.

There are really two batteries. They are located where one would naturally expect to find the breathing apparatus of the fish, to the right and left of the beady black eyes and beak. They are kidney-shaped, occupying perhaps one-third of the upper part of the body.

When at peace with itself and the rest of the world the "torpedo" fish swims around at leisure or rests in shallow water, burrowing in the sand at ease, but if attacked the battery is discharged and the enemy is glad to call it a drawn battle if he can swim away. It gets its prey by using its batteries to supply the necessary current to kill, but to do this it must first complete a connection with the object of its attack.

Men have speared these "torpedoes" in shallow waters and have caught them in nets, but on handling them they have been very glad to call it off and avoid further shock. Fishermen have been repeatedly knocked down by a contact with them. The species is common along the south Atlantic and gulf coast.

Feb. 7.

# CLEARED COST IN ONE YEAR.

## FINE RECORD OF SCH. GORDON M. HALLETT OF BURIN, N. F., HERE RECENTLY.

As an illustration of how the Newfoundland fleet of Grand Bank cod-fishing vessels is increasing, the following from the Coast-Guard tells a story which speaks for itself:

Capt. Thomas Hollett of Hollett Bros., Burin, N. F., arrived in Shelburne, N. S., on Saturday, says the Coast-Guard, accompanied by a crew of six to assist in the completion of the new vessel now building in the ship yards of Joseph McGill.

While the vessel will not be ready for some weeks, Capt. Hallett did not wish to take any chances with the weather by remaining in Burin until the completion of the work, as the firm wishes to get an early start for the fishing grounds. The new vessel will be fitted out for the first trip at Burin, and it is hoped to sail for that port early in February.

This new craft will be the third built for this firm by Mr. McGill. The first was the Bohemia, about eight years ago, and was the first of the fleet of five now owned by this enterprising young firm. The Bohemia is still in active commission, and is making a fine record.

The second was the Gordon M. Hollett, which sailed from Shelburne in December, 1910. The Gordon M. Hollett has the best record of any vessel in the Newfoundland fleet. When she sailed from Burin on her first trip the total cost was \$9642, and during the year of her commission she made the whole expense of building and fitting out. She recently cleared from Boston, after landing a load of salt fish at Gloucester for Burin with general cargo.

The firm, Hollett Bros. is one of the youngest and most enterprising firms in Newfoundland, and has an enviable record for probity and general business success. The firm are agents for the Gorton-Pew Company of Gloucester, and landed two million pounds of fish at Gloucester from their own vessels the past year.

Feb. 7.

# ONE HALIBUTER IN HERE TODAY.

## GILL NETTING FLEET DID BIG WORK OFF HERE YESTERDAY.

Sch. Waldo L. Stream, Capt. Frank Stream of the halibut fleet is here this morning from Quero, with 14,000 pounds of halibut, which went to the American Halibut Co.

Sch. Monitor, Capt. George Marr, from Portland, brought over a few hundred weight of salt cod.

The gill netters struck good fishing yesterday and some large trips were landed among the fleet. All the boats got underway again this morning and will probably get a set as the weather outside has moderated the past two days.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Margaret D., gill netting, 3500 lbs. fresh fish.
- Str. Eagle, gill netting, 1800 lbs. fresh fish.
- Str. Mindora, gill netting, 2500 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 4500 lbs. fresh fish.
- Str. Ibsen, gill netting, 4000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 3500 lbs. fresh fish.
- Str. Rough Rider, gill netting, 2500 lbs. fresh fish.
- Str. Quoddy, gill netting, 4500 lbs. fresh fish.
- Str. Hattie Eliza, gill netting, 700 lbs. fresh fish.
- Str. Alice, gill netting, 2000 lbs. fresh fish.
- Str. Nomad, gill netting, 9000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 6500 lbs. fresh fish.
- Str. Bethulia, gill netting, 500 lbs. fresh fish.
- Str. Venture, gill netting, 3000 lbs. fresh fish.
- Str. Enterprise, gill netting, 3000 lbs. fresh fish.
- Sch. Waldo L. Stream, Quero bank 14,000 lbs. fresh halibut.
- Sch. Priscilla Smith, New York.
- Sch. Monitor, via Portland, 400 lbs. salt cod.
- Sch. Theodore Roosevelt, Boston.

