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CAPT. SMITH TELLS OF THE OLD DAYS.

Last summer, while lying at anchor in my motor boat at "Long Cove," Rockport, my mind went back to the long ago, almost to the very beginning of the fisheries in Sandy Bay, and the scenes about this place in those old days came back to me as though unchanged after all these years.

"The piers and the breakwater were unbuilt in my early memory, but in the fish houses about "The Cove," on summer evenings, would gather the

CAPT. SYLVANUS SMITH.

old men, (many of whom had fought in the war of Independence) as well as privateersmen of the war of 1812. As a boy I would listen to their tales of adventure on sea and land during the wars; the stories of sea captains, all the almost blood curdling tales of hand to hand combat upon the deck of an enemy, which not only filled me with awe, but a great respect for the men who had fought their country's battles on both land and sea.

There is no place in New England where nature provided so little and where the people have done so much as in Old Sandy Bay, and the stone wharves that were built by the bone and sinew of these thrifty people have withstood the storms and the elements these many years and will be handed down to future generations as monuments to their thrift almost until the end of time.

There have been many changes since my early memories and it may be interesting to recall those early days when "Sandy Bay" was a prosperous fishing center, in fact, one of the most important centers for this industry in New England.

Old Sandy Bay, or the Making of a Fisherman.

Our records of the early fisheries of old Sandy Bay are woefully incomplete.

History tells us that in the year 1695 John Babson received a grant of land at Straitsmouth Point to set up a fish house and an old cellar still marks the site this house was located.

Without doubt the fisheries were conducted or carried on from "Long Cove" and small boats were used which were easily pulled up on the shore out of danger from the sea.

The point of land called "Bear Skin Neck" tradition tells us, received its name from the fact that Babson killed a bear there, drying the skin upon the rocks; his weapon, it is related, was an old fish knife and it was a common expression when I was a boy, if one had an old knife, to remark, "this is the knife with which Babson killed the bear." (It is quite probable that this tradition is founded upon some actual happening, for there were families living upon the "Neck" at that time and without doubt bears often came down from the woods attracted by the smell of fish.)

I hope that the Sandy Bay Antiquarian Society has preserved that old knife (or some one of the numerous knives claimed to have been this historic weapon.)

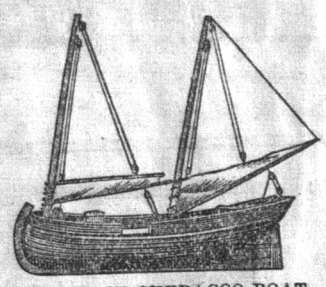
Whether all the Babsons on the Cape claim lineage to this renowned bear slayer I do not known, but if so they might in all justice, take as their coat of arms, the engraving of a mighty arm suspended over the form of a slain bear, and in the hand a long fish knife.

While in the early fisheries very small boats were employed (with the increase in the industry larger craft were built and as these later craft were too cumbersome to be easily hauled up on the beach or upon the shore, mooring were put down in Long Cove and the boats were thus anchored.

These moorings were made from large stones with a hole drilled through, attached to which would be a long chain or cable. While in the main this was safe anchorage during very heavy easterly storms sometimes, either from the moorings parting or dragging, many craft would be thrown high upon the shore.

The craft which followed the very early small boats were from six to 15 tons burden, standing room affairs, or partly decked over carrying from two to four "hands."

I very well remember some of those old time boats and their crews, some of them old men whose memory went back to the very beginning of the early fisheries of Sandy Bay. As a small boy, I took great interest in their stories of earlier days, and I recall the quaint dress of many of them, their long hair done up in queues hanging down their back. Even then this style of dressing the hair and the wearing



MODEL OF CHEBACCO BOAT.

of knee buckles was fast disappearing and was uncommon except with the very old men.

These newer and larger boats were called Chebacco boats for the place where they were built (now Essex.)

When a severe easterly threatened, most of the boats were taken around to the harbor, or perhaps 'Squam, where they might safely weather the storm. It may be seen that these early fishermen pursued their calling under some considerable disadvantage.

