

March 30.

78^a

The Development of Our American FISHERIES



Fish Wharf



U.S. Government Fish Experts at Work

TRADITION has it that fishing is very largely a matter of chance and luck. Every angler who has ever gone in quest of the finny tribe with hook and line will doubtless be ready to echo that sentiment. Likewise is it a belief deeply rooted in the minds of the majority of professional fishermen—the sturdy craftsmen whose nets must yield thousands of the shining beauties to induce the same proportionate degree of satisfaction that comes to the lone amateur through possession of a well-filled basket of trout. And yet there are dozens of good reasons why the fishing industry should be anything but the butt of the whim and fancy of fate. And to remove it from this precarious position is just now the subject of much thought and effort on the part of both practical fishermen and the scientists who deal in theories.

The United States government through its unique institution known as the Bureau of Fisheries, has for years past been making a study of the fishing industry from all angles and, yet more important, has been using the knowledge thus gained to remedy mistakes and evils that have threatened to exterminate certain families in the finny tribe. Now Uncle Sam is to have an opportunity to pursue this novel "missionary work" in a yet larger scale and in a manner more promising than ever of practical results for our fish catchers and fish eaters. This new vista of opportunities has been opened by an invitation recently received for the United States

to become a member of the Permanent International Council for the Exploration of the Sea. This international clearing house of fishy knowledge was established some years ago on the initiative of Sweden and it now has as members—Great Britain, Germany, Russia, the Netherlands, France, Belgium, Denmark, Norway, Sweden and Finland. Of course Uncle Sam will be called upon to contribute to the fund for the conduct of the operations of the Council, but the sum required,—a little more than \$7,000 per year—will be a low fee for the benefit our fisher folk (and, indirectly, the public at large) will receive from such an interchange of ideas and information. The primary purpose of this international co-partnership, it may be explained, is to acquire a thorough knowledge of the commercial fishes of the Atlantic Ocean and to apply that knowledge in the interest of fishing and fishermen, so that there is no danger that it will concern itself only with the long-worded scientific knowledge that only the "high brow" can understand.

If Uncle Sam does take his place at this round table of fish experts he will have a lot of questions to ask right away and several appeals for aid will be on the tip of his tongue, so to speak. One of these latter will take the form of a request for our friends beyond the Atlantic to help us solve the mystery of the disappearance of the mackerel which has been causing increasing wonder and worry to thousands of American fishermen for some years back. This puzzle of the lost mackerel is one with which Uncle Sam has been grappling

single-handed ever since an appeal came from the despairing fishermen of Gloucester nearly three years ago, but thus far no satisfactory solution has been found for the riddle.

Time was when the mackerel industry was one of the most profitable in the whole range of sea food and it would be yet were it not that these edible natives of the deep seem to have taken it into their heads to give the American coast the go-by to a great extent. This thing has been going from bad to worse for nearly 20 years and the "catch" last year was the poorest in the history of the country. If a clue is not soon forthcoming as to the whereabouts of the schools of mackerel there is no telling what is to become of some 1600 fishermen—devotees of this industry who have been holding on year after year with diminishing hope that fate will smile on them once more.

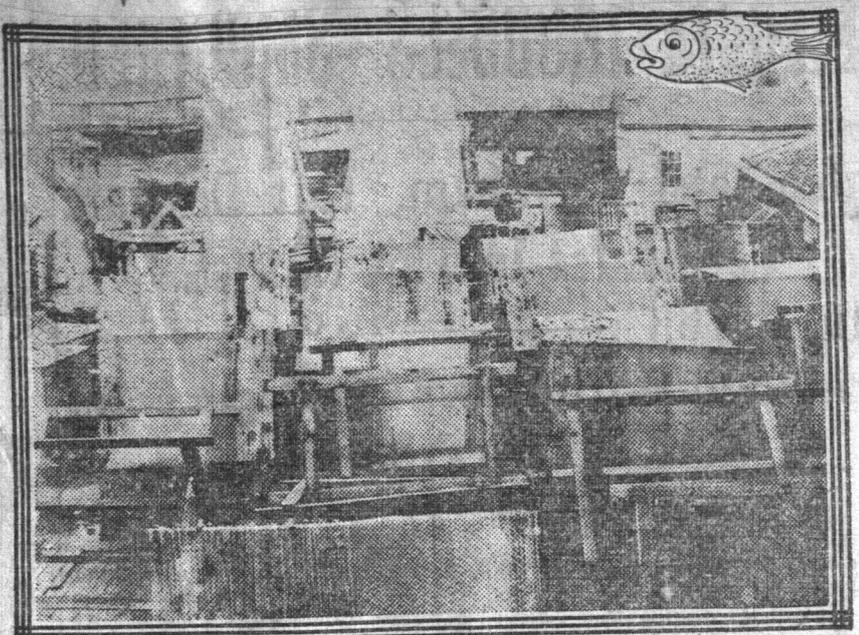
The mackerel usually make their first appearance on the American coast in the early spring off Cape Hatteras and gradually move northward to the Gulf of St. Lawrence, but in later years fewer and fewer of these much-sought swimmers have come to our coast. Many of the veteran fishermen have become suspicious that the introduction of purse seines and gill nets in the mackerel fishery, replacing hooks and lines and a plentiful supply of toll bait, has a tendency to disperse the schools of mackerel and is largely responsible for the growing scarcity of the species. However, this belief is not yet strong enough or uni-