### Vessels Sailed.

- Sch. Corona, halibuting.
- Sch. Mystery, halibuting.
- Sch. Frances V. Sylvia, haddocking.
- Sch. Evelyn M. Thompson, haddocking.
- Sch. Manomet, haddocking.
- Sch. Valentina, haddocking.
- Sch. Thomas J. Carroll, haddocking.
- Sch. Priscilla, haddocking.
- Sch. Athlete, Boston, in tow of tug Nellie.

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Haddock, \$1.75.

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

Hake, \$1.87 1-2.

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#### Fresh Fish.

Haddock, \$1.15 per cwt.

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

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock 90c; round 80c.

Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

# FRESH MACKEREL BY THE WEIGHT

## Master Mariners Association Votes to Sell That Way Hereafter

### And Do Away With Old Method of Sales Per Fish.

Action of great importance relative to the future method of handling fresh mackerel has been taken by the Master Mariners' Association, whereby mackerel skippers of the association will hereafter dispose of their fares of fresh ones by weight rather than by so much per fish, as has been the custom for many years.

The action of the association comes as no great surprise, for it has been apparent for a long time that it would only be a matter of time before a change in the method of selling fresh mackerel would be adopted, and some action taken along the lines as indicated above.



CAPT. GEORGE H. PEEPLES,  
President of the Master Mariners' Association of Gloucester.

Much dissatisfaction has been expressed by skippers and crews over the old system in recent years, especially in disposing of a trip of large fresh mackerel. In many instances the average price paid has fallen below that paid for ground fish, although one

would naturally infer any trip of fresh mackerel would net far more than the ordinary ground fish fare of equal weight since the scarcity of the fish and diminution of the catch in these waters.

At a meeting of the Master Mariners' Association on Monday afternoon, the situation was ably discussed in all its phases and it was the unanimous opinion of those who attended, that the time had arrived when a change should be made in the method of disposing of fresh mackerel fares. The system of selling by weight such as has been in vogue in Portland for some time appealed to the members as the fairest uniform way of selling mackerel, the same as in the case of cod, haddock, etc., and the following vote was adopted:

That it is for the best interests of owners of vessels, masters, crews, fish dealers and all who are engaged in handling fresh mackerel to have the sales based on weights.

That the members of this association do hereby pledge themselves to make all sales in the future as above.

That the secretary of this association be instructed to send a copy of this vote to all allied associations with the request that they take like action, also a copy to all who purchase or sell fish with the request that they lend their aid in advancing this movement.

Secretary James H. Stapleton is notifying boards of trade and fish buyers of this port, Boston, Portland, New York, Newport, Provincetown, New Bedford and Block Island, together with an attested copy of the vote taken and the following communication:

Dear Sir:—Enclosed please find a copy of a vote passed by the Gloucester Master Mariners' Association which I know will interest you, as well as all who are engaged in catching and handling fish.

As is expressed in the vote of the association, I hope you will make every effort to interest others in the movement which will benefit all.

Will you please bring the matter before your association and secure favorable action on a similar vote.

Very respectfully yours,  
James H. Stapleton, Secretary.

Feb. 7.

# SOON WILL GIVE WAY TO BOSTON.

## Says a Portsmouth Writer of Gloucester as a Fishing Port.

An editorial writer on the Portsmouth Times broke into print a few days ago with the startling statement that Boston would soon be the only fishing port in New England. Here is what he said in an editorial under the caption, "Decay of the Fishing Industry."

"Recently the writer saw a solitary fishing vessel in our harbor, which was a reminder of the importance of the fishing industry to the settlement and development of this country, and we are now perhaps to class this lone fisherman with the lone Indian on the Plains—both has-beens.

"The fisheries were the back ground of New England colonization. The gulf of Maine, from Cape Cod to Cape Sable was unsurpassed in America for the abundance and variety of catch of fish, as well as for its proximity to the

seacoast of northern New England.

"Fishermen always occupied an important place in the industrial development of New England. They have been prominent in our national history. Fishermen formed the nucleus of our first navy and in four of the country's wars they have furnished officers and men who were leaders in their important calling.

"The fisheries and the Mississippi were the two important questions which entered into the peace negotiations of 1783 between Great Britain and the United States, and were decided in favor of this country.

"Since that time fisheries have often been the cause of contention between the two countries. One by one the seaports of New England have given up the fishing industry. Recently Provincetown sold its banking fleet to Gloucester. Soon that port will give way to Boston, which will be the only fishing port in New England."

# IN NOVA SCOTIA AND MAINE ALSO

## Anti-Beam Trawling Crusade is Being Pressed With Vigor.

### Local and Boston Committee Members Arousing Interest There.

Nothing since the recent reciprocity fight has created such a stir as the anti-beam trawling movement, which is being supported by not only vessel owners, captains and crews along our coast, but those in Nova Scotia and other Canadian provinces as well.

