

Jan'y 21

NET AND SEINE BILL GOES OVER

**Introduced Too Late—Committee Vote
Against Admission This Session—
Norwood Took Fishermen's Side.**

State House, Boston, Jan. 20.—The subject of fishing with drag nets and seiners in the waters of Merrimac river and the ocean beyond from the New Hampshire line to Cape Ann was discussed considerably before the house committee on rules today despite the fact that the only point of interest to the committee was the question as to why the petition for such legislation had come in late.

The petition was introduced by Representative Walter K. Webster of



SEN. C. AUGUSTUS NORWOOD,
Who opposed Admission of Bill to
Prevent Seining and Netting.

Boxford but did not come in until the time for new business had been expired. Under the rules it would have been referred to the next general court. Today, however, Representative Webster and his friends were given an opportunity to show why this should not be the disposition of the case.

The Boxford representative took all the blame upon his own shoulders saying there was a misunderstanding between the parties who prepared the bill and himself each supposing that the other had attended to the matter.

One of these other parties was Benjamin B. Gilman of Haverhill who went into the merits of the proposition explaining that the way they caught fish in the waters about the mouth of the Merrimac river was something terrible; that these drag nets reached way to the bottom and caught everything, young fish and all

and that it simply meant the depletion of fish. He was asked by Representative James E. Fowle of Newburyport and members of the committee if the matter had not been going on for a long period of years. The witness, however, said that so far as he knew it had only been in process for two or three years. To a further suggestion of Mr. Fowle he said, to put the whole matter over another year would mean a further scarcity of fish.

James P. Goodwin of Haverhill said that he had a cottage on an island near the mouth of the river and that these power boats with drag nets were a great nuisance; that he had frequently been obliged to move his boat which had been moored because these people had dragged right across the section of the bay near the island and destroyed everything. There had been cases of the endangering of life by these fishermen.

Representative Priest and Senator Wells of Haverhill favored admitting the bill as an act of courtesy to Representative Webster who had taken all of the blame for the mistake as being his own.

Representative Webster told the committee that the chairman of the state fish and game commission would have appeared before the committee in favor of admitting the bill and before the fish and game committee later in favor of it, as the department claims that the fishing in that section is being unduly depleted and that the work of the state commission in endeavoring to propagate fish there is greatly interfered with.

In opposition to the admission of the bill appeared Senator C. Augustus Norwood and Representative George H. W. Hayes of Ipswich. They advanced the argument that no real good reason had been offered as to why the bill should be admitted, although the parties admitted that they had talked the matter over during the fall. It had not showed either, they claimed, that any great hardship would follow if the matter was put over another year and thus allowed to take its course. Similar legislation has been heard in previous years by the committee on fish and game and are always long and drawn out hearings and so far have been decided in opposition to the position of these petitioners.

This bill was so broad in its character that it would be unlikely to meet with the approval of the fish and game committee and it would be a hardship to put this great amount of work upon the committee in view of the result that has followed similar attempts before.

In an executive session later the committee of rules voted against admitting the petition of Mr. Webster.

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OFF TO THE CAPITAL ON TARIFF HEARING

The committee on ways and means will give a hearing at Washington tomorrow morning upon the fish schedule, which has been secured through the efforts of Congressman A. P. Gardner of this district.

A reduction of duties or the free entry of fish into the American market will be vigorously opposed, not only by the local vessel owners and shippers, but organized labor as well, who have sent three representatives to Washington to protest any change

in the fish schedule. They are A. A. Silva ex-president of the Central Labor Union, President Joseph Grace and John Field of the Fish Skinners and Trimmers' Local. They left yesterday for Washington and before returning home will call upon President Samuel Gompers of the American Federation of Labor.

Messrs. Fred L. Davis, E. Archer Bradley, Guy L. Cunningham and William H. Jordan representing the firms left for the capital today, also Capt. Norman Ross, representing the Master Mariners' Association.

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BIGGEST DAY OF THE SEASON

T Wharf Has Whole Fleet of Off Shores With Grand Fares.

The largest day's receipts of fresh fish this winter was recorded at T wharf, Boston, this morning, a big batch of the off shore fellows being in, among which are several dandy fares of haddock and cod.

Taking advantage of the fine spell of weather of last week, the fleet struck some good fishing, as several of the trips landed would indicate. Among the large fares reported are schs. Elk, 73,000 pounds; Thos. S. Gorton, 78,000 pounds; Fannie Belle Atwood, 45,000 pounds; A. Platt Andrew, 38,000 pounds; Ellen and Mary, 30,000 pounds; Gladys and Nellie, 55,000 pounds; Conqueror, 62,000 pounds; Arethusa, 52,000 pounds; Ruth, 42,000 pounds; Squanto, 41,000 pounds; Josie and Phoebe, 60,000 pounds.

With the big fares, prices took a corresponding drop over the prices of last week. Wholesale prices on haddock were quoted at \$2.50 to \$4 a hundred pounds, large cod, \$5 to \$6, market cod, \$2.50 to \$3, hake, \$3 to \$6.50 and pollock, \$3 to \$4.

Boston Arrivals.

