

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 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.

April 1.

VIEWS OF A NEWFOUNDLANDER

On the Present Status of Our General Fisheries Question

And Also on the Recent Department Free Fish Ruling.

Under a "special correspondence," St. John's, N. F., date line, the New York Evening Post recently published an article on recent circular issued by the treasury department relative to the free entry of fish to this port. The source of the article is not hard to guess and at this time it will prove interesting reading to all and is as follows:

"The United States authorities resort to some extraordinary methods in connection with the North Atlantic fisheries dispute that has been so prominent an issue in international affairs for the last generation and was a subject of arbitration two years ago. The latest development is given in an official document issued on January 10 by the treasury department at Washington. It consists of regulations providing for free entry of fish into United States ports. The most surprising feature of the regulations is the proviso that not alone are fish caught by Americans entitled to such free entry, but that fish, the catching of which by foreigners is "supervised" by Americans, may also enjoy free entry.

"The reasons which have led up to this extraordinary procedure are interesting, and have such bearing on the relations of the United States with Canada and Newfoundland in regard to their fisheries that a more detailed description of what these regulations are designed to accomplish may not prove amiss. The deep-sea fisheries of New England, especially in the branch thereof which comprehends fishing on the Grand Banks off Newfoundland, have been a declining industry for years, a fact due very largely to the refusal of the native-born American to engage in the fishing business any longer because of its hardships and hazards, and of the inability of the Yankee traders to secure sufficient Nova Scotians, Newfoundlanders and Scandinavians to man the fishing vessels. It is almost impossible now to find a native-born American on board these vessels. The Gloucester papers publish at New Year a list of the fatalities in the fishing fleet from that part during the year and the data for 1911 show 63 deaths, of which 42 were Nova Scotians and nine Newfoundlanders, the remainder being Scandinavians, Portuguese and only four who would appear to have been born in the United States.

"Yet for 20 years the fishing interests of New England have exercised a peculiar domination at Washington, and have been able until recently to induce authorities there to consider favorably the proposals advanced on behalf of their industry, on the ground that the fisheries were the nursery of the American navy; and it is only within the past year or two that the American people have awakened to a realization of the exact facts. Twelve months ago, when reciprocity with Canada first came to be discussed the representatives of the Gloucester fishing concern journeyed to Washington and put before President Taft at considerable length their reasons for opposing the measure. He, however, disregarded their pleas and went ahead with his proposals and when the compact was ratified by the Senate at Washington, all the ships in Gloucester half-masted their flags. There was corresponding rejoicing when the pact was rejected by the Canadians at the general election on September 21, and since then there has been much discussion as to how the future of the fishing industry would work out.

A Three-Sided Affair.

"As the fisheries question now stands, it is a three-sided affair in which Canada, Newfoundland and the United States are each striving to hold fast to the privileges they now possess, and, if possible, to further their commercial interests by new arrangements. Eastern Canada, on her part, wishes to secure free admission of her fish and fishery products into America. She believes that the re-

moval of the American import duty from fish would lessen the cost of fish to the American consumer and would thus develop a greater market for the products of the seas that her fishermen can secure.

"Newfoundland occupies a prominent place in the fisheries question, because the supply of bait used in the deep-sea fisheries centres largely on her shore. Her bait supply is indispensable to the fishermen of the United States, and she contends that the recent scheme of license fees from American vessels is an adequate return for the privileges of securing bait. Newfoundland, too, would like to have the advantage of free entry of her fish into that country. The Yankee fisherfolk really recognize the value of the Newfoundland bait supply, because their deep-sea trawling has been very seriously affected since she denied them access thereto seven years ago; while they are equally alive to the value of the Newfoundland winter herring fishery in providing them with bait for the winter fishing off their own coast, and for raw material for the smoked and pickled herring-packing industries in the coast towns of Massachusetts.