A Catch of Salmon - Our Greatest Food Fish



Hauling in the Net



Reels for Drying Fish Nets

versal enough to lead to any concerted action on the part of the owners of the fishing vessels with a view to returning to the old methods of fishing. The government investigations seem to indicate that the mackerel are traveling farther off shore than in the old days and that the presence of fish that prey on the mackerel is one explanation of their tendency to give their old haunts a wide berth.

However, the truancy of the mackerel would appear to be almost the only dark spot in the current record of the development of American fisheries. In sharp contrast to it, for instance, is the recent prosperity of the salmon fishing industry on the Pacific Coast. According to figures just compiled the salmon "pack" for the year 1911 in the Puget Sound district established a new high record, the total being 1,625,000 cases, valued at \$8,125,000. This record was fully 50,000 cases in excess of the output of 1909, the last heavy harvest, and it is attributed to the heavy "run" of the pink salmon which constitutes the chief standby of this industry.

The Alaska salmon industry is also doing nicely and it may be attributed in part to the enforcement of a somewhat more safe and sane policy with reference to the fish. For example a

stop has been put to the pernicious practice of "jigging" for salmon which results in the cruel mutilation of fish which afterward escape and die. Likewise has a ban been placed on the practice of tourists of catching in their hands the nutritively useless but reproducively valuable spawning fish struggling up the rapids and falls of the Alaskan streams. Finally an effort is being made to put a stop to the use of food fishes for fertilizer and the salmon packers are being induced to, in the interest of economy, make use of all the edible portions of the fish instead of throwing away a portion of each fish as they formerly did.

And speaking of waste in fisheries, it may be added that we Americans have been pretty guilty in this respect. Of course we are not alone in such shortsighted practices as was attested by the recent action of the French government in putting a ban on the operations of some enterprising peasants who had modified a steam pump into a deadly effective "fish pump." All the same we must confess, with a certain modification, that at some points on the Columbia river and elsewhere in the Northwest there may be seen in operation the "fish wheels" which scoop the fish out of the water without giving them so much as a "sporting chance." The worst of such

mechanical appliances is that they ensnare the fish with a reckless and indiscriminate prodigality that is likely to be as disastrous in time as the waste in lumbering our forests.

The oyster fishery is one which is likely to be brought prominently to public attention in the near future through the action of our Federal officials in undertaking for the first time the collection of comprehensive statistics that will show the trend of the oyster industry. And assuredly it is a mighty important activity to keep tab on. Perhaps the reader does not realize that our oyster fishery is not only the greatest single national fishery in the world, but of itself yields a more valuable product than that derived from the entire fisheries of many important maritime countries. Progress is being made all along the line in the oyster industry. The states, such as Virginia, Maryland, Delaware, within whose jurisdiction lie the most valuable oyster beds, are adopting an advanced policy in controlling oyster fishing operations and in developing the productiveness of the oyster beds whereas public and private enterprise has lately been more successful than ever in the fattening of oysters. At famous Lynnhaven Bay during a recent interval, when practically no fat oysters could be obtained from the open waters of the bay, the oyster "nursery" for the fattening of the bivalves was regularly producing oysters of very fine quality.