- The fares and prices in detail are:
- Sch. John J. Fallon, 34,000 haddock, 1500 cod.
- Sch. Elk, 50,000 haddock, 12,000 cod, 4000 hake, 7000 cusk.
- Sch. Thomas S. Gorton, 55,000 haddock, 16,000 cod, 1000 hake, 6000 cusk.
- Sch. Fannie Belle Atwood, 40,000 haddock, 3000 cod.
- Sch. A. Platt Andrew, 55,000 haddock, 21,000 cod, 1000 hake, 10,000 cusk, 1500 halibut.
- Sch. Ellen and Mary, 54,000 haddock, 12,000 cod, 1000 hake, 12,000 cusk.
- Sch. Robert and Arthur, 30,000 haddock, 2500 cod.
- Sch. Gladys and Nellie, 43,000 haddock, 8200 cod, 2500 hake, 1000 cusk.
- Sch. Conqueror, 45,000 haddock, 2000 cod, 5000 hake, 8000 cusk, 2000 halibut.
- Sch. Arethusa, 37,000 haddock, 3000 cod, 12,000 hake.
- Sch. Ruth, 27,000 haddock, 3000 cod, 12,000 hake, 1500 halibut.
- Sch. Jeanette, 4000 haddock, 3000 cod, 3000 hake.
- Sch. Mary F. Sears, 5000 haddock, 1200 cod, 1200 hake.
- Sch. Margaret Dillon, 5000 haddock, 200 cod, 3000 hake.
- Sch. Genesta, 7000 haddock, 700 cod, 3600 hake.
- Sch. Olive F. Hutchings, 6000 haddock, 1500 cod, 5000 hake, 2000 cusk, 1600 pollock.
- Sch. Squanto, 22,000 haddock, 6000 cod, 8000 hake, 5000 cusk.
- Str. Crest, 31,000 haddock, 300 cod.
- Sch. Josie and Phoebe, 36,000 haddock, 9500 cod, 3000 hake, 10,000 cusk, 1000 halibut.
- Haddock, \$2.50 to \$4 per ewt.; large cod, \$5 to \$6 market cod, \$2.50 to \$3; hake, \$3 to \$6.50 pollock, \$3 to \$4.

Sloop Sunk and Raised.

The sloop J. F. Morrow of Rockport sank at Burnham's pier after coming off the ways, being completely submerged. She was raised by the Rockport stone sloop Albert Baldwin and afterwards went on the ways again.

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Provincetown Fishing Notes.

Schs. Matchless, Mary C. Santos, Jessie Costa, Eleanor DeCosta and Natalie Nelson started the season's work the past week, after being tied up for two months.

The cold storage companies shipped a large quantity of fish the past week, although the weather was unfavorable for business.

The high winds have made it almost impossible for the trawlers and flounder dredgers to do much fishing and prices have ruled good whenever a catch could be made.

The fish buyers were hustling Sunday to get the three or four trips brought in that morning. They averaged about 15,000 pounds per vessel.

The Verna and Estner, latest addition to the Provincetown fishing fleet, arrived recently. This able-looking craft was built by Charles Ward, Kennebunkport, Me., for John O'Neil, and will be commanded by his son, Captain Geo. R. O'Neil, 2d. The boat will be used in general fishing work. Dimensions: 44.6, 10.2 and 4.8 feet length; width and depth, respectively, tonnage, 12 gross, 6 net. A second boat is contemplated for William O'Neil, a brother, and if constructed will be approximately 6 feet longer and correspondingly wider than the Verna and Esther.

Vessels Sailed.

- Sch. Cynthia, haddocking.
- Sch. Juno, haddocking.
- Sch. Belbina P. Domingoes, haddocking.
- Sch. Annie and Jennie, haddocking.
- Sch. Rita A. Viator, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Mary P. Gouliart, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Adeline, haddocking.
- Sch. Francis J. O'Hara, Jr., haddocking.
- Sch. Harriett, haddocking.
- Sch. Edith Silveira, haddocking.
- Sch. Leonara Silveira, haddocking.
- Sch. Jorgina, haddocking.
- Sch. Elva L. Spurling, haddocking.
- Sch. Stranger, haddocking.
- Sch. Mary F. Curtis, haddocking.
- Sch. Lucania, haddocking.
- Sch. Rhodora, halibuting.
- Sch. Arabia, deck handlining.
- Sch. Hortense, deck handlining.

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Portland Fishing Notes.

The only fishing schooner to bring fish to Portland Friday was the Metacomet, Capt. William Goodwin, a stranger at that port. The schooner brought 10,000 pounds.

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HIS DORY IDEA MADE HIM FAMOUS

Capt. Theophilus W. Brackett of Swampscott 93, and Still Goes Shore Fishing

Capt. Theophilus W. Brackett inventor of the Swampscott dory and one of the oldest fishermen on the north shore, was 93 years old, Sunday, and celebrated his birthday by starting at 2 a. m. on a fishing trip in his dory, and coming back about 9 o'clock, with his day's catch. He makes this trip almost every day when the weather permits.

CAPT. FRANK NUNAN HAS ANOTHER SAY

On the Matter of the Beam Trawlers and Gill Netters.

Capt. Frank A. Nunan of Cape Porpoise, Me., whose recent communication on beam trawling, cod nets, gill nets and fishing matters in general has sort of "stirred up things," has written another letter to the Times in defense of Capt. Cooney's position, as to the effect of the gill netting fishery, published a few days ago.

Capt. Nunan says:

To the Editor of the Times:—I didn't intend to write so soon, but I must write again to defend Capt. Cooney, by answering Albert Gamage, who is 20 years old, and lived in Gloucester all that time.

Capt. Cooney was not born in Gloucester, but I wish we could import 1000 just like him tomorrow.

When we are 20 we know it all, at 30 we allow others to know something, and at 40 we realize we are the smallest kind of a speck in the world.

"In the days of Capt. Cooney's fishing, the young men received but little pay for their hard days work."

I guess Mr. Gamage better inquire around and see if Capt. Joseph Cooney isn't fishing now. I know of weeks last February and March when his crew shared \$40 and \$50 clear of board. His boat was one of the high line boats last winter.

I would like to write something about "booming Gloucester" but I am too far away, and I guess it is none of my business, so I will leave it to Capt. Cooney, who is older.

I have been waiting for someone in the netting business to deny some of my statements I made in your paper.

We know what the cod nets have done, and with a fleet of 60 gill netters this winter and 100 next winter, it is not hard to fortell the result.

About everyone on land, who don't go fishing, thinks the ocean is swarming with fish, but our good fish grounds are limited and as a rule only the edges of the fishing banks are considered good fish ground.

I have heard it mentioned that the steam trawlers could not fish on the northern edge of Georges bank. Last fall Capt. Anderson reported two steam trawlers fishing 35 miles down the bank from the North Shoal, and they brought in good trips. Imagine one dozen steam trawlers fishing on that narrow strip of fish ground one year, and what would be left.