"The American fisheries are no longer able to satisfy the demands for sea-food among the ninety millions of people inhabiting the United States. The total value of the fisheries of that country did not exceed \$64,000,000 last year, and the British Isles, with only half the population, produced fish to almost the same value. Canada, with but seven million humans, producing \$30,000,000 worth, and Newfoundland with but 250,000 souls, producing \$10,000,000 worth. In addition to the \$64,000,000 worth produced in America, there is imported from the outside world fish to the value of \$10,000,000. Of this quantity, \$3,500,000 comes from Canada and \$700,000 from Newfoundland. The reason why Newfoundland supplies such small quantities is that all the Newfoundland catch of fish is cured by salting.

"The New England fishermen have lately been put to desperate straits to secure supplies of salted fish for their home needs, and during the past fall they have purchased some six million pounds of this fish on the south coast of Newfoundland, brought it to the United States, and paid the duty thereon. As this duty is three-quarters cent a pound, this represents \$45,000 unnecessarily paid by the consumers in the United States; and already those who oppose a protective policy are beginning to clamor about the object lesson which this represents of the evils of extreme protection.

The herring fishery, so called, is really not a fishery at all, so far as the Americans are concerned. Their vessels simply purchase cargoes of herring from the resident fishermen who actually catch them, and the fish are taken into the United States free of duty on the plea that they are the product of the American fisheries, while similar herring in Newfoundland vessels are obliged to pay duty. The result, of course, is that the American dealers, by simply keeping their prices a shade below what the Newfoundlander would have to sell for in order to make a profit, can control the whole industry. The Yankee vessels can only take herring on the west coast of Newfoundland because they have treaty rights to fish there, and might themselves attempt this work, if they could conduct the operation profitably, but it is because they cannot conduct it profitably that they buy the herring, with the consent of the Newfoundland government, which grants them a license therefor, subject to certain conditions. On the south coast, however, in Placentia, Fortune, and Hermitage Bays, herring are also abundant, but American vessels have no right of entry there, except for wood, water shelter, or repairs. The American traders are, however, very desirous of securing these fish during February, March and April, after the ice floes have rendered access to the west coast impossible,

and the only way in which these traders can now secure the fish is by engaging local dealers to purchase cargoes for them and ship these cargoes to Gloucester, in local vessels, which, of course, have to pay the duty.

So important, indeed, is this herring fishery to the United States vessels that no sooner was the Hague award made public than the Americans began to see for themselves how injuriously it affected them, and they took steps to side-track it. Hardly had the year 1911 opened than an emissary of the Gloucester Fish Trust visited Newfoundland with a formal application to the Government for permission to purchase cargoes of herring in South Coast bays and convey them to the United States, where they would be granted free entry because carried in American bottoms, while other fish from the same waters, conveyed there in Newfoundland vessels, would have to pay the duty. The Colonial government refused to consider the proposal, as it would practically mean driving the colonists out of the business altogether, so far as the American market was concerned. An outcry was made by the Gloucester newspapers at the barbarity of the Newfoundland government in forbidding its people to sell these fish to Americans, who were on the spot with the ready money to buy them, but the colonial authorities remained obdurate, and these parties had to obtain what herring they required in the same way as previously, namely, by engaging with local dealers to purchase cargoes and ship them to the United States in local vessels. Thus was revealed the extraordinary situation of Americans being ready to buy fish and Terra Novans ready to sell them, but neither being permitted to do this directly because of tariff laws and moss-grown treaties.

The "Supervised-Fish" Circular.

The reasons for the American treasury department granting free entry to "supervised" fish are not difficult to realize. In the first place the present year sees a Presidential election in the United States, and makes it desirable to placate every interest in the republic. The situation is by no means too favorable for the Republican party in Massachusetts, where there is a Democratic governor. Friction has broken out in Gloucester, where Congressman Gardner, who represents that district, has set the several Republican factions by the ears through proposing a new nominee for Collector of Customs at that port. The fishery interests themselves of Gloucester and vicinity have been by no means too favorably disposed towards the powers that be at Washington since they were so sharply rebuffed last year on their anti-reciprocity mission to the national capital. "Supervised" fish therefore is doubtless seized upon as a means of satisfying some, at any rate, of their claim.