There are in the United States two fisheries, which the general public does not think of as fisheries at all, which are causing more or less concern to the people who derive a livelihood from them,—and incidentally are the subject of a sort of "first aid" work on the part of Uncle Sam's experts who are supposed to be doctors for the whole fisheries cause. One of these activities is the sponge fishery and the other is the pearl-mussel industry of the Mississippi Valley. The mussels supply the raw material required for the manufacture of pearl buttons,—an important industry in Iowa and other states and for several years past the depletion of the supply

of mussels has threatened this whole industry. Streams in no less than 10 different states are now being explored in the hope of discovering new sources of supply for the pearl button trade and at the same time measures are being taken for the protection, conservation and improvement of the existing mussel beds along the coast of the Father of Waters.

There have been frequent alarms in recent years to the effect that the sponge fisheries in the waters adjacent to Florida were threatened with disaster, owing to the exhaustion of the supply. The danger is not wholly past by any means, but a loop-hole of escape from the unpleasant dilemma seems to have been uncovered by the experiments of government experts who have demonstrated that sponges may be successfully grown from artificial cuttings. At the same time Congress is being pressed to make more stringent laws for the protection of the sponge beds and to place in commission a police boat that can enforce the regulations prohibiting the sponge fishery by diving in depths of less than 50 feet.

With perhaps the single exception of the mackerel industry all the important branches of our American fisheries are in a highly satisfactory condition, something that can not be said for all the fisheries in other parts of the world. The commercial fisheries of the United States now represent an investment of nearly one hundred million dollars and the value of the products derived from the fisheries amounts every year to almost two-thirds as much as the total investment above mentioned. However, a stop will have to be put to over-fishing if certain branches of the industry are not to suffer. Incidentally it may be noted that Uncle Sam is planning a unique object lesson to afford conclusive proof of what can be accomplished by fully protected fish culture. The scheme is to establish a model fish hatchery in Yellowstone Park and demonstrate how baby fish will thrive and multiply in waters where they can be fully protected through Federal control.

March 29.

ONLY FOURTEEN DAYS ON TRIP.

SCH. ELK WAS BACK YESTERDAY AFTERNOON WITH A SNUG FARE.

Sch. Elk, Capt. Charles Colson, arrived from Georges yesterday afternoon with a nice trip, hauling for 50,000 weight of fresh fish, 10,000 pounds salt cod and 4000 pounds of fresh halibut.

Capt. Colson fitted for a fresh halibuting trip, but struck nice cod fishing on the northern end of Georges, and secured a good catch, being out only 14 days.

Sch. Jorgina from Boston, brought down 70,000 pounds of fresh fish, left over from yesterday.

Good fortune smiled upon the little fleet of gill netters yesterday, all the crafts being out and secured about 90,000 pounds among them. The fish were iced and shipped by the boat to the Boston market.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Steamer Ibsen, gill netting, 2500 lbs. fresh fish.

Steamer Alice, gill netting, 2000 lbs. fresh fish.

Steamer Quoddy, gill netting, 12,000 lbs. fresh fish.

Steamer Eagle gill netting, 3000 lbs. fresh fish.

Steamer Naomi Bruce, gill netting, 6000 lbs. fresh fish.

Steamer Mindora, gill netting, 3500 lbs. fresh fish.

Steamer Rough Rider gill netting, 4000 lbs. fresh fish.

Steamer Margaret D., gill netting, 5000 lbs. fresh fish.

Steamer F. S. Willard, gill netting, 10,000 lbs. fresh fish.

Steamer Prince Olaf, gill netting, 2500 lbs. fresh fish.

Steamer Nomad, gill netting, 10,000 lbs. fresh fish.

Steamer Enterprise, gill netting, 8000 lbs. fresh fish.

Steamer Bethulia, gill netting, 8800 lbs. fresh fish.

Steamer Venture, gill netting, 3500 lbs. fresh fish.

Steamer Hope, gill netting, 3800 lbs. fresh fish.

Steamer Geisha, gill netting, 8000 lbs. fresh fish.

Sch. Elk, Georges, 50,000 lbs. fresh fish, 10,000 lbs. salt cod, 4000 lbs. halibut.

Sch. Jorgina, via Boston 70,000 lbs. fresh fish.

Sch. Catherine D. Enos, shore.

Sch. Edith Silveria, shore.

Vessels Sailed.

Sch. Belbina P. Domingoes, haddocking.

Sch. Muel, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.

Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

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

Hake, \$1.50.

Fresh Fish.

Haddock 80c per cwt.