In the late fall when the fishing season was over the smaller crafts would be hauled out upon the shores about the "Cove", long spars being laid down, well greased and with block and tackle the boats would be drawn up above high water mark while the larger crafts were taken around to the "Harbor" or laid up for the winter at 'Squam.

In those early days there was no such things as "race suicide" and large families were common; there was a great supply of boys and these were put into the fisheries very early in life often at the age of nine or ten.

The "schooling" was very simple and consisted of but few weeks in the winter time. There was little time for idling for when the fishing season was done, in the late fall, there was the winter's wood to get in, (there being no coal in those days), and if it happened so there was snow, sleds were used in hauling in the wood, but often it was burdened in and those old-fashioned fireplaces consumed much wood as we boys could testify.

It is said that parents would suspend a cod-line from an attic window and attached to this would be a dried codfish and here the small boys had their first lessons in hauling in fish. Many of the families had in the yards an old dory and the children would play in this, throwing out the anchor or playing at rowing, but this pastime was soon left for the greater sport of fishing for cunners and pollock from the rocks about the shore. At the age of nine or ten these boys would be in the boats with the men, preparing their simple meals and while very young would often be numbered among the crew.

In the spring when the season for fishing opened the first thing to be done was to prepare the mooring which had been taken up in the fall and some sailor man would be engaged to make a "splice"nor would he touch a marlinspike until the "main brace," (a drink of New England rum) was first furnished.

The boat would have been previously tarred and made ready for launching, which was not a difficult matter and after being put off to the moorings, the fireplace would be rebuilt. An old man, whom we called "Uncle" Mike, did all this work and he would not touch a brick until he had first been furnished with a pint of New England rum after which the job would be speedily completed.

Most of the boats, practically all, carried at least one boy and he was supposed to be provided with a tinder box, with tinder, (dry rags) with pine chips dipped into hot brimstone. With flint and steel it was possible to get a light, but when fishing a brand was always kept burning in the cabin fireplace as the noise of the flint striking against steel, often awoke the sleepers.

The friction matches of our present day were unknown to these early fishermen.

These were no Ingersoll "dollar watches" nor were clocks in use on fishing boats in those days and time was reckoned by the hour glass and the height of the sun by the Robert B. Thomas almanac. At night the movement of the stars in the heavens would tell them the hour.

A boy's duty aboard these craft was to cook the plain repasts, (make stew and fry fish) fill and light pipes, mixing grog and such minor things as he might be called upon to do. A boy of nine or ten was considered quite old enough to act as cook on these boats and acting in this capacity a few short years he soon graduated into a full-fledged fisherman, even while very young.

In the early days there were no wharves where boats might lay and take on cargoes and fish was loaded on vessels to be taken to Boston and other places under severe difficulties and much inconvenience.

In 1819 some parties obtained permission and built piers at what was called "Whirlpool Cove." This made a safe harbor for the craft that could not use Long Cove.

With a better harbor larger craft were built to pursue the Grand Bank fisheries and in the spring, when these craft were fitting and being made ready, Sandy Bay was indeed a busy place.

There were no railways in those days, where vessels could be hauled out and painted and in the spring it was a familiar sight to see many craft hauled up high and dry on the beach, as many as the shores would accommodate, all leaning one way, with their crews, like human ants, working on the under body, cleaning scraping and painting, or at work in the rigging, bending sails, etc.

As this fleet was a large one, almost every family had one or more members, (sometimes all of the male members) sailing away at one time and on the occasion of the getting away of the Grand Bank fleet the women and children, mothers, wives and sweethearts would come down to the shore to watch them fade away in the distance, sometimes never to return to the watchers at home.

Those old wharves and piers, now deserted, still stand as a monument to those early fishermen, to the perseverance of the people of Sandy Bay of that period.

In 1836, the needs of greater protection for the large increase being apparent, the national government was induced to build a breakwater.