While there is more or less discus-

sion of the question of fishery reciprocity as between Newfoundland and the United States, the Taft Administration is understood to have intimated that it will not take up this matter unless Newfoundland is prepared to abrogate its regulations forbidding the export of pulp wood from the colony, as well as granting free entry and baiting privileges to American vessels in return for a free market for Newfoundland fish. Newfoundland, on her part, exhibits no anxiety whatever with respect to reciprocity. It is therefore, virtually hopeless for the present Washington administration to attempt to reopen the question of fishery reciprocity at present."

April 1.

Alewives at Edgartown.

Alewives continue to be taken at Edgartown in large quantities the catch in fact being larger than usual for this time of the year, according to information received from the Times' correspondent. A big run is looked for now most any day. No vessels have been there as yet for bait.

Putting in Electric Lights.

Sch. Frances S. Grueby, Capt. Enos Nickerson, is having her cabin and engine room fitted with electric lights by John Hogan, electrician of the T wharf fleet. This will be the second craft of the fleet to be thus fitted.

April 1.

HAD A FARE OF SMALL POLLOCK

LITTLE STEAMER NETTA HAD 61 BARRELS AT FORT THIS MORNING.

Saturday and Sunday were again big days for the gill netters, the fleet landing nearly 200,000 pounds in that time, which is the record fishing of these crafts since the inception of the gill netting fishing from this port.

All the steamers did well, the Bethulia landing 20,000 pounds yesterday, the largest single fare. Others of the fleet ranged in fares of 10,000 down to 800 pounds, all of which was iced and shipped to Boston.

The little gasoliner Netta put in here this morning with 61 barrels of small pollock, seined off the Isles of Shoals yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Ibsen, gill netting, 2500 lbs. fresh fish.
- Str. Alice, gill netting, 800 lbs. fresh fish.
- Str. Quoddy, gill netting, 9500 lbs. fresh fish.
- Str. Eagle gill netting, 1000 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 6000 lbs. fresh fish.
- Str. Mindora, gill netting, 4500 lbs. fresh fish.
- Str. Rough Rider, gill netting, 2200 lbs. fresh fish.
- Str. Margaret D., gill netting, 10,000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 11,000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 1700 lbs. fresh fish.
- Str. Nomad, gill netting, 12,000 lbs. fresh fish.
- Str. Enterprise, gill netting, 4500 lbs. fresh fish.
- Str. Bethulia, gill netting, 20,000 lbs. fresh fish.
- Str. Venture, gill netting, 5000 lbs. fresh fish.
- Str. Hope, gill netting, 1400 lbs. fresh fish.
- Str. Geisha, gill netting, 10,000 lbs. fresh fish.
- Str. Netta, pollock seining, 61 bbls. small fresh pollock.
- Sch. Jennie H. Gilbert, shore.
- Sch. Gracie, shore.
- Sch. Mary Emerson, shore.
- Sch. Little Fannie, shore.
- Sch. Francis J. O'Hara, shore.
- Sch. Clara G. Silva, shore.
- Sch. Magnolia, shore.

Saturday's Gill Netting Arrivals.

- Str. Ibsen, gill netting, 3100 lbs. fresh fish.
- Str. Alice, gill netting, 3000 lbs. fresh fish.
- Str. Quoddy gill netting, 12,000 lbs. fresh fish.
- Str. Eagle, gill netting, 3500 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 5300 lbs. fresh fish.
- Str. Rough Rider, gill netting, 6000 lbs. fresh fish.
- Str. Margaret D., gill netting, 8000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 9500 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 3500 lbs. fresh fish.
- Str. Nomad, gill netting, 10,000 lbs. fresh fish.
- Str. Enterprise, gill netting, 7000 lbs. fresh fish.
- Str. Bethulia gill netting, 3500 lbs. fresh fish.
- Str. Venture, gill netting, 9500 lbs. fresh fish.
- Str. Hope, gill netting 4000 lbs. fresh fish.
- Str. Geisha gill netting, 5000 lbs. fresh fish.