Peak cod, large, \$1.85; medium, \$1.70; snappers, 75c.

Western cod, large, \$2.10; mediums, \$1.75 snappers 75c.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 15c per lb., for white and 11c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

March 29.

To Be Three Times As Large.

The big storage and freezing plant which was completed last season at Ketchikan, Alaska, by the New England Fish Co., of Boston, at a cost of \$250,000, is to be enlarged to three times its present capacity. The plant is already the largest of its kind in the North Pacific.

March 29.

PACIFIC COD CRAFT FITTING.

There is further indication of more than usual activity in Anacortes this season in the fact that Capt. Matheson has made arrangements to send two vessels to the cod fish banks this year and he is already outfitting them at Seattle, from which port they will sail in time to be on the banks by the opening of the season, says the Anacortes American. Monday of last week the Fanny Dutar was taken from her berth alongside the Matheson plant and taken to Seattle. Capt. Matheson went down Tuesday morning and will remain in Seattle a considerable portion of the time from now on until the two vessels have been flouted.

Last year there were but three cod fish vessels from Anacortes on the cod fish banks. The Robinson Fisheries company had two and Capt. Matheson one. However, these were unusually successful and made record catches, and there is no reason why they should not take at least an equal number of fish this year.

Anacortes, naturally, will benefit more this season than last from the cod fish industry as the Robinson Fisheries company will have a new plant ready to handle the catch and this will mean the employment of many additional people as well as swell the tonnage handled from this city both by rail and water. This new establishment will mean new business in many ways and is certainly a valuable addition to the many plants which are contributing to the marked prosperity of Anacortes at the present time.

WHERE SHARKS ARE LAZY.

Pacific Divers Just Quietly Slips Noose Over Their Tails.

The island of Aitutaki, one of the Hervey group, in the Pacific, is surrounded by islets underneath which are submarine caverns, the homes of sharks. These sharks, which are about six feet long, are esteemed a delicacy, and the natives catch them with nooses. The fisherman dives to the bottom, carrying with him a strong cord tied into a slip knot. He expects to find two or three sharks at home, well satisfied and drowsy after feeding in the lagoon, with their tails toward the entrance. Selecting the largest, the diver adroitly adjusts a noose over the tail, taking care it hangs loosely. If he has another noose he secures a second shark. The shark catcher now, with one bound on the white, sandy bottom, rises to the surface in order to assist his friends in hauling up the fish. The astonished shark suddenly finds itself ascending tail first to the surface, when a smart blow from an axe between the eyes or on the tail ends its career.

Portland Fish Notes.

The fishing arrivals at Portland Wednesday were: Katie L. Palmer, 2500; Albert W. Black, 3500; Albert D. Willard, 3000; Carrie and Mildred, 2000; Alice, 1500; Lochinvar, 42,000; Angie B. Watson 5000; Fannie Hayden, 2000; A. P. Parkhurst 1500; Gladys, 3500.

When the fishing sch. Katie L. Palmer arrived at Portland Wednesday, she completed the last trip she will make for some time as she will be hauled off. Capt. George Robinson, her commander, will go small boat fishing. The sch. Albert D. Willard has also been hauled up for the present. Her skipper, Capt. Frank Doughty, will return to his home on Bailey's island for the present, but will resume fishing about June 1.

With the fish growing scarcer and scarcer as the days go by the fishermen of Portland are hoping that there will be plenty of hake in the waters of Maine when it is time for these fish to put in an appearance.

Capt. Reed of the fishing steamer Eltheier has become discouraged over the prospects of getting pollock around Portland so he has gone with his steamer back to Boothbay. He will wait there until there are some sure signs of hake and then he will again go out.

Right Up-To-Date.

A recent departure in the fishing industry in Sweden is the installation of wireless telegraphy on a motor boat accompanying the fishing fleet for the purpose of reporting daily, through the wireless telegraph station at Gothenburg, the herring catch.

March 29.

Enos Was All Right.

There was a short-lived rumor down at T wharf yesterday, that the new knockabout sch. Francis S. Grueby had met with disaster at sea, for while many at the fish pier were discussing one report that her gasoline tank had exploded, the trim vessel was discovered through a glass making her way up the harbor. Capt. Enos Nickerson and his crew were amazed to learn what was being said about his craft. She was a couple of days late, but the bad weather hadn't interfered with the catch of over 75,000 pounds of fish.

March 30.