Every one is aroused and each day brings most encouraging reports of promised support from different localities in the battle that is to be waged for the eradication of the beam trawlers and the marketing of their catches in American ports.

Down in Lunenburg, N. S., where the opposition to steam and beam trawling is very pronounced, the vessel interests, captains and fishermen are going to hold a mammoth mass meeting this week. In response to an invitation extended the committees at this port and Boston to send representatives to the meeting, Capt. George E. Heckman has been appointed by the local committee and F. G. Robinson by the one in Boston.

Capt. Heckman and Mr. Robinson

are on their way to Lunenburg, having left by steamer yesterday. They will be met by Moses S. Nickerson, former proprietor of the Clark's Harbor Coast-Guard, and popularly known as "the fisherman's friend," who will accompany them to Lunenburg and render such assistance as he can.

W. C. Smith, one of the largest vessel owners at Lunenburg, says they are going to pack the hall at the mass meeting. It is confidently expected that the Canadian Parliament will take action, similar to that proposed in the Gardner bill before it adjourns, March 15.

Capt. Joshua W. Stanley, representing the local anti-beam trawling committee and Capt. George Nelson of the Boston committee have gone to Portland and other Maine ports to arouse interest among the fishing interests there, and to urge organizations along the coast to adopt resolutions, and request the Maine legislature to endorse the Gardner bill now before Congress, and also to interest their representatives in Washington in support of the same.

Feb. 7.

# WORST WEATHER HE EVER SAW.

## CAPT. GEORGE MARR TELLS OF SEVEN WEEK'S TRIP OF SCH. MONITOR.

Capt. George Marr of sch. Monitor, of this port, which arrived at Portland Sunday from a fresh halibut trip, reports some of the worst weather he has ever encountered in all his experience at sea.

When the craft arrived in port every man on board the vessel was thankful as they had been at sea for seven weeks and during four weeks of the trip the men were forced to remain on board the vessel as they could not get out in their dories to secure fish.

Once during the trip the cable parted and for 48 hours the schooner was left at the mercy of a northwest hurricane and drifted over 100 miles. During that gale Capt. Marr did not dare allow his men to go forward to haul in the remains of the cable as seas were sweeping over the bow and the skipper feared that the men would be swept into the sea.

Two dories were badly damaged during the trip, one anchor, 15 fathoms of cable and parts of the deck fittings were lost and at times the schooner was covered from stem to stern with thick coatings of ice.

"I've been halibuting for a number of years," said Capt. Marr, "and I've been out in some pretty tough weather, but the weather we got up against on this trip was the worst ever. We have been out from Gloucester seven weeks and during the first month we were on the fishing grounds of St. Peters Banks we could not send one dory over the side.

"The wind blew a gale on one day from the northwest and on the next day it would howl a gale from the southwest. For four weeks we were at anchor or were drifting about and many times we did not think that the weather would ever moderate enough so that the men could get out in their dories.

"One day during the early part of January, I can't remember the particular date, the cable parted and one anchor was lost. We lost about 15 fathoms of cable with the anchor while the remainder of the string remained out as I did not want the men to take the chances of being swept overboard by going forward.

"I tell you that it is rather discouraging to remain at sea for four weeks and not get a chance to secure a single fish, but we remained out and three weeks ago the weather moderated considerably. The men were anxious to get out in their dories and we struck the fish so we will not lose by remaining out in the tough weather. We have got about 28,000 pounds of halibut and will make a good stock for the trip, but believe me we earned every nickel."

As the vessel drew alongside the wharf at Portland, Monday, Capt. Marr stepped ashore and as he put his feet on the wharf he said, "Gee, this is the first time I have put my foot on shore since 1911."

# EARLY BANKERS ARE FITTING.

Schs. Fannie A. Smith and Independence II of the Gorton Pew Fisheries fleet will make early salt bank trips to the grounds off Rose Blanche and the Channel, N. F., the former craft in command of Capt. Joseph V. Bonia, being ready to sail today.

The Independence II will also sail today, commanded by Capt. John McInnis.

Sch. Helen G. Wells, Capt. John Hackett, was the first of the fleet to get away last year, sailing on February 9.