I think the steam trawler may be compared to a snow plow on an electric road, that sweeps everything from the track into the middle of the street. The net is dragged along the bottom of the ocean, and the plow on the side scoops most every thing

movable into the net. The net is hoisted up, the contents dumped on deck and sorted. A very interesting article copied from the Halifax Herald said that "a meeting was held at the town hall of Yarmouth, Eng., for the purpose of urging the British government to prohibit the practice of trawling for herring."

One witness testified that "the herring trawlers allowed nothing to escape,—not even spawn, and that for seven baskets of fish put in the hold, 24 had to be thrown overboard."

This meeting was attended by more than 1000 persons.

I do believe our government will do something to prohibit steam trawling.

My opinion about the gill netting is: At the present time if the nets could not be put in the water March, April and May, they would have to go out of business, and I consider it no business at all.

I thank you for the space you have already allowed me in your paper.

FRANK A. NUNAN,
Cape Porpoise, Me.

January 20, 1913.

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Pensacola Arrivals.

Good catches of snappers were made during last week at Pensacola, says the Fishing Gazette.

For E. E. Saunders Co.—Favorite, 7,780 snappers, 850 groupers; Ida S. Brooks, 26,700 snappers, 6,915 groupers; Sheffield, 24,225 snappers, 1,040 groupers; Thomas J. Carroll 22,700 snappers, 10,600 groupers; Kwasind, 11,405 snappers, 6,685 groupers; Emily Cooney, 22,500 snappers, 12,000 groupers. For Warren Co.—Alcoma, 25,500 snappers; Clara P. Sewall, 23,760 snappers, 4,760 groupers; Culebra, 22,705 snappers, 8,430 groupers.

With her rudder out of commission, the fishing smack Althea Franklin, of the Warren Fish and Ice Company, reached Pensacola Friday morning early in tow of the steam tug Britannia, Captain Rocheblave. The Franklin was picked up near the entrance of the harbor by the tug and towed to Baylen street wharf, where a catch of only three thousand pounds of snappers was reported. She was out for fourteen days, but much of this time was lost in fishing because of the fact that the rudder became disarranged and she was compelled to drift and sail about with an improvised rudder.

The vessel was fishing some distance off Pensacola bar when the accident happened.

Fulton Market Fishing Notes.

It looks now as if the present season will be an early one for mackerel, says the Fishing Gazette. Already some of the skippers, who go after mackerel, have been to the market seeing what arrangements they can make. It will not be surprising if some steamers go after the fish.

The market has been bare of green halibut during the present week. It was expected that a lot would arrive from the Pacific coast on Friday, still it did not materialize. Late reports have it that the fish will arrive next Monday. There was no eastern halibut on hand, and, of course, the market had to bring out frozen stock, the supply of which is not large enough to last until spring.

Haddock was quoted at six cents, with the exception of Wednesday, when some sales were made at 7 cents. Hake was scarce during the latter part of last week and sold at high prices. Seven cents was the top price on Wednesday and Thursday.

There was no pollock in the market up to Tuesday when sales were made at 5 cents. During the balance of the week pollock sold at 5 to 6 cents.

Codfish was not very plentiful this week, the supply of smack fish being lighter than last week. Market cod was quoted at 4 to 5 cents and steak cod at 8 to 10 cents.

Capt. Sylvanus Smith Tells of Old Time Mackerel Hooking Trip to the Waters of the North Bay

The following interesting account of mackerel trip to the North Bay is from the pen of Capt. Sylvanus Smith and will be of much interest to all. It tells of the days when the mackerel hooking fleet in the Bay numbered hundreds of sails, when the catch was figured by the hundreds of thousands barrels, and the wharves here rang with the music of the cooper's adze.

Introduction.

Sometime ago while looking over old papers I was attracted to a small pass book thick with the dust of years, its pages yellowed by time.

It proved to be a partial record of a North Bay mackerel hooking trip of the year 1858 and as I turned the leaves memory came to me, not only of that particular trip but many other voyages I made to this old summer fishing ground of the fleet of long ago, and incidents long forgotten came to my mind, out of the past as though they were happenings of yesterday.



CAPT. SYLVANUS SMITH.

Who Writes Interestingly of the Fisheries in "The Old Days."

In recalling those early days I wonder if there are any of the old-timers left and if so it is my hope that this article will come to their attention and assist them to recall these old times, bringing to them in the remembrance the same degree of pleasure that the recollection has brought to me.

As I write I can almost see before me, many of those "skippers" who were famous fishermen in those days when the North Bay branch of our fishing industry was in the height of its glory and I recall vividly many of the vessels of the fleet and remembering, I live all over again those pleasant days.

The passing of this particular branch of the fisheries is to be regretted, not alone from the financial loss it has caused us to suffer, but also the loss of its influence upon the other branches of the industry; in those old days every vessel going to the Bay carried several boys and these in after years often became successful skippers furnishing an ever ending complement for our craft.

Those North Bay trips came at a season (during the long summer vacation) when a voyage did not interfere with their education, furnishing summer employment with opportunities to get an insight into the fisheries, putting them under certain restraint and discipline, which brought out the better traits of their character, fitting them for more responsible positions in life even though they did not choose the fisheries as a

means of livelihood.

This particular branch of the fisheries also offered an opening for older men, those lacking activity of former years and many of these were splendid mackerel catchers and often valuable additions to a crew.

This voyage had few of the dangers common to the Bank fishery and was pleasant from the fact that one was nearly always within sight of land and inasmuch as in those early days a great fleet went to these grounds, there was much opportunity to visit other vessels and trips ashore were frequent.

It is more than passing strange that this particular voyage should come to my attention after all these years, for it was this particular trip above any other which meant a great deal to

me. I recall before starting for the Bay that year that I had contracted for a house, to be built while we were gone and I was very anxious that we should make a profitable trip and you will see that our hopes were finally realized, though not without many early disappointments and a very discouraging beginning.