NOT MUCH FISH FOR WEEK-END.

ONE OFF SHORE AND NINE MARKET BOATS AT T WHARF. TODAY.

The week ends rather quietly at T wharf, one off shore and nine shore crafts having arrived since yesterday.

Sch. Manhasset has a nice trip, hauling for 40,000 haddock and 40,000 cod. The shore boat fares ranged from 400 to 18,000 pounds.

Haddock sold at \$2 to \$3.25 a hundred weight; large cod, \$4 to \$5.50; market cod, \$2 to \$3.50; pollock, \$3.50 to \$4. and cusk \$3.

Boston Arrivals.

The fares and prices in detail are: Sch. Annie and Jennie, 5500 haddock, 2500 cod.

Sch. Manhasset, 40,000 haddock, 40,000 cod.

Sch. Rose Standish, 7000 haddock, 1500 cod, 100 hake, 1000 cusk.

Sch. Clara G. Silva, 4500 haddock, 2000 cod, 8000 hake, 500 pollock.

Sch. Azorean, 3000 haddock, 7000 ccd. 4000 cusk.

Sch. Rose Cabral, 11,000 haddock, 1000 cod, 500 hake.

Sch. Mary E. Santos, 16,000 haddock, 2600 cod.

Sch. William A. Morse, 14,000 haddock, 17,000 cod.

Sch. Laura Enos, 400 cod.

Sch. Marion, 800 cod.

Haddock, \$2 to \$3.25 per cwt.; large cod, \$4 to \$5.50; market cod, \$2 to \$3.50; pollock, \$3.50 to \$4; cusk, \$3.

Fishing Fleet Movements.

Schs. Margaret Dillon and Virginia were at Liverpool, N. S., Wednesday last and cleared for fishing.

Sch. Helen B Thomas arrived at Halifax Wednesday last.

Schs. Teazer, Margaret and Evelyn L. Thompson were at Sandy Point, N. S., recently.

Booth Fisheries Earnings.

Booth Fisheries earnings for the current year will pass all previous records, profits before deductions equaling 20 per cent. on common. The company has wiped out all its floating debt and has \$2,900,000 cash free to be used in extension and development of business.

March 30.

Wreck Of Sch. Patrician Sold.

The remnants of the wreck of sch. Patrician have been sold for the benefit of the underwriters. The salvage consisted of the spars, chain, hawser and several dories. The principal buyer was John Thorburn of Sandy Point. The hawser, which was a new one, but badly chafed, sold for \$26. The dories sold for \$5 each. The wreck was one of the most complete for some years.

Gone to Fortress Monroe.

Charles W. Powers of this city has been summoned by the George T. Moon Company to proceed at once to Fortress Monroe to look after the interests of that company in the mackerel business. All who are acquainted with the untiring energy of "Powers" know that this means business.

Fish Fares at Newburyport.

The Consumers' Fresh Fish Company of Newburyport received 500 pounds of large cod from the boat Geraldine of Rockport, Wednesday, and the day previous 1500 pounds from the Geraldine and Columbia, also of Rockport.

Will Go Pollocking.

Sch. Shenandoah will fit for pollock-seining under command of Capt. James C. Gannon.

Mar. 30.

ONLY PART OF FLEET WAS OUT.

SEVERAL OF THE GILL NETTERS MADE FINE HAULS OF HADDOCK.

Only 11 of the gill netters got underway yesterday on account of the rain and threatening weather of the morning, consequently the catch of the fleet was not up to the two preceding days, although nearly 60,000 pounds in all was landed.

The steamer Margaret D., led the fleet with 15,000 pounds, one of the best catches of the season, mostly haddock. Steamer Enterprise also had a nice trip, boxing up 9000 pounds, while the Nomad and Geisha had 8500 weight each and the Naomi Bruce, 6000 pounds.

Sch. Esperanto came down from Boston with about 10,000 pounds of fresh fish, left over from yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Steamer Ibsen, gill netting, 1500 lbs. fresh fish.

Steamer Quoddy, gill netting, 4000 lbs. fresh fish.

Steamer Eagle, gill netting, 1000 lbs. fresh fish.

Steamer Naomi Bruce, gill netting, 6000 lbs. fresh fish.

Steamer Rough Rider, gill netting, 1800 lbs. fresh fish.

Steamer Margaret D., gill netting, 15,000 lbs. fresh fish.