CANADIAN POLICY IS OUTLINED.

Will Follow the United States in Action on Beam Trawling.

Claim Agreement of the Two Countries Would Weigh With Others.

Of great interest here will be found the following article from E. W. Thompson, special correspondent of the Boston Transcript at Ottawa. The article, which appeared in the Transcript of Wednesday evening and is of importance as it gives what may be taken perhaps as the first authoritative insight into the feeling of the Canadian government and its leaders on the all absorbing matter of suppression of steam beam, or otter trawling.

The article says: "To sketch Canada's policy respecting steam trawling is a task as easy as it is important just now. The present Ottawa government precisely follows the previous Ministry, who, in 1908, prohibited steam, "beam," or "otter" trawling within all waters under Canadian jurisdiction, i. e., within three miles of shore. Two years later our Government refused to give such trawlers the bounty which is granted to other Canadian fishermen. Ottawa has ever since endeavored to arrange with Washington for prohibition or close restriction of this destructive method of taking fish. The affair was up in our House of Commons last Tuesday, being pressed by Messrs. Sinclair, McKenzie, Jamieson, and other Maritime Province M. P., on strength of a report that our Department of Fisheries is not sufficiently guarding the shore waters, and in opinion that steam trawling in bays of more than six miles at the mouth should be immediately forbidden.

"Mr. Hazen, the Minister of Marine and Fisheries, declared himself convinced that steam trawling is a serious menace and danger to fisheries on both the Atlantic and Pacific coast. But there is difficulty in suppressing the practice in non-territorial waters. An international agreement between France, the United States and Canada is needed. Between thirty and forty French trawlers operate on the Grand Banks, using the Miquelon Islands, possessions of France, as headquarters. American trawlers are increasing in number. It is impossible for Canada to obtain backing from Great Britain in attempts to negotiate for suppression of the method, because Great Britain is a party to the arrangement by which the steam trawling of Europeans of various nations is carried on in the North Sea and contiguous waters.

"Mr. Hazen saw reason for hope that Washington and Ottawa may enter into an agreement that neither country should engage in steam trawling." That would not bind France. But Washington and Ottawa, if united on the subject, might be able to bring effective moral pressure on France. Canada's government is now corresponding on it with the United States, through Ambassador Bryce.

Canada Waiting For Us.

"It would seem pretty clear that Washington has the decisive say. If the states prohibit landing or sale of steam-trawled fish, Canada will. Thus the French trawlers would be denied a market on this side. They could not get Grand Banks fish to France in a fresh condition. Hence few would come to this side—only the few that salt their takes for French markets. Messrs. Sinclair and Jamieson agreed in this opinion. No Canadian M. P. dissented.

"In effect, the House adopted the Maritimers' view that grave evil would result from governmental acceptance of an opinion that "steam trawling has come to stay," and that countenancing the method is therefore inevitable. To let it go on unchecked would be to allow improper investment of much capital, and create a "vested interest" plea. That would tend to ruin an existing "vested interest." Canada has expend-

ed many millions in fostering present methods of fishing, has constructed wharves and breakwaters in its behalf; has thus caused investment of great sums in the customary vessels, boats, nets, and other plant. Steam trawlers if encouraged, will destroy much of this soon, and all ultimately. The trawlers would monopolize the trade, and drive from water and shore the valuable, virile existing fishing population.