Fifty-four years have passed, but looking backward to those old days they give me much pleasure.

A Mackerel Trip to the North Bay.

We came in from Georges after five successful months in the cod and halibut fishery and as the summer season was upon us, in common with many others of the fleet we fitted for a North Bay mackerel "hooking" trip, getting away very shortly after the Fourth.

Once upon our course the crew were divided into "gangs" and "watches" (three in a watch) and in a strong sou' west wind we were soon speeding on our way.

We had hardly started when we encountered a dense fog which made it necessary to keep a sharp lookout; bowing along leaving miles and miles behind us until the following afternoon, judging our position as well past Cape Sable we held to an east north east course and the following day, the wind off the land bringing clear weather, we held in to the shore, sailing along the rock bound coast of Nova Scotia with its dangerous reefs and ledges, to Little Canso (on Cape of Canso).

It was in this harbor, long before the Revolution that the troops and fleet gathered which took part in the siege of Louisburg which at that time was the key to the French possessions in North America.

In this harbor there is an island (Isurial) where many of the men of that expedition were buried, sickness having broken out among them, and the wash of the sea, countless storms, have left their bones exposed to the elements.

Many of these men, the sailors of this expedition were New England fishermen and it is related that the Governor having in mind a lengthy siege, advised them to take along fishing lines to help out the food supply.

The following day the wind being favorable we started for the Straits of Canso and arriving there anchored in McNair's Cove where we saw many vessels of the fleet and it was indeed a pretty sight to see them lying at anchor with sails up, many of them new craft, upon their first trips.

Here we made the usual preparations, taking on a supply of wood and water for these cannot be obtained at many places in North Bay, sailing from the Cape Breton shore to Prince Edward's Island, passing East Point island up the shore by the first and second Chapels.

How different was this shore from the rocky coast of Nova Scotia; the island, some one hundred miles long by forty miles wide, has but little elevation and stretching up almost from the waters edge were fertile farms, green with growing crops, a sight particularly pleasing viewing it as we did from the water.

The harbors on the north side of the Island are "barred" and difficult to enter; Malpeque and Cascumpeque have very good harbors if care is taken to enter, North Cape of this island has a long bar extending a considerable distance and here we made our first try for mackerel, without getting any, however, though this was usually a good fishing ground. It was in the bend of this island in the year 1851 that many of our fleet were lost during a severe storm, remembered by the natives as "The Great Yankee Gale" and the shores were strewn with wreckage.

Climate.

In seeking mackerel we sailed over a great extent of the fishing grounds, trying many favorite haunts of these fish but with no success. Often we would be in company with many others of the fleet, for in these years there were hundreds of crafts engaged in this summer fishery, vessels from Cape Cod and Maine ports as well as those from Gloucester. Bound up the bay we passed many timber ships on their way to the lumber ports of Quebec, Miramichi, Bathurst and other places and here and there about us we could often see quaint old fishing boats of the native fishermen with their peculiar colored sails.

At this season the North Bay enjoys a splendid climate. Being what might well be called an inland sea there is an almost total absence of fog

and the heavily wooded shores throw forth delicious odors and the days are usually bright and sunny, with nights fine and cool.

While the climate is superb, North Bay is subject to very sudden and violent gales at times, and tho' not usually of long duration, are regular tornadoes while they last. No one who has not experienced these sudden gales can have even a conception as to their fury. I recall a gale in 1851 when sch. Flirt was "hove down" and tho' later picked up afloat all her crew were drowned. It was in this same breeze that Capt. Lemuel Haskell's vessel was dismasted and many others that I cannot at this time recall were thrown upon the snore and became total wrecks.

One incident that comes back to me after all these years, is that of two boys, who, their father being ill, had manned the little boat and gone to the fishing ground, being caught in a severe gale (July 23 of 1857 or 1858) went into the breaker's, where, either owing to their own skilful management, or perhaps the will of God, they came thro' safely, willing hands drawing them high on the beach, before the receding wave could suck them back into the sea.

In this gale 80 native fishermen lost their lives and immense damage was done to the fishing boats all over the bay.

Searching for Mackerel.

We sailed to Point Misco and having a strong easterly wind, went into harbor at Paspadace, the quarters of the Jersey Fishing Company.

This place is on the north side of Chaleur Bay, where the ships came to load cargoes of fish, etc., for Brazil, Spain, Portugal and Mediterranean ports. Here the ships were made ready for receiving cargoes, being overhauled, etc.; almost every detail of this extensive business was done under instructions from the home company, the local agent having little discretionary powers.

The establishment was not only extensive, but very expensive, they having every appliance for their large business.

The weather having become fair, we sailed for Bona Venture Island. On the mainland nearby there was a fishing village (Perce) and many fine farms. The mainland back of this Island is the first seen when coming up the gulf.

The natives were mostly French, as in other places about the bay and were largely engaged in fishing. Here may be seen a most remarkable island ("Arch") for, while some strange freak of nature has made a passage thro' where small boats may pass from one side to the other, overhead is an arch, making it one island.

This is the home of countless thousands of sea birds, and their shrieks may be heard even above the roar of the surf, which dashes against the precipitous sides of the island.

We tried about this place for mackerel and also on Pierce's bank, but were unsuccessful in raising fish and with an easterly wind sailed up Gaspe Bay, where there were several small fishing villages, Douglass Town being the most important. Gaspe Basin at the head of the bay has a splendid deep harbor and the streams about here abound in fresh water fish; it was in one of these that I had my first experience trout fishing.

While some of the crew filled the water casks, others went after blueberries which are found in great abundance at this season of the year.

With a favorable wind we sailed away to again search for mackerel. We had already tried in many places where fish had been plentiful in other years, and thus far had seen no sign of mackerel, and some of the skippers were beginning to feel blue over the poor prospects and in many cases discouragement was written on the faces of the crews. However we still continued on what had grown to be a perpetual hunt, covering miles and miles of ground, visiting every known spot in the bay.

Up the St. Lawrence.