Steamer F. S. Willard, gill netting, 1500 lbs. fresh fish.

Steamer Nomad, gill netting, 8500 lbs. fresh fish.

Steamer Enterprise, gill netting, 9000 lbs. fresh fish.

Steamer Bethulia, gill netting, 3500 lbs. fresh fish.

Steamer Geisha, gill netting, 8500 lbs. fresh fish.

Sch. Esperanto, via Boston, 10,000 lbs. fresh fish.

Vessels Sailed

Sch. Edith Silveria, haddocking.

Sch. Mabel D. Hines, salt bank trawling.

Sch. Athlete, dory handling.

Sch. Kineo, halibuting.

Sch. Mertis H. Perry, halibuting.

TODAY'S FISH MARKET.

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Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

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

Hake, \$1.50.

Fresh Fish.

Haddock 80c per cwt.

Peak cod, large, \$1.85; medium, \$1.70; snappers, 75c.

Western cod, large, \$2.10; mediums, \$1.75 snappers 75c.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 15c per lb., for white and 11c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

March 30.

Salt Banker Away.

Sch. Mabel D. Hines, Capt. Stanley Hines sailed this forenoon on a salt bank trawling trip.

First Dory Handler

Sch. Athlete, Capt. Thomas Benham, the first of the dory handling fleet to get away, sailed this morning.

March 30.

Where Ocean Is Deepest.

What is said to be the greatest ocean depth officially recorded is at Nero Deep, in the northern Pacific ocean, 5269 fathoms, 31,614 feet, or just a few feet short of six miles deep.

FISHING NEWS FROM PORTLAND.

There are codfish and codfish, but two that were at the fish house of C. A. Studley on Commercial wharf Wednesday are thought to have been the largest ever brought into this port.

According to the men at the place, the fish weighed 102 pounds each when dressed. That means they must have weighed 125 pounds when "round," or as they came from the water.

Though none of the large fishing vessels brought in fares Thursday, some of the small boats had enough to supply the market until more are brought in.

Sturgeon have again made their appearance in the waters around Portland. Two have been brought in the netters and more will probably be taken before spring is over. The sturgeon taken to date were not very large ones, but they attracted general attention as they always do.

For all the netting season is but two weeks old, there has been a big falling off in the number of cod eggs taken from the fish as compared with last season. Up to this time last year, about 15,000,000 eggs had been secured from the fish taken off Portland and along the coast in this vicinity. Up to the present time, but about 10,000,000 have been secured.

As was the case last year, Portland will be represented in the mackerel fleet in southern New England waters. Capt. F. P. McIntyre is now fitting out the *Bernie* and *Bessie* at Long wharf for a run down the coast. He will get away about the first of April and will operate with the other netters around Long Island sound and later around Block Island.

Capt. McIntyre is regarded as one of the best mackerel netters on the Atlantic coast. Last year he was the first of the fleet to land fish, but was of course, beaten out by the seiners. He landed a large number of the fish when they were being caught and stocked a good sum for the season's work.

Pacific Fish Notes.

During January and February the new Seattle halibut schooners *Panama*, *Sumner*, *Orient* and *Tordenskjold* made their maiden trips to the banks. These new additions to the fleet are high powered and are among the finest specimens of their type ever launched on this coast.

Capt. E. E. McLellan, who was the pioneer in shipment of fresh halibut from the Pacific coast and who recently has been in command of James A. Moore's yacht, *Acquillo*, has secured a thirty-five foot launch and will spend the summer in Southeastern Alaska as an independent fish buyer.

The halibut steamship *Independent*, owned and operated by the Wieding and Independent Fisheries of Seattle, sunk recently, while taking on coal at the bunkers. She was floated by the underwriters and will be ready to take up her work on the banks again in a few days. It is believed that the sinking of the *Independent* was due to a shifting in her bunkers as she was taking on coal at the time of the accident.

The power schooner *Carrier Dove*, one of the best known vessels in the Seattle halibut fleet, formerly of this port, was lost during the month of December while returning from a Northern trip. The *Carrier Dove* grounded, had been floated, and was being towed to port when she sank proving a total loss.

April 1.

T Wharf Receipts.

The total amount of groundfish landed at Boston last week was 2,220,100 pounds from 69 arrivals against 3,440,150 pounds, from 86 arrivals for the same period in 1911.

Digby Fishing Notes.