## Our Shipbuilding.

Shipbuilding activity in the United States during January added 68 vessels, aggregating 2388 gross tons, to the coastwise trade of the country. Reports to the department of commerce and labor show that all of these ships were built of wood, except two steel vessels. Two were sailing ships, 52 propelled by steam and 14 were unrigged.

## Will They Be Beam Trawlers?

Cobb, Butler & Co., of Rockland, Me., are building three fishing steamer's hulls this winter, the third contract, from the Atlantic Fertilizer & Oil Company of Boston having recently been received.

Feb. 7.

# GOOD SIZED FLEET TODAY.

T WHARF HAS 18 CRAFTS IN WITH FRESH FISH FARES.

Fish receipts were somewhat livelier at T wharf this morning than they have been for the two preceding days of the week, just an even dozen and a half crafts being at the dock since yesterday.

Three of the fleet are from off shore, they being schs. Gov. Foss with 52,000 pounds, Conqueror, 47,000 pounds and Eugenia, 51,000 pounds.

The market boats brought in some good catches with fares ranging from 2500 pounds upwards.

Haddock took a drop from yesterday's prices but hold good and sold this morning from \$2.35 to \$4.50 a hundred weight. Large cod sold from \$6.50 to \$7. market cod, \$4.50, hake, \$4.75 to \$6.25, pollock, \$4.50 and cusk, \$3.

## Boston Arrivals.

The fares and prices in detail are:  
Sch. Conqueror, 45,000 haddock, 2000 cod.  
Sch. Gov. Foss, 50,000 haddock, 2000 cod.  
Sch. Elizabeth W. Nunan, 7000 haddock, 500 cod, 500 hake.  
Sch. Sadie M. Nunan, 4500 haddock, 3000 hake.  
Sch. Eugenia, 45,000 haddock, 6000 cod.  
Sch. Leo, 4000 haddock, 2000 cod, 2000 pollock.  
Sch. Little Fannie, 2000 haddock, 1500 cod.  
Sch. Olive F. Hutchings, 10,000 haddock, 600 cod, 800 hake.  
Sch. Motor, 1000 haddock, 400 cod, 1000 hake.  
Sch. Margaret Dillon, 4500 haddock, 1500 cod.  
Sch. Walter P. Gouart, 5000 haddock, 1000 cod, 1000 pollock.  
Sch. Jorgina, 1200 haddock, 400 cod.  
Sch. Juniata, 7000 haddock, 500 cod, 200 hake.  
Sch. Genesta, 3000 haddock, 1300 cod.  
Sch. Clara G. Silva, 8000 haddock.  
Sch. Rose Standish, 6000 haddock, 200 cod.  
Sch. Esther Gray, 4700 cod.  
Sch. Mary Edith, 8000 haddock, 600 cod.  
Haddock, \$2.35 to \$4.50; large cod, \$6.50 to \$7; market cod, \$4.50; hake, \$4.75 to \$6.25; pollock, \$4.50; cusk, \$3.

## PORTLAND FISH NOTES.

The Whole Local Fleet in Monday with 130,000 Pounds Fresh Fish.

Portland came into its own Monday as far as the supply of fish was concerned. Practically all of the vessels arrived and though none of them had very large fares, still they all contributed something to the general supply. So great was the amount landed, about 130,000 pounds, that not until late in the afternoon were the last of the fish taken from the vessels. The locks near the fish wharves were so filled with the craft that no other vessels could very well get in. The following were the fares as reported: Albert D. Willard, 12,000; Richard Nunan, 9000; George H. Lubea, 6000; Eva and Mildred, 4000; Katie L. Palmer, 9000; Edmund F. Black, 5000; Hockomock, 5000; Angie B. Watson, 8000; Lochinvar, 14,000; Topsail Girl, 5000; Bernie and Bessie, 4000; Fannie Hayden, 5000; Watauga, 2000; Mary E. Sennett, 4000; Fanny Reed, 2500; A. P. Parkhurst, 2000; Gladys, 1800; small boats, 5000. Total, 130,300.

The price paid was good, for there has been a scarcity of fish in the market and there was not an over abundance of the supply in Boston.

## Sch. Lochinvar Doing Well.

For all the fishing season is far from being over, the men on the Portland schooner Lochinvar are feeling assured that they will head the list of any sailing out of Portland. For the four months that the craft has been fishing, the 12 men she carries will share \$325 each. This is as much as the men on some vessels would share for the whole season. The Lochinvar is easily the highliner of the Portland fleet.