Gaspe Head is at the entrance of the great St. Lawrence river, which at this point is some seventy miles wide, with the island of Anticosti, some 80 miles long by 40 wide, at its mouth.

Going up the river on the south side, the land is high and mountainous with many coves, the homes of French fishermen. In these coves the previous year many mackerel had been found and here as in other places visited we searched in vain, not even a bite rewarded our efforts.

The north side of this river is quite level and is covered with dense forests with streams winding into the interior; these smaller rivers teem with trout and fresh water fish of all kinds.

We went to the island of Anticosti which was a good fishing ground usually, and here we tried to raise fish, but with no success.

There are no harbors at this island, tho' there are many coves where a vessel may anchor in good weather. The shores of this island was strewn with wreckage and we saw many old hulks, bones of many good ships, which had sailed their last voyage, mute witnesses to the violence and fury of the storms.

The inland part of this island is largely low and swampy, a breeding place for geese and sea birds. There are several rivers abounding in salmon and it was a pretty sight to see them leaping out of the water in the late afternoon sunlight, sparkling with many colors.

We visited Fox River, usually a good place for mackerel, with no success. While we were here a French shallop made a large haul of very fat herring and as they had many more than they could care for, they gave us 25 barrels in exchange for salt.

At night, bear would often come down to the streams for fish and you could hear their growl afar. It was almost as much as one's life was worth to go ashore owing to the millions upon millions of mosquitoes and midgets.

Being unsuccessful in finding mackerel we now sailed for the Magdalens.

Our First Mackerel.

The Magdalen Islands, from Deadman's to Byron island, the more easterly of the group, some 30 miles long, with no harbors on the north side tho' on the south, Pleasant Bay, with harbor LeBarr and harbor Mazon offer very good shelter. The inhabitants as in other places about the "Bay," are mostly French, and engage in fishing and farming. There are some splendid farms on Amherst island, the largest of the group, which is connected with another island by sand dunes, making it in reality one island.

Byron island was owned or held, by a Mr. White under a grant from the government, with a provision that he look after ship wrecked sailors, for this with Bird Rocks some distance north, was in the direct path of vessels bound up the Gulf and a very dangerous place; should one going ashore here in the winter gales be fortunate in reaching shore alive without some provision for shelter they would surely starve or freeze before spring came, when help might reach them.

Living with Mr. White upon the island were several shipwrecked sailors, who had chosen to stay and spend their days with him. One, a Norwegian, was the sole survivor of a crew of 22 men, whose craft had been wrecked upon the island. He had been washed up on the shore some distance from the wreck and having life enough left crawled to a place of safety, being found next day in a partially frozen condition.

His shipmates were washed up on the shore and buried there, and with the survivor I visited their last resting place, where, he told me he hoped when death should overtake him (as indeed it must have done these long years ago) that he might be buried beside them.

He showed me his grave, already dug should he die during the winter. Mr. White was a man of some considerable education, having been a teacher earlier in life and in my many years in going to the "Bay" I became well acquainted with him, each year carrying papers, magazines and other things which he could procure in no other way.

He had a large number of stock, some of the largest hogs I ever saw and cultivated a large amount of ground. Often he would give us green peas, the amount being limited only by what we cared to pick. He also gave us great quantities of milk. On this particular visit I gave him two barrels of the fat herring that I had obtained from the French fishermen at Fox River and he was very pleased to get them.

We now tried for mackerel about the rocks of these islands and here we took our first fish. Quite frequently in the early morning they would bite freely and again in the late afternoon and from day to day we added to our catch.

It was on rare occasions that we found them in any quantity. Often we would change spots, sometimes seeking the deep water with varying success. Some days we would do fairly well and then for several days would find no fish. After the early morning spurt we would often go ashore, where I would talk with Mr. White and hear from the sailors many tales of their adventurous lives.

In and about the islands, in the shoal places and close in on the beaches we continued to find mackerel, almost literally dragging them out of the kelp and their hiding places among the rocks. One day with a strong northwest wind, two of the vessels from the same wharf as mine were bound home to refit for the fall trip so we gave them our mackerel to carry home, some 180 barrels. Two of our crew wishing to go home with them we exchanged for two of their men. These vessels also gave us their salt and while they were gone we continued to fish the shoal places and when these craft had returned to the "Bay" we had picked up 150 barrels more, so we gained much by staying on.

One of the crafts coming from home had brought us a supply of bait which she left us at Port Hood and as we were getting short of bait we sailed for that place and on the way down, while becalmed, throwing bait we raised some mackerel and caught 25 barrels before the spurt was over.

Our vessel having become quite foul we took advantage while at Port Hood to scrape and clean the bottom (this was before the days of copper paint.)

While on the way back to the Magdalen's we were trying almost continually for mackerel and in one spurt took enough to make our catch

225 barrels which was particularly gratifying inasmuch as the other vessels had done next to nothing while we were gone.

After a few days about the Magdalen's with but little success it being fall with much windy weather we left for the Cape Breton shore.

The Gale of 1873.

As I write memory comes to me of the August gale of 1873 when many of our vessels were anchored in Pleasant Bay.

Almost without warning the wind came up with hurricane force and the beach was strewn with craft. The beach was sandy at this point and vessels going ashore, were not always injured but it was considerable of an undertaking to get them off into deep water.

On this occasion the Gloucester Mutual Fishing Company sent a steamer from Boston to help float the vessels, but owing to the fact that she could not get near them, owing to the shoal water, even tho' she was equipped with every appliance, she could assist none of them. There were some saved by the skippers and crews, but after a short time ashore it was quite impossible to move them from the fact that they were constantly working down into the sand burying themselves deeply making it impossible to save them and the storms of winter would scatter their bones along the shores. My old vessel, the sch. E. C. Smith was among those that went ashore during this gale and here where she had so many times carried me safely she found her last resting place.

The old-timers, if indeed there are any alive, will surely remember the great fleet that would gather in the late fall, in a norwester, under the lee of Margaret or Sea Wolf Island, as it was then called, or possibly in an easterly those that gathered at Port Hood. Perhaps you would note several vessels with their flag up (a sign that she was homeward bound).