Sch. Dorothy M. Smart, Capt. Arthur Longmire, now in port from the Western bank with fresh fish, will weigh out 100,000 pounds, mostly haddock.

Salt Steamer Docked.

The British steamer *Nunima*, after discharging a part of her cargo of salt in the outer harbor was docked today.

Bought Pollock Trip.

The pollock fare of steamer *Netta* sold to Frank R. B. Neal & Co., this forenoon.

April 1.

MUCH ENCOURAGED BY THEIR TRIP

Local Anti-Beam Trawling Committee Home From Washington.

Finely Received and Won Much Support For Their Cause.

Capt. Carl C. Young, Secretary Richard W. Freeman of the Board of Trade and James B. Connolly, the well known author and writer have returned from Washington, where they have been in consultation with Congressman A. P. Gardner and other congressmen of the Bay State in the interests of the local anti-beam trawling committee.

That the trip was a most pleasant one as well as valuable to the cause of the anti-beam trawling interests is evident from the splendid treatment and interest shown the gentlemen during their weeks' stay in Washington.

Everything Looks Bright.

Speaking of the trip, Capt. Young said this morning, that everything looks bright, but the fact should not be lost sight of that all must put their shoulders to the wheel to accomplish the end in view, and there was no doubt in his mind but the fishermen would ultimately win if this was done.

Congressman Gardner's Resolution.

In Washington, Congressman Gardner spent several hours with the delegates and went over the situation with a view of having comprehensive understanding on the matter of details. At the present time, all energy will be centered upon Congressman Gardner's resolution, which provides for an investigation by the commissioner of fisheries as to the destructiveness of the method of fishing known as beam trawling. The resolve reads:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Fisheries be, and he is hereby, authorized and directed to make an investigation into the method of fishing known as beam trawling and to report to Congress whether or not this method of fishing is destructive to the fish species or is otherwise harmful and undesirable.

Section 2. That in the event that the Commissioner of Fisheries finds this method of fishing to be destructive, harmful or undesirable he shall recommend to Congress such legislation as he may deem necessary.

Section 3. That an appropriation is hereby authorized for carrying into effect the provisions of this resolution."

It is the common belief that if the resolve is reported favorably by the committee on Merchant Marine and Fishery, the success of the bill to prohibit beam trawling and the marketing of their catches in American ports is practically assured.

The date of hearing has been set for May 25, but it is likely that it will be arranged earlier, to assure action by Congress at this session before adjournment. The matter was left with Congressman Gardner and as soon as the delegates of the Boston committee who are gathering data and studying conditions abroad, have returned, the congressman will be notified.

The delegates had a very pleasant meeting with Congressman Curley, Murray and Peters of Boston, also Congressman Roberts of Chelsea, who are interested in the cause of the fishermen, also the capital press.

John Hays Hammond Interested.

On Saturday they met John Hays Hammond of this city at his spacious house on Massachusetts avenue and spent nearly two hours with the distinguished gentleman. Mr. Hammond was also much interested in the fight that is being waged and assured the members that he would do everything in his power to aid the fishermen and Gloucester, his adopted city. Later he took them to the capitol in his automobile.

Praise for Connolly.

Capt. Young and Secretary Freeman

are loud in their praise for Mr. Connolly, one of the local delegates as his wide acquaintance and influence was and will be of great value to their cause. Mr. Connolly is with the fishermen, heart and soul and is very optimistic over the outlook.

A meeting will be held shortly with the Boston and Provincetown committees to talk over matters of a mutual benefit, in connection with the visit of the local delegates.

Discussed Hospital Ship.

While at Washington, the gentlemen briefly discussed the proposed hospital ship to accompany American fishermen to the banks, also the abolishment of the office of shipping commissioner in this city. Congressman Gardner is working tooth and nail against the economy measure, so called, which would do away with the local office. Congressman Murray was also seen by the local delegates and he assured them that he would use his influence in opposition to the move.

It was learned from Assistant Secretary A. P. Andrew of the treasury department that the matter of a hospital ship was receiving favorable consideration. The gun boat *Vicksburg*, recently turned over to the treasury department by the navy, for revenue cutter duty, has been suggested as being admirably adapted for purposes of a hospital ship a part of the year, while during the other months she could be assigned for patrol duty in the revenue cutter service.

HOW HYANNIS FEELS.

Paper There Tells Flounder Fishermen To Be Right Up and Doing.