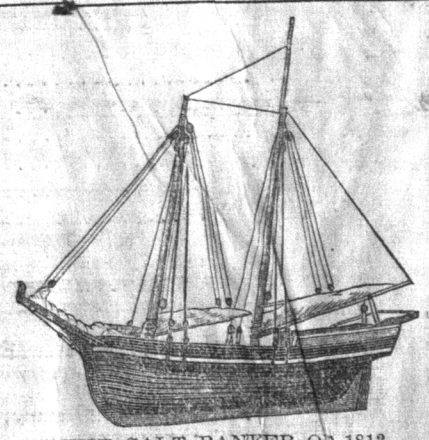
At this time there were some 12 vessels engaged in carrying fish to New York, Boston and other places, some going as far even as to southern ports and the West Indies.

With the building of the breakwater the fleet largely increased both in size and numbers and there were some 8 craft kept at the moorings of the cove.

There was no lack of numbers of boys and as they grew competent they were pushed ahead, first on perhaps a quarter share and later one-half, until they become a full sharesman which was indeed a happy day.

I remember shipping on one of these craft on a three-quarter share and went several trips; when the first trip was sold the "skipper" told the share agent to give me a full share and you may be sure that I was greatly pleased to be thus advanced. It was always a happy day when the boy arrived at the distinction of a full sharesman and he was the envy of the other boys who had not yet arrived at this distinction.

When the breakwater was finished, long wharves were built and a new and better class of vessels, craft of 30 to 40 tons burden, took the place of the smaller craft.



THE SALT BANKER OF 1812.

In the spring the vessels, many of them, fished along the shore, Boone Island was a favorite fishing ground and the vessels would harbor during bad weather at York, Maine, (Old York we used to call it).

Often there would be as many as 15

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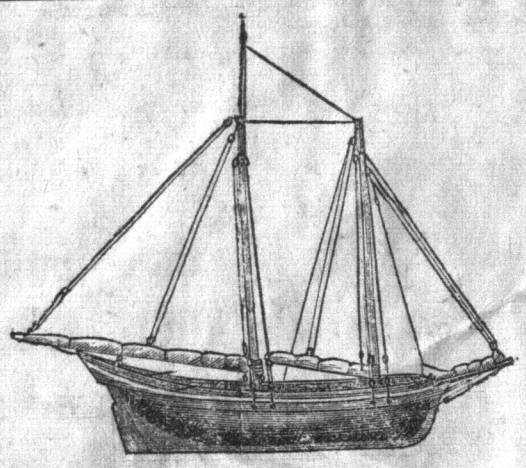
or 20 boats anchored there at a time for it was a most convenient harbor.

York was not much of a place then, a few log wharves, several farm houses nearby and a grocery store where they kept "West Indies goods" (rum)—for this was before the days of the Maine prohibition laws.

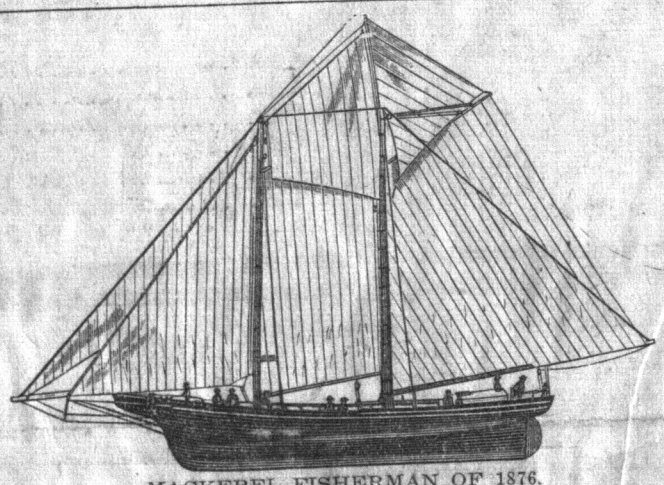
After visiting the "grocery store", the "skippers," often, as well as the crew sometimes would feel quite lively.

For a few years, during the spring fishing seasons I often visited York and then, engaging in other branches of the industry it was some 65 years after when a few summers ago I next viewed the place.