"That such would be the result seems clear from nearly all evidence in an extensive Canadian parliamentary and departmental literature on the subject. On other points testimonies somewhat differ. But that we have here a dangerous attempt of Capital to monopolize fishing, to carry it on by means of inferior and dependent people, incidentally to destroy the livelihood of a most admirable and hardy seafaring population, and therefore to extinguish that class of mariners, appears beyond question. Can any other feature of the case be as important to any person who believes that the paramount consideration of humanity should be to conserve and improve the best breeds of men and women? Should we, in the name of cheap fish, or even of abundant fish for landfolk, let genuine fishermen be abolished? Should we allow them to become as extinct as the old yeomanry of England, for the sake of profit to one sort of Capital ashore? Should this be allowed in face of a great body of evidence that the change of fishing method would make consumers worse off for supplies in the long run? It appears that the ocean's stock of fish

would diminish by steam trawling. Certainly prices of the commodity would be run up by capitalistic combination whenever the competition of independent fishermen had been wiped out? To rob our seafarers of existence in order that fish may become scarcer and dearer would seem to be the height of crime and of folly at once.

The Counts Against the Steam Gear:

"Sometime ago Mr. Sinclair elaborately arraigned steam-trawling on an indictment that it is (1) injurious to net and line fishermen, (2) disturbs the fishing grounds so that net and line men cannot operate in the same water (3) ruins fishermen's gear, (4) destroys large quantities of undersized fish and depletes the waters. Under the first head he quoted a report of the British "North Sea Investigating Committee," showing the net and line catch in Scotch waters had largely decreased during a period of years while the take of steam trawlers had increased. A German report gave similar evidence concerning the Heligoland and Nordeney and East Friesland coasts.

"Under the second head he grouped numerous instances of steam-trawler convictions and fines in Great Britain, where there are special courts for such cases. Between 1886 and 1909, 537 convictions in Scotland yielded fines of 27,990 pounds sterling (about \$140,000). Canadian fishermen, lacking similar courts, must depend on their own watchfulness for protection. They have often lost gear, sometimes at night, though there is comparatively little steam trawling on this side of the Atlantic.

"As to the third charge, there is some conflict of evidence between Mr. Halkett, a Canadian official, who was deputed to serve as inspector aboard a Canadian trawler, and Old Country inspectors overseas. Halkett's observation covered but one trip. He saw 27,580 pounds of merchantable haddock taken, with 3300 pounds of small useless ones, or 6985 good fish to 1650 wasted. He saw many dogfish taken by the trawls and he re-

garded their destruction as valuable. A small number of squid, angler, skate, gaspereau came from the trawls. The operations were about four miles off shore. A Scotch scientist found that a trawl in Moray Firth (since closed to trawlers) took 63,525 fish, of which 44,538 or seventy per cent. were marketable and 18,987 or thirty per cent. had to be thrown overboard.

"In respect of depletion of deep-sea fisheries, a Mr. Cowle, Scotch expert employed by the Canadian Government some years ago, argued that the alleged depletion by steam-trawlers was exaggerated. He contended that Scotch, English and Irish Fishery Board reports showed an increased supply of fish from the North Sea, where thousands of such trawlers have long been employed. Mr. Sinclair showed that Cowle had attributed to the North Sea, whose area is 152,473 square miles, catches recently taken in waters extending as far South as the coast of Morocco, or throughout waters of an area of 701,000 square miles. This was met by some evidence that the North Sea catch had itself not diminished, which statement was, however, shown to prove nothing, because the increased catch had been taken by a disproportionately increased number of trawlers. Again, it was shown that old grounds in that sea have been abandoned as unproductive, and the increased take obtained from new grounds. Altogether, the whole body

of evidence strongly confirmed the belief of many British experts who declare that trawling impairs deep-sea fisheries.

"Some interests assert it to be inconceivable that the method could notably harm fisheries of the enormous North Atlantic area. To this it was replied that the areas where fish are numerous are comparatively small, and that the 3000 steam trawlers of Europe would make short work of the Grand Banks breeding and feeding grounds. Hitherto only some 35 French steam trawlers, and a dozen or so from the states and Canada, have worked on this side of the Atlantic. But they increase in number; the signs are that they will rapidly multiply if not checked; did they become a fleet of thousands, or even hundreds, the "vested interest" would be more and more powerful with politicians, while the influence of real fishermen would proportionately decline. The time to end the danger is now.