Says the Hyannis Patriot: "There is a bill before the National House of Representatives and Senate at Washington, D. C., introduced by Representative Gardner of the sixth Massachusetts district, calling for the abolishing of all beam and otter trawls. Should this bill pass both branches, it will be a hard blow to not only Hyannis, but the entire Cape.

"In the opinion of local fishermen it should be modified so as to allow all boats of twenty tons net and under the privilege of using these trawls. Hyannis and Provincetown are the two principal shipping places, and at Hyannis, within four years, the railroad alone has received something like \$32,000 in freight, and for packing the fish something like \$40,000 has been paid. The grocery bill goes into the thousands, the hotel has one to four buyers there all the fall and spring and there are also a great many employed all winter in the industry. Should this bill become a law, a great many men would have to leave Cape Cod for some other occupation.

"The amount received from New York and elsewhere for the sale of the flounders the past four years is not less than \$200,000, and probably more. This is for the catch that goes into the market from Hyannis, and Provincetown can show a much better result. Gasoline is no small item. A number of the boats take for one consumption from forty to sixty gallons at fifteen cents per gallon and this item goes up in a year to thousands of dollars. This is the only industry in our harbor and it is up to the citizens of Hyannis to get busy and help the fishermen oppose this proposed bill, or else our only wharf will be deserted.

"The hearing on the Gardner resolution will take place April 25, and a large delegation of owners, master mariners and citizens will attend to champion the cause of the Gloucester fishermen, in support of the bill.

"If the Cape fishermen desire to be heard in the matter of local dredging it is time that they organize to protect their interests."

April 1.

BIG NEAL CONCERN REPORTED SOLD.

Story That Booth Company is After Other T Wharf Firms.

The historic concern of John R. Neal & Company, the largest fish firm on T wharf, Boston, is reported to have changed hands and passed into the control of the Booth Fisheries company of Chicago.

For several days the report has been current about T wharf although no official confirmation of the alleged change can be ascertained. Informa-

tion received from the Neal office at T wharf this morning by a Times representative was to the effect that Mr. Neal was absent and did not expect to return for a week or 10 days. As Mr. Neal was the only person who could discuss the company's business, no information, either denying or confirming the report could be ascertained.

It is said the Chicago people are dickering with other concerns on T wharf.

April 1.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50; snappers, \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25. Haddock, \$1.50. Pollock, \$1.50. Cusk, large, \$2.50, medium, \$2, snappers, \$1.50. Hake, \$1.50.

Fresh Fish.

Haddock, 80c per cwt. Peak cod, large, \$1.85; medium, \$1.70; snappers, 75c. Western cod, large, \$2.10; mediums, \$1.75, snappers 75c. All codfish not gilled, 10 cts. per 100 pounds less than the above. Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts. Bank halibut, 15c per lb., for white and 11c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt. Newfoundland frozen herring, \$2.50 to \$2.75 per cwt. Shore frozen herring, \$2 to \$3 per bbl. Frozen squid, \$3.75 per cwt.

PORT OF GLOUCESTER.

Arrived Today.

Sch. Hazel Dell, Boston to load salt for Maine ports. Sch. Chester R. Lawrence, to load salt for Maine ports. Sch. Melissa Trask, South Amboy for Rockland. Sch. William Mason, New York, for Calais. Sch. Charles Trickey, New York for Winter Harbor. Sch. Grace Davis, Newport News for Bangor. Br. sch. Adonis, Bermuda for St. John, N. B. Str. Hercules, Boston for Ipswich.

Vessels Sailed.

Sch. Mary B. Greer, haddocking. Sch. Rob Roy, haddocking. Sch. Catherine D. Enos, haddocking. Sch. Little Fannie, haddocking. Sch. Annie and Jennie, haddocking. Sch. Priscilla, haddocking. Sch. Valerie, haddocking. Sch. Frances S. Grueby, haddocking. Sch. Marsala, Georges, handling. Sch. A. D. Story, Georges handling. Sch. Elk, halibuting. Sch. Nettie Franklin, Provincetown.

Georgesman Spoken.

Capt. Victor Oliver of sch. *Flora L. Oliver*, which arrived at T wharf, Boston, yesterday, reports speaking sch. *Etta Mildred*, Capt. William Goodwin, of this port on Brown's Bank last Friday. Capt. Goodwin had about 15,000 pounds of salt cod and 3000 pounds of halibut on board and expected to be absent about four weeks longer.