MODEL OF A PINKEY, 1836

I would scarcely have recognized the old town of the years ago in the changes which had taken place since I had lost harbored there; the same beach, harbor and headlands as in years ago, but all above the waterline was changed, the old farm houses of years ago had disappeared, the grocery store was gone, the ox carts had served their day and were also numbered with the relics of the past. Great hotels and fine summer residences had taken the place of the old farmhouses, a model market had sprung into existence in the place of the old grocery store, (driven out of business by the Maine laws) and the ox-cart had given way to the automobiles which were dashing through the streets with ease and comfort to their passengers. Trolley cars carried people to and from the beaches and into



MACKEREL FISHERMAN OF 1876.

out of Sandy Bay in catching fish claiming his catch at 30 quintals, (he really had but 12). It was fun for us boys to sit around and see the fun, as we were in on the joke.

Among the crews of many of these old boats was a great rivalry, (almost laughable seem their boasts, as well as the pride they took in their favorite craft when compared with the smart trim boats of our day).

Gathered about in some fish house or perhaps the grocery store the sailing qualities of the various craf would be argued heatedly until, if i were possible, after a challenge had been issued, boats' crews would be chosen with great care, particular attention being given to a clever helmsman as well as a good man for the "scoot horn", (a horn on a long pole with which the sails were drenched with water). The old fashioned duck, made of hemp, when dry was very open and the many drenchings served to shrink the fibre until it would hold considerable wind).

After much arguing, the boats would start out, the crowd gathering at the "Watch House Point" on "Bear Skin Neck" to see the contest.

Excitement would run high, each man on the shore having his favorite boat and when the supremacy was finally settled (never finally, perhaps temporarily), the race would be gone all over again in the arguments of those ashore and the interest was as great as though it were a contest for the International Cup, among the people of the town.

In 1840, after the completion of the breakwater, the winter fishery was engaged in, many of the craft taking their fish to Boston while fish landed at Sandy Bay was often hauled over the road to Gloucester in teams, and from there to Boston.

When the railroad was built to Gloucester the fish were sold to local buyers there and by them shipped to Boston.

This winter fishery became quite prosperous and many men were employed during the winter months who had previously to the beginning of this branch of the industry had found nothing to do this season, between fall and spring.

The mackerel fishery assumed great proportions, these later day craft being well adapted to the fishery as then pursued. A great many fish were landed on the wharves and piers at Long Cove (I have seen them literally covered with barreled mackerel).

In keeping with the changes in other branches of industry the mode of catching fish has changed and much of the picturesque and poetry of those old days has passed into things more modern, the old fish houses are crumbling in decay, the flakes yards have wholly disappeared and the men of former days are gone, almost forgotten but in the old stone wharves and piers they leave a monument to perpetuate their memory which will survive, reminding future generations of their energy, almost to the end of time.

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the surrounding country and I almost wondered, (like Rip-Van-Winkle), if indeed I could be in the right place.

Theatres and moving picture shows, stores on every hand made the popular summer resort seem almost as a great city; even in the harbor were splendid looking yachts, gasoline craft and memory took me back to the old days, 65 or more years ago when I had last visited this place.

Last year while at York in my boat I talked with an old man, verging onto 90, an old native of the town who still tends his lobster pots near the harbor mouth. His memory of old times set me thinking of by-gone days and one incident of that time comes back to me after all these years as though it happened yesterday.

There were quite a fleet of boats fishing off York, many of them I well recall after these 70 years, (the boats Hake, Roscoe, Democrat, President Silk Worm, Camel and Osprey are a few that were numbered among them).

The boat Roscoe, Haskell skipper, had been more successful than most of the boats one day, (he had never been in charge of a boat before)—and some of the skippers of other crafts came aboard and told him how lucky he had been and after having the jug passed around they took off the hatch to look at the fish. They told "Sol" that he had not salted them enough, that there were more fish than he reckoned so the catch was repacked and again salted.