The "boys" of the craft whose skipper had elected to stay 'a little longer' would look wistfully and longingly at these homeward bound, vessels wishing that they too were going home, feeling homesickness perhaps for the first time during the voyage.

A Gale on the Cape Breton Shore.

We now tried for fish along the shore of Cape Breton and were successful in finding some mackerel at Margaree (or Sea Wolf) Island and at Cheticamp. While at Cheticamp, at anchor with some 15 others of the fleet, a southeast gale sprung up, blowing directly off the mountains with hurricane force and all but five of the vessels anchored there were piled up on the beach, some so badly damaged that they were afterward condemned.

We were very fortunate having three anchors out of our own and in the height of the gale, added another from another craft in a peculiar way. The wind here has a very short rake, less than two miles and it kicked up but very little sea, so those vessels that went ashore, many of them were later pulled off, little damaged.

A vessel belonging to Capt. Andrew Leighton (who was there in another craft, the Queen of Clippers) went ashore on the point of rocks and became a total loss.

The sch. Henrietta, Capt. Miner, went against the company wharf (a log affair) completely demolishing it; another vessel bore down upon the Henrietta smashing her stern so badly that she filled with water; Capt. James Ayer's vessel, the Mary Hart, went ashore and filled, later being condemned. Capt. Ayer purchased the Henrietta, transferring the mackerel

from the Hart, making some repairs and sailed for home.

Many of the incidents of this breeze are as clear to me as tho' they were the happenings of yesterday. I recall that the gale came in two parts, one quickly following the other, both of short duration but regular tornadoes while they lasted.

After one of these blows it died out into a flat calm and it was right after the first gale that Capt. Ayer came down by us in his boat asking if I was not going ashore to see the wrecks; I called to him that such was my intention when I had finished supper. He had hardly got to the shore when his own craft as if following its skipper, was high and dry upon the sands of the beach.

Right at the height of this gale, when the wind blew with even greater fury than in the first blow, a vessel anchored ahead of us came drifting down by, his anchor across our cable. As he swept by I started to cut his cable when he signaled that he had "slipped" and quicker than it takes to tell we had seized upon the cable, getting a quick turn about our windlass (for we had begun to drag shoreward, even with three anchors out) and we held on.

The next day we took aboard the mackerel of the Henrietta and many of the crew of the wrecked craft, with their effects and sailed for home. Capt. Leighton looked after his stranded craft and the agent of the insurance company attended to the other vessels, several of which were saved.

Summing Up.

This particular year, 1858, was known as a "lean year" for mackerel, not alone in the "Bay" but along our own coast. All over the North Bay it seemed as tho' there were no mackerel. In old familiar spots they were conspicuous by their absence; even when we did raise mackerel almost always they seemed reluctant to take the hook and it was only by hard work that we finally obtained a trip. Sometimes it seemed as tho' we literally had to drag them from their hiding places. There were some days perhaps that they took the hook freely, early in the morning and late afternoon, but usually it was not often that it was "good fishing."

I am firm in the belief that in these days, vessels that are properly fitted with dories to go into the coves and about the rocks as we did that year will find mackerel even as we did in that poor year for mackerel. It is a haunt for these fish and while some years they may be more plentiful than others it is my opinion that they can be caught there still, even as in the old days.

A particular advantage of the old "Bay" days, over the present was or perhaps rather, is, the fact that there were so many vessels "throwing bait" to raise mackerel, but in fishing the shoal places this becomes no particular advantage, and I understand that the native boat fishermen found fish quite plenty this past season and I can only hope that in years to come it may again become an important branch of our industry.

NEWS FOR THE LAKE FISHERS

Menominee, Mich., Jan. 14.—West Shore pound netters are out this week setting twine for herring. More twine will go in the water for winter fishing than for some time. The fish are frozen and sold to local dealers. Last year at this time the market was full of winter caught herring, but this season the cold weather did not put in appearance until about a week ago and the ice is hardly strong enough now to do very much at present. Suckers were in demand and supply was short. Chicago and New York markets were wiring for perch and suckers, but what few were caught here were absorbed by Chicago market entirely. Most of the Menominee gill netters have been putting their nets through the ice and good lifts are expected any day. Most of the fishermen have sold their fall catch of salted herring at \$2.35 per keg. The few that were holding for higher prices have sold their holdings. Fishermen claiming fish ought to be worth more failed to take conditions into consideration, and the ultimate market for salted Green Bay herring and after holding for awhile let them go at current prices as mentioned above. A few frozen herring came in and were eagerly gobbled by local dealers at 2c per pound. Soon as fishing resumes its normal gait, prices will be down to a cent per pound.

Bay City, Mich., Jan. 14.—The weather has gotten very cold since last Thursday and it has made good ice again. The fishermen have put in their nets once more and are getting a few perch and mullets. The prices are high and the fishermen are feeling good over it and they soon expect another raise. About 250 small boxes went from Bay City this week to New York, Boston, Detroit and Chicago. They brought fancy prices, for they are scarce. The hookmen and sparsmen are out catching perch as fast as they can pull them out of the water, some of the men making as high as \$3 to \$4 per day, and they ship their pure fish to the New York market on commission. There are 100 to 200 men out fishing every day with hook and line and about the same number out with spears in the bay. There is no change in the frozen salt and smoked fish market and prices are about the same as last week. This stock is scarce and the prices higher than a year ago. The fishing at East Tawas has not been so good the last week, but a few fish going to New York from that point. If it keeps cold like now the shanties will soon go out for yellow pike, and it looks good for a favorable winter for that kind of fishing.