## Provincetown Is Fishless.

The Provincetown wires said yesterday morning that all the schooner fleet which had sailed from there, got out far enough to size up the weather and then returned to harbor fishless. The dory fleet has temporarily given up hope of getting a chance to fish. Two extra adventurous fishermen, who put off in a dory Monday, took a flop into the freezing waters of the bay, and were rescued with some difficulty.

Feb. 7.

# FISHERMAN'S DAY PASSING.

STEAM TRAWLER OF ENGLAND DEPLETING FISHERIES AND DRIVING HIM.

The days of fishing as an independent and open industry are passing in Britain, says the Toronto Globe. A big public meeting of fishermen of Great Yarmouth has revealed the change by an appeal for governmental aid. The villages are decaying and disappearing, and their people are moving to the cities.

The steam trawlers or "drifters" dragging the sea's bottom with their numerous nets deplete the supply, and at the same time secure the market by making satisfactory contracts with purchasers. The independent fisherman with his sailboat finds the fish disappearing and the buyers reluctant toward handling his uncertain offerings.

The supply of fish will no longer sustain the method of individual initiative, which is economically wasteful, but compensatory in the development of sturdy personal independence. The harsh economics of capitalistic enterprise have become necessary.

As the independent placer miner must become an employee of the dredging company when the readily accessible beds are washed out, so the independent fisherman must become a "hand" on the steam "drifter" or engage in some other industry.

The meeting at Great Yarmouth decided to appeal to the Government for systematic temporary aid in equipping sailboats with steam and gasoline engines that the independent fishermen might compete with the big fishing corporations.

It was pointed out that the sturdy self-reliant, adventurous manhood on which Britain's naval supremacy ultimately rests, would disappear under the new conditions. The sanctity of the Sabbath, too, a vital element in the life and character of the Scottish fishing population, was disregarded by the vessels operating in the freedom of the open sea and under orders from men eager chiefly for financial returns.

Every feature of the change was regarded with disfavor, but through it all was a note of the inevitable. As the sources of food diminish and the people to be supplied multiply, personal advantages must be surrendered. The men who could fit out their boat and win a living from the sea without the favor of the government or of the independent employer must ask for aid.

This is what we call progress and advancement. The real effects of it have not yet reached the Dominion for a vast area still awaits the cultivator. Perhaps when we feel the effect of the law of diminishing returns Britain's great areas will be opening to homesteaders.

Feb. 7.

## T Wharf Fleet All Out.

With the exception of the gill netter Massasoit, which was having its nets overhauled, and a couple of schooners, being preparatory to sailing, the basins of T dock were clear yesterday morning, even the ice cakes having either melted in the sunlight or floated out to sea.

## At Halifax With Halibut.

Sch. Selma, arrived at Halifax, N. S., Sunday last and cleared for the fishing ground. She had 6000 pounds of halibut on board which she probably landed there for shipment to Boston.

## Sch. Elk at Portland With Halibut.

Sch. Elk, Capt. Charles Colson of this port, is at Portland today with 12,000 lbs. of fresh halibut which sold at 11 1-4 cents a pound for white and 9 1-4 cents a pound for gray.

## Halibut Sale.

The halibut fare of sch. Waldo L. Stream sold to the American Halibut company this morning at 11 cents a pound for white and 9 1-2 cents a pound for gray.

## Frozen Herring Notes.

Sch. Theodore Roosevelt has arrived from Boston, where she has completed discharging her cargo of frozen herring.

Sch. Athlete went to Boston this morning in tow of tug Nellie to discharge her frozen herring.

Feb. 7.

## Back from New York.

Sch. Priscilla Smith has arrived from New York after discharging her cargo of frozen herring. She brings a load of coal.

## Made Good Stock.

Sch. Monitor, Capt. George Marr, stocked \$2988.54 as the result of her halibut trip, the crew sharing \$66.77 each.

Feb. 8.

# NO OFFER ON FRESH HALIBUT TRIP

Local and Outside

Buyers Hold Off On

Small Fare Today.

A rather novel, as well as almost unprecedented situation at this season of the year, developed here this morning when all efforts to secure an offer on the trip of 20,000 pounds of fresh halibut of sch. Tacoma failed.

Up to 11:30 o'clock, Benjamin A. Smith, vessel manager of the Gorton-Pew Fisheries company said that he was unable not only to get an offer from the two local companies, but those at Boston and Portland as well. All the consolation that he could get was that they might be able to talk later.

Since the New Year, the halibut have done poorly, bad weather which has made fishing almost impossible having contributed greatly to the few scattered trips and small fares. For this reason it would be naturally concluded that the market has not been over supplied, especially at this time with only one trip at the three ports mentioned. What reason there might be for the dealers holding back is not stated.