Then there were visits to the shore, the jug was refilled and then another look at the fish and the same performance of resalting was gone through with. By this time old "Sol" was feeling pretty nice and he boasted that he did not care for any man

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HEROINE HAD VERY LARGE FARE

Business was brisk in the salt water fish market during last week. There were many varieties of fish to be had at very low prices, the Fishing Gazette says.

The trawler Heroine arrived on Wednesday to Cheseboro Brothers with 100,000 pounds of mixed fish, mostly haddock. The quality of the catch was not of the best and many sales of haddock were made at 2 cents per pound.

The price of eastern haddock of choice quality was 5 to 6 cents per pound. The top figure prevailed only on Wednesday before the Heroine began to discharge.

Western white halibut brought 12 cents up to Thursday, when a new car of fish was sold at a shilling a pound in box lots. There were no eastern fish on the market.

Hake was scarce and high in price during the entire week. Up to and including Thursday, the quotation was 6 to 7 cents per pound. On Friday sales were made at 7 to 8 cents.

Storms during the latter half of the week caused groundfish to be scarce, and prices therefore were somewhat higher at the close of the week, steak cod being quoted at 10 cents per pound and market cod at 6 cents. Earlier in the week the price was 8 to 9 cents for steak fish and 4 to 5 cents for market cod.

Arrivals were as follows:
Guyasuta, 200 codfish.
John Leonard, 200 codfish.
Harold, 350 codfish.
George E. Hagen, 700 codfish.
Gracie Phillips, 2100 codfish.
Earl and Nettie, 2100 codfish.
William T. Dodge, 2400 codfish.
John Feeney, 1000 codfish.
Eleanora Hill, 1700 codfish.
Angler, 400 codfish.

FIRST DUTCH STEAMER HERE

Steamer Bloomberg of Holland, Capt. Scheltema, arrived here this morning shortly after 6 o'clock with a cargo of 2200 tons of salt consigned to Fred Bradley.

The captain reports a fine passage all the way across, being 24 days from Iviza and 19 days from Gibraltar.

The Boomberg is the first Dutch steamer with salt that has ever come to this port.

What Fresh Fish Trade Amounts to in Lent.

Lent is over for another year and now the fishermen and wholesale commission men can set down and figure out just how much business the Lenten season brings them each year. Ask any one of the big dealers and you will be told that Lent means practically nothing to the fishing industry. Of the six weeks devoted to the penitential season there are only six days, exclusive of Fridays, on which meat is prohibited. These days occur in the second and the last weeks of the season. The faithful are told that they shall refrain from eating meat each Wednesday during Lent, still the edict is not enforced among the working classes or their families. The present Lenten season has been a fair one as Lenten seasons go. The supply of fish was at no time heavy, and many times it was so short that prices were almost prohibitive, still it was not the fault either of the men who catch the fish or the commission men who handle it. Nature was not lavish in her supply, and had it not been for the fish in cold storage prices would have been so high on all varieties of fish that it would have been impossible for the poor to eat it at any time during the Lenten season. —Fishing Gazette.

Fish Scarce at Lockeport.

A recent report from Lockeport is to hand from which it appears that fish seem to be very scarce along this shore at present and only small catches are being made by the schooners operating from this port. But although the quantity caught is small, keen competition in buying has advanced the price from 2 cents per pound for haddock, 1 1-2 cents for cod and 1 cent for shack, to 3 1-2 cents, 2 1-2 cents and 2 cents, respectively. So the crews still make very good shares.

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NEWS FOR THE LAKE FISHERS

Menominee, Michigan, March 26.—The weather has been so changeable that all stocks of frozen fish have long since been sold and all herring being shipped are green stock. At the present time the weather is cold again but no dealers will risk frozen stock at this time of the year. Sucker fishing was better last week but lifts of perch were light. The closing of the Lenten season had little effect on prices as the demand for fresh stock was below supply and fishermen realized the regular high prices that prevailed throughout Lent. The New Michigan fish law as it stands now in the Senate calls for a curtailment of the spring pound nets season. The closed season for 2 inch mesh will be from June 15 to October 1. Heretofore, July and August were the closed months for pound net fishing on Michigan shores. Wisconsin fishermen will all operate pound nets in Door Co., the coming spring season, as the law of course has no effect on their operations. Game Warden Harrington was here last week looking over the ground and found fishermen in this locality a law abiding lot and catching of immature fish practically done away with. Large lifts of trout were taken during the week with hooks, this class of fishing being especially good just now. Some of the fishermen brought in lifts of as high as 1600 pounds trout.