Would Scon Control All.

"Not long ago, going down to the waterside early of mornings, when dories came in with their catches, one could buy fish for the household at less than half what the local dealers charged—if he chanced to find an independent fisherman. Most of the dories appeared bound to or by the dealers. These traders prescribed the few independents as sinful competitors for retail trade. If one of these wicked men took more fish any morning than he felt sure of finding customers for, the dealers would not buy his surplus at any price. One glorious Yankee, over 80 years old, who went out alone every night in scorn of wind and weather, defied the combined dealers as tyrants who wished to infringe his personal liberty to sell where and when he might choose. Fish merchants spoke of him as a wicked ancient. That was some 10 years ago. The contention of dealers was subsequently, that they were entitled to monopolize fish, no matter whether caught by independent dories, by those in which dealers had invested, or by those whose owners had agreed to sell everything to the monopolist! In small, the situation resembled what would exist if steam trawlers multiplied. Their owners, having once wiped out independent fishermen, would soon be able to oust independent dealers. Customers would be charged the utmost possible. Surplus supplies would be (as often occurs in England) destroyed if likely to so glut the market as to cause reduction of prices. Everybody would be, in the long run, worse off, except a few capitalists, few of whom might know anything of the ocean or the fisheries which would have become their exclusive property.

MORE BIG FARES IN AT T WHARF.

THE CHANCES ARE THAT SOME FISH WILL GO TO THE SPLITTERS.

Fish receipts at Boston this morning were heavy for the opening trade of the week, the arrivals since Saturday consisting of 10 crafts from off shore, six from the shore.

Some of the off shore fleet brought in nice fares which were taken on Georges during the recent fine spell of weather. They are schs. Mary DeCosta, 100,000 pounds; Rex, 96,000 pounds; Laverna, 70,000 pounds; Flora L. Oliver, 40,000 pounds; Morning Star, 77,000 pounds; John J. Fallon, 82,000 pounds; Walter P. Goulart, 70,000 pounds; Frances P. Mesquita, 110,000 pounds; Josie and Phebe, 114,000 pounds; Josephine DeCosta, 43,000 pounds.

Haddock sold at \$1.50 to \$2.75 per hundred weight, large cod, \$3.50 to \$4.25, market cod, \$2 to \$2.50, pollock, \$3.50 to \$4 and cusk \$3.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Annie and Jennie, 5000 haddock, 300 cod.
Sch. Elva L. Spurling, 15,000 haddock, 2000 cod.
Sch. George H. Lube, 8000 haddock, 1500 cod.
Sch. Mary DeCosta, 40,000 haddock, 60,000 cod.
Sch. Rex, 50,000 haddock, 46,000 cod.
Sch. Laverna, 60,000 haddock, 10,000 cod.
Sch. Flora L. Oliver, 30,000 haddock, 10,000 cod.
Sch. Morning Star, 70,000 haddock, 7000 cod.
Sch. John J. Fallon, 60,000 haddock, 22,000 cod.
Sch. Walter P. Goulart, 40,000 haddock, 30,000 cod.
Sch. Frances P. Mesquita, 50,000 haddock, 60,000 cod.
Sch. Josie and Phebe, 95,000 haddock, 19,000 cod.
Sch. Josephine DeCosta, 33,000 haddock, 8000 cod, 2000 hake.
Sch. Motor, 4500 haddock, 3500 cod.
Sch. Edith Silveria, 9000 haddock, 4000 cod, 2000 hake.
Sch. Annie Perry, 22,000 haddock, 1000 cod, 3000 hake.
Haddock, \$1.50 to \$2.75 per cwt.; large cod, \$3.50 to \$4.25; market cod, \$2 to \$2.50; pollock, \$3.50 to \$4; cusk, \$3.

Going Salt Banking.

Capt. William H. Goodwin is fitting sch. Gossip for salt trawl banking.

Fitted For Haddocking.

Capt. Gray is fitting sch. Rob Roy for fresh haddocking.