Cleveland, O., Jan. 16.—The market here is in first-class condition, relative to stock and prices for all lake varieties. Halibut and salmon are scarce, and it is figured that only about 30 per cent. of the Northwestern product will be in the market this winter for reasons as obvious to the trade as is the scarcity of the former mentioned varieties. Dealers are holding their stocks so as to return fair business prices and there seems a greater unanimity of interests now expressed than was manifested a couple of seasons ago among the prominent producers. The two wholesale firms going out of business here last month in a measure accounts for the firmer stand now taken, but the crux of the situation lies in the slight production, failure and loss of the fall fishing, both here and to the Eastward on Lake Erie. To keep level with the demand large importations are found necessary and Cleveland is a spot market for many varieties outside of Great Lakes production.

The fish and game warden of Tippecanoe county, Indiana, was much exercised during the past fishing season over the large quantities of fish offered by the dealers of Lafayette. Seines and nets he felt quite sure were not in use in his territory. Seeking for a time in vain he suddenly came one day upon a lone fisherman seated at the end of an interurban railway bridge, and beside the angler lay a huge pile of fish. From time to time the fishermen indulged in the queer proceeding of striking his fishing pole against the trolley wire. Dead fish came to the surface following this action. Investigation showed that an insulated wire ran down the fish pole and dipped into the water under the bridge. The 500-volt contact with the trolley served to electrocute all fish near the wire.—The Fishing Gazette.

ANOTHER LARGE FLEET IN TODAY

Several Off-Shores Among Them—Prices Are Very Good Considering.

Another big batch of arrivals were at T wharf, Boston, this morning, the first including 25 fleet of sail in all, of which three are from the off shore with good sized fares of haddock and cod.

Sch. Frances S. Grueby, Capt. Enos Nickerson, has the largest fare of the morning, his hail being for 53,000 pounds of haddock, 12,000 pounds of cod and 2000 pounds hake. Sch. Moonam, Capt. Hugh Quinlan, has a fare of 50,000 pounds and sch. Pontiac, 55,000 pounds.

Haddock was down to \$3 to \$3.75 a hundred weight wholesale. Large shore cod sold at \$6 and market cod at \$2.50, hake, \$3 to \$6, and pollock, \$3.50 to \$3.75.

Boston Arrivals.

The fares and prices in detail are:

Sch. Clara G. Silva, 10,000 haddock, 700 cod.

Sch. Mary DeCosta, 3000 haddock, 2000 cod, 1500 hake.

Sch. Moonam, 40,000 haddock, 8000 cod, 2000 cusk.

Sch. Natalie J. Nelson, 5500 haddock, 1300 cod, 3500 hake.

Sch. Frances S. Grueby, 53,000 haddock, 12,000 cod, 2000 hake.

Sch. Jorgina, 3500 haddock, 1500 cod, 2300 hake, 2500 cusk.

Sch. Pontiac, 47,000 haddock, 5000 cod, 2000 hake, 1000 cusk.

Sch. Motor, 3000 haddock, 700 cod, 1500 hake.

Sch. Rita A. Viator, 2000 haddock, 400 cod, 5500 hake.

Sch. Sadie M. Numan, 5500 haddock, 2000 cod, 6000 hake, 1500 cusk.

Sch. Edith Silveira, 5000 haddock, 1500 cod, 1000 hake, 1500 cusk.

Sch. Elva L. Spurling, 6000 haddock, 3000 cod, 2000 hake, 2000 cusk, 2000 pollock.

Sch. James and Esther, 2000 haddock, 500 cod, 10,000 hake, 9000 cusk.

Sch. Adeline, 8000 haddock, 1700 cod, 1000 hake.

Sch. Belbina P. Domingoes, 6000 haddock, 1500 cod, 3000 hake.

Sch. Juno, 3500 haddock, 800 cod, 3500 hake.

Sch. Galatea, 4500 haddock, 700 cod, 4500 hake, 1000 cusk.

Sch. Leonora Silveira, 8000 haddock, 1500 cod, 1500 pollock.

Sch. Flavilla, 2000 haddock, 1000 cod.

Sch. Annie and Jennie, 2500 haddock, 700 cod, 1500 hake, 1000 cusk.

Sch. Manomet, 9000 haddock, 1000 cod, 2000 hake.

Sch. Harriett, 5500 haddock, 2700 cod, 3000 hake, 1000 cusk.

Sch. Elizabeth W. Numan, 3000 haddock, 1300 cod, 6000 hake.

Sch. Rose Standish, 4000 haddock, 1000 cod, 1200 hake.

Sch. Stranger, 5000 haddock, 1200 cod, 300 hake.

Haddock, \$3 to \$3.75 per cwt.; large cod, \$6; market cod, \$2.50; hake, \$3 to \$6; pollock, \$3.50 to \$3.75.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

Salt herring, \$3.50 per bbl.

Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.15; mediums, \$1.80. snappers, 75c.

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

Hake, \$1.15.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, \$80c.; round, 90c.

Bank halibut 18c per lb. for white; 15c for gray.

Fresh herring, \$1 per bbl. to salt; \$2 per bbls. for salt.

Newfoundland frozen herring, \$2.75 per cwt.

CAPT. M'LEOD HIT IT JUST RIGHT

Home From 17 Day Trip With Fine Halibut Fare—Sold at Big Prices.

With the banner halibut fare of the season, sch. John Hays Hammond, Capt. Archie McLeod, is here this morning after a 17 days' trip down on Quero with 30,000 pounds of halibut and 25,000 pounds of fresh fish.

Capt. McLeod, who is the youngest skipper of the halibut fleet, has taken command of the Hammond in the absence of Capt. Lemuel Spinney, who is remaining ashore during the winter months. Capt. McLeod is every inch a hustler and generally knows where to find them. After securing his splendid trip, he hastened to port, in time when halibut are very much wanted, and dealers are willing to pay fancy prices for them.

The New England Fish Company was the purchaser of the halibut fare and paid 18 cents a pound for white and 15 cents a pound for grays.

Yesterday's arrivals included sch. Blanche, Capt. Adams, nine days from the Bay of Islands, N. F., with 152,000 pounds of salt cod and 600 barrels of salt herring for Davis Brothers.