Cleveland, Ohio, March 27.—The fishing industry is as yet in abeyance in so far as spring work or production is concerned, for, although small consignments of trap net varieties reach here from east and west south shore points, the supply is irregular, inadequate and to high priced for the quality offered or to fill any orders with. On top of the foregoing comes the most calamitous spring floods that ever the city of state has known. The Cuyahoga has been on the rampage for three days owing to incessant rains, and the entire river district is now flooded to the extent of rendering all industries bordering thereon inoperative. The heaviest loss in the local fishing interests falls upon the Buckeye Fish Co.). The entire ground floor of the extensive warehouse was under water, stock floated away and the fleet of tugs grounded on the edge of the wharf with the loss of all reels and everything else movable or floatable on the outside. The water lowered several feet by Wednesday afternoon, but a steady drizzling rain setting in threatens further loss for Thursday. All of the tug owners are keeping men employed day and night to watch their property, as several boats broke away from their moorings and it is a case of flotsam, jetsam and lagan throughout the several miles reach of the Cuyahoga, with some millions of feet of new lumber changing locations from stock piles on the river frontage to the broad expanse of Lake Erie along with other floating commodities.

The express companies refuse to collect or forward freight over several lines and fish orders cannot be filled.

The Beck plant, adjoining the Ranney Bros. Fish Company wharf at Main street bridge, and said to be the oldest building on the river, was burned down a day or two ago. This was a notable landmark and corner to all fishermen as well as others visiting this port.

The new owners of the tug Phillip G. Schaefer are Martin Anderson, Louis Hagan, James Ranch and Charles Holmberg, all practical fishermen, and forming the crew of this well known craft.

The tug Grace, Capt. John Harboldt owner broke away from her moorings on Tuesday and drifted down the river in a strong current, successfully making all the bends, passing bridge and clearing lumber piles with other floating debris at her own sweet will, as there was no one aboard of her. She was eventually collared by a harbor tug and placed in safety with but slight damage to the hull, etc.

The Case Fish Company most fortunately passed through the high water without any loss to house, wharf, stock or boats. Business, however, is somewhat at a standstill, outside of local orders, owing to the demoralization of train service.

The Booth Fisheries Company is keeping a large staff of men employed day and night attending to the fleets at their own docks and the wharves of the Buckeye Fish Company. The loss at the latter plant cannot yet be even estimated, but it will run up into the thousands of dollars.

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The Fishermen's Union met here this week in consultation with the dealers, but it is not learned that they got any nearer the mark of mutual agreements.

It is now considered as a very fortunate circumstance that fishing is suspended at this port; otherwise, and in the event of no strike existing, the loss to boats, stock and nets would have been simply ruinous.

The municipal fish plant was inundated, the water reaching nearly to the roof of the house. It was hourly expected that the entire city property and its contents would float away down stream but the building still stands.—Fishing Gazette, March 29.

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News of the Sealers.

Regarding the operations of the sealing fleet the St. John's, N. F., Herald of March 26, says:

Last evening, Messrs. Job Bros. had the following from Capt. R. Bartlett of the Neptune:

"31,000 panned; 5000 on board. Ice light, jammed four days; Viking nine miles east doing good."

Eagle, last night—Killed and panned today 4300. Having a gale; if wind subsides prospects good."

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Pensacola Arrivals.

There were very few arrivals at Pensacola last week, the majority of the smacks being still out on the fishing banks.