Mr. Smith thought the Gorton-Pew Fisheries company, owners of the craft, might have to take over the trip and ship the fish themselves.

Feb. 8.

## Halibut Off San Diego.

Halibut is being shipped from San Diego, Cal., to San Francisco at the rate of 80,000 pounds a week, according to the San Diego "Union," which also says that the banks near San Francisco are reported to be almost exhausted and for that reason the local halibut outlook is brighter than it has been in years.

## Smelt Fishers Won.

The City Council of Portland, Ore., in about one minute's time killed the ordinance proposed by the wholesale fish dealers to prevent smelt fishermen from bringing fish to that city and selling them to consumers.

## Fishing Fleet Movements.

Schs. Mildred Robinson, Buema, Ethel B. Penny, Gladys and Nellie, Fannie E. Prescott and Flora L. Oliver were at Liverpool, N. S., last Monday and cleared for the fishing grounds.

## She Liked Fish.

In the intestines of mummies of 3000 to 4000 B. C., were found bones and scales of fishes. Several Nile fishes were identified. One woman had eaten 20 different kinds of fish just before her death.

## Quite a Lot Of Us.

There are 250,000 fishermen in this country and their catch 1,000,000,000 valued at \$55,000,000. Capital of \$75,000,000 is invested, of which \$22,000,000 is in fishing vessels.

Feb. 8.

# WHY MACKEREL LEFT THE SHORE

Go to any wharf in Portland where fish are handled or where there are fishermen says the Portland Press and you will find people who expound at length on the mysterious disappearance of the mackerel from Atlantic coast waters. You will find the man who years ago sat on the draw at Portland bridge, and in half an hour filled his market basket with tinkers. You will discover the fishermen who bobbing about in a dory off the easterly end of Clapboard Island, threw out wash bait for a mackerel tole, and with four lines, two on each side, caught so many fish he had to stop for fear his dory would sink. You will find those old salts who will tell you of record catches off Monhegan, when hold, deck and every available box and barrel on board some trim schooner were filled to overflowing by one set of the big purse seine. Opinions by the score may be had over the "probable" movements of the mackerel since 1886, but we do not believe the man exists who can truthfully explain why these luscious food fishes soured on us and quit the North Atlantic.

# WANT PATROL FOR COD FISHERS

The treasury department has received a communication from the Western Codfish Company of Seattle, Wash., requesting a patrol of the cod fishing districts in the far northern portion of the Pacific from May to October by the U. S. revenue cutter service.

This is the idea of D. D. Egan of the fishing concern mentioned, and is being taken up by others engaged in the industry. The patrol idea was due to the fact that the cod fishing vessels often are never spoken from the time of their departure to their return, and we are thus cut off entirely from the remainder of the world, when frequently news would be of value and illness could be attended to by the cutter service.

## SALT STEAMER DAMAGED.

Bound Here From Iviza and Put Back Into Fayal.

The British steamer Agenoria, bound from Iviza, Spain, for this port with a cargo of salt, which put into Fayal on February 4, for coal, and later proceeded, returned to the latter port yesterday, having been damaged by heavy weather.

## Fulton Market Notes.

All things considered the New York market was not particularly active last week, says the Fishing Gazette, for while it looked as if there was much going on, few sales were being made, because of the high prices of green fish. There was practically little green fish in the market. Had it not been for the frozen stock, green fish would have been very high.

Haddock was quoted at 3 to 6 cents, the high figure being quoted a week ago Monday last.

Codfish was scarce. Steakfish brought 8 to 11 cents and market fish 3 1-2 to 5 cents.

## Vessel Reported Lost.

News of the loss of the New Bedford sch. Lillie Josephine, while on a passage from New Bedford to Brava, Cape de Verde Islands, has been received. Her crew of seven men, headed by Capt. Louis Goudinho, were picked up by a French steamer and landed safely at the Cape de Verde Islands.

No vessel of this name appears on the United States registry, and the name is probably an error.

## First Seals Sighted.

When the steamer Prospero was near Fogo, N. F., last week, Capt. Kean sighted 30 old seals on the ice. There is no whelping ice around there, and the fact of the seals being about would not be an indication of where the seals will be found the coming spring.

## Sailed For Home.

The steamer Scotchburn here recently with salt cod, completed taking on her cargo of old car wheels at Portland, Tuesday, and sailed late in the afternoon for Halifax.