Sch. Titania, Capt. Patrick Vale, from a deck handlining trip to the eastward, has 18,000 pounds of salt cod, 7000 pounds of fresh fish and 400 pounds of halibut. Capt. Vale reports heavy weather most of the time out and was obliged to put into Liverpool, N. S., for a new anchor, as previously reported.

Yesterday's gill netting receipts tallied over 70,000 pounds. The high line of the fleet was sch. Little Fannie, which landed 11,000 pounds. The boats have been striking a nice run of haddock for several days, yesterday's fares being about two-thirds haddock, one-fourth cod and the remainder pollock and hake.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. John Hays Hammond, Quero, 30,000 lbs. fresh halibut, 25,000 lbs. fresh fish.

Sch. Titania, eastern deck handlining, 18,000 lbs. salt cod, 7000 lbs. fresh fish, 400 lbs. fresh halibut.

Str. Ibsen, gill netting, 1600 lbs. fresh fish.

Sch. Little Fannie, gill netting, 11,000 lbs. fresh fish.

Str. Quoddy, gill netting, 3500 lbs. fresh fish.

Str. Mindora, gill netting, 400 lbs. fresh fish.

Str. Rough Rider, gill netting, 2300 lbs. fresh fish.

Str. Margaret D., gill netting, 3000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1600 lbs. fresh fish.

Str. Nomad, gill netting, 3000 lbs. fresh fish.

Str. Enterprise, gill netting, 2000 lbs. fresh fish.

Str. Venture, gill netting, 2000 lbs. fresh fish.

Str. Philomena, gill netting, 1800 lbs. fresh fish.

Sch. Robert and Edwin, 2500 lbs. fresh fish.

Str. Hugo, gill netting, 1200 lbs. fresh fish.

Str. Sunflower, gill netting, 1500 lbs. fresh fish.

Str. Evelyn H., gill netting, 2000 lbs. fresh fish.

Str. Ethel, gill netting, 1000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 000 lbs. fresh fish.

Str. Mary L., gill netting, 900 lbs. fresh fish.

Sch. Gertrude T., gill netting, 2500 lbs. fresh fish.

Str. Geisha, gill netting, 3000 lbs. fresh fish.

Str. Nashawena, gill netting, 2200 lbs. fresh fish.

Str. Harold, gill netting, 700 lbs. fresh fish.

Str. Mystery, gill netting, 1000 lbs. fresh fish.

Sch. Mariner, gill netting, 1000 lbs. fresh fish.

Str. R. J. Kelleck, gill netting, 3000 lbs. fresh fish.

Str. Bessie M. Dugan, gill netting, 800 lbs. fresh fish.

Str. Lorana, gill netting, 1000 lbs. fresh fish.

Str. Sawyer, gill netting, 2000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 5000 lbs. fresh fish.

Str. Mary Ruth, gill netting, 3000 lbs. fresh fish.

Str. Anna T., gill netting, 2000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1800 lbs. fresh fish.

Sch. Blanche, Bay of Islands, N. F., 152,000 lbs. salt cod, 600 bbls. salt herring.

Sch. Alice M. Guthrie, via Boston.

Jan 21.

FRANK COONEY CAN CATCH 'EM

Capt. Frank Cooney who took sch. Emelia Enos to Pensacola, to which port she was sold last fall to engage in the snapper fishery, arrived at Pensacola a few days ago with 63,000 pounds of snappers, which is one of the largest if not the largest single trip in the history of the southern snapper fishery.

SALT FISH TRADE.

Estimates of Stocks On Hand At Various Centres.

General trade in domestic salt fish at this time is backward, except in the case of one or two houses. The present mild weather is unfavorable, but dealers are looking for a moderate revival with the early set in of Lent on February 5.

In regard to stocks of dried fish available for the markets of the world, Norway is credited with 450,000 qtls., or about 150,000 more than last year's stock at this time, says the Maritime Merchant. England is short; France is very short, Newfoundland and Labrador had a big catch, but the supply suitable for Brazilian consumption is now less than at the same date last year. Stocks of Lunenburg bank fish are estimated at 70,000 qtls., practically all in first hands. The situation is peculiar though not perhaps unusual. There seems to be too many of one kind of dried fish, and not enough of the other. A year or two ago there were too many "shore" fish, now there are too many "bank"; and, if by some secret process we could change "bank" into "shore" at the wish of the owner, the condition of mind of the Lunenburg holder at the present moment would be mightily relieved.

Jan 21.

Porto Rico Fish Market.

Our markets have undergone a favorable reaction, owing to the gradual reduction of supplies at hand. Now that the holidays are over, and work will soon be resumed on the plantations, we look for a more steady consumption. Sales have been made at \$28 for codfish and \$22 for pollock and haddock. Next moderate arrivals should sell at advanced values.—Reported January 7, 1913, by S. Ramirez & Co., San Juan, Porto Rico.

Portland Fish Concern Incorporated.

W. L. Daggett Co., Portland, Me., wholesale and retail fish business; capital, \$50,000. Incorporated. President, Willis L. Daggett; treasurer, John A. Tenneson; clerk, Clark D. Chapman, all of Portland.

Good Stock For Sch. Paragon.

Sch. Paragon stocked \$2450 from her recent halibuting trip. The average share was \$66.88 and the high share, \$86.38 while the cook received \$100 as his part of the trip.

Jan 21.

The Norway Catch.

The fishery director of Norway reports the results of the Norwegian fisheries from January 1 to November 27, 1912, to be: Cod, 90,200,000 fish; mackerel, seapacked for America, 18,520 bbls.; livers for medical oils, 1,676,642 gallons; livers for other oils, 748,220 ga's.

Going Gill Netting.

The steamer Dolphin, recently purchased by Capt. John Chisholm will be fitted for the gill net fishery in command of Capt. Douglass McLean. Since abandoning mackerel seining last fall, Capt. McLean has been engaged in fish buying at T wharf, Boston, for L. A. Treat.

Net Inventor is 90.

Jens Laursen Voever of Denmark, the inventor of the plaice seine net, celebrated his 90th birthday November 6 last. This seine has been in use by the Danish fishermen since 1848.