Smacks arriving for E. E. Saunders & Co. were: Fish Hawk, 14,120 snappers, 12,900 groupers; Clara R. Harwood, 10,465 snappers, 1960 groupers; Albert Geiger, 8140 snappers, 1000 groupers; Alcina, 15,000 snappers, 10,000 groupers.

For Warren Fsh Co.; Mary L. Harty, 5000 snappers, 1000 groupers; Hope, 15,395 snappers, 17,300 groupers; Mary B. Greer, 16,985 snappers, 15,555 groupers; C. H. Colt, 15,830 snappers, 8065 groupers; Galatea, 1000 snappers.

New Reid Boat Reports Hard Weather

The new steamer Lentrose, built in England for the Reid, Newfoundland Company, was reported by wireless as 14 days out, and had experienced very heavy weather. The new ship will go on the Sydney-Port-Aux-Basques route in connection with steamer Bruce, on her arrival on this side.

Tried Her Engines.

Sch. Lottie G. Merchant, one of the south seining fleet, which has recently been equipped with motor power, had a trial trip outside yesterday, to test her new engines.

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Porto Rico Fish Market.

Demand for medium cod has been fairly active at the previous quotation of about $32. On the other hand, the inquiry for large cod has been disappointing, and in order to effect sales the price had to be shaded to about $33, buyers showing but a light interest at that. Pollock and haddock remain quiet at about $23 to $23.50. Ponce and Mayaguez are somewhat weaker, as well on codfish as on pollock, which are quoted at $31.50 and $23, respectively.—Reported March 18, 1913, by S. Ramirez Co., San Juan, Porto Rico.

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HALF MILLION LBS. AT T WHARF

Six Off-Shores in and All of Them Have Large Catches.

With seven fresh fares on hand this morning, six of which were from off shore and the gill netting shipments from here, T wharf dealers had nearly a half million pounds of fish this morning to supply the day's trade.

A monster fare was that of the steam trawler Spray which brought in 80,000 pounds haddock, 20,000 scrod, 28,000 cod and 600 halibut. The steam trawler Foam is also in with 31,000 pounds of fresh fish and 11,000 weight of sole.

Other arrivals are schs. Frances J. O'Hara, Jr., 65,000 pounds; Aspinet, 68,000 pounds; Mary F. Sears, 50,000 pounds cod and 25,000 haddock; Jorgina, 70,000 pounds; Frances S. Grueby, 20 000 pounds.

Wholesalers paid $3 to $4.50 a hundred for haddock, $4 to $5.50 for large cod, $3 to $4 for market cod and 18 cents a pound for halibut.

Boston Arrivals.

The fares and prices in detail are:

Sch. Francis J. O'Hara, Jr., 25,000 haddock, 40,000 cod.

Sch. Aspinet, 55,000 haddock, 7000 cod, 6000 cusk, 300 halibut.

Sch. Mary F. Sears, 25,000 haddock, 50,000 cod.

Sch. Jorgina, 20,000 haddock, 50,000 cod.

Sch. Frances S. Grueby, 16,000 haddock, 3000 cod, 500 pollock.

Str. Spray, 98,000 haddock, 28,000 cod, 600 halibut.

Str. Foam, 27,000 haddock, 4200 cod, 11,000 lemon sole.

Haddock, $3 to $4.50 per cwt.; large cod, $4 to $5.50; market cod, $3 to $4; pollock, $4 to $5; halibut, 18 cents for white and gray.

THREE SEINERS AWAY TODAY

Three more seiners sailed for southern waters this morning, making four crafts to leave to date They were sch. Romance, Capt. Solomon Jacobs, Lottie G. Merchant, Capt. Ralph Webber; Corona, Capt. Wallace Parsons.

TWO CUTTERS FOR ICE PATROL.

The Miami and Seneca to Cruise This Spring in the North Atlantic.

The revenue cutters Seneca and Miami will patrol the transatlantic ship routes this spring to protect shipping against icebergs. An order was issued to that effect by Secretary McAdoo with the announcement that the protection afforded by the British whaler Scotia, sent to the North Atlantic by British steamship interests, was not regarded as sufficient.

The two cutters, beginning the patrol within a few days, will make alternate cruises in the ice region, each vessel remaining two weeks on the station.

"They will develop the extent and condition of the ice fields," said Secretary McAdoo, "and send this information by wireless each day to the Navy hydrographic office for publication. They will also keep in touch with vessels in order to give them warning of the condition and locality of the ice fields."

Following the Titanic disaster last April, the American navy patrolled the course, but the demands of Mexico and Central America prevented the navy's participation at this time. The question of sending the revenue cutters was considered at the cabinet meeting Saturday and Sec. McAdoo's decision was sustained by the President. The Seneca is a derelict destroyer, commanded by Capt. Charles S. Johnson, while the Miami is one of the newest cutters in charge of Capt. Aaron L. Gamble.

Foreign Salt Fish.

Bad weather again seriously interfered with the Norwegian cod fishing in the week to March 1, and only about 2,200,000 fish were added to the total at one of the best periods of the season, the Fishing Gazette says. The aggregate is now scarcely more than half of what it was at corresponding date in 1912, and nearly 2,000,000 less than in 1910 and 1909.

The total catch to March 1, 1913, is reported as 10,643,000, against 20,657,000 fish at the same period of 1912. The number for stockfish is only 1,055,000, against 7,689,000 in 1912, and the number prepared for split fish is only 9,343,000, compared with 12,803,000 in the same period of the previous year. The total catch to March 8 is given as 12,166,000 fish, against 27,177,000 in the corresponding period of 1912.

The latest reports as to the Norwegian cod fisheries state that for week to February 15 there had been rough weather, and that only 541,000 fish had been landed. For week to March 1 the report intimated that there had been another rough spell of weather, and that the landings for the week were about 750,000 fish; total, 8,400,000, against 16,600,000 last year.

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SCH. QUICKSTEP STILL ASHORE

Sch. Quickstep, formely of this port, which went ashore Friday morning at St. Mary's Bay, Nova Scotia, while bound to port with a fresh trip, still remains fast, although it is believed that the craft will be soon floated.

A special to the Times from Digby, N. S., this forenoon, states that the revenue cutter Woodbury has arrived on the scene and is standing by the wrecked fisherman. The cutter will endeavor to float her either today or tomorrow.

Capt. Matthews and crew are still on board and her fresh fare has been dressed and salted.

THE NORWEGIANS KNOW GOOD THING

The yield of the Norwegian sea fisheries during the last few years has increased to a material extent, and this is attributed very largely to the increasing use of motors in the fishing craft. The following motors, published by Dr. Hjort, the director of fisheries, illustrate how remarkably the use of the motor boat is extending:

	No. of decked vessels.	No. of open boats with motors.	Total
1907	647	...	647
1907	1,483	153	1,636
1908	1,736	238	1,974
1910	2,407	505	2,912
1911	3,296	872	4,168

It would be difficult to show any other case where the use of the motor for fishing craft has developed so greatly in so short a time. No doubt the physical conditions of the coast of Norway—the numerous and long fjords, the belt of islands—are almost ideal for this sort of craft.—Fish Trades Gazette.

LOBSTERS SCARCE AND HIGH.

None in Wholesale Market Yesterday and Only Small Shipment Expected.

Lobsters are scarcer at present than in several years at this season. Not one was in the wholesale market at T wharf yesterday and immediate prospects for a normal supply are unfavorable. About 1500 lobsters are expected from Yarmouth and Halifax today, 150 crates coming from Yarmouth and only two from Halifax. Prices are exceptionally high, 60 cents a pound at wholesale. Within a few days the wholesale price was 75 cents a pound.

The scarcity is attributed to bad weather during March, high winds creating havoc with the traps along the Maine and Nova Scotian coasts.

Talk Cold Storage at Shelburne.

Information has been received from Shelburne to the effect that there is good prospect of a cold storage plant being established there within a comparatively short time, if plan now being made can be carried out, and indications point that way.

At a special meeting of the Town council, held recently, the committee reported that they had met the representative of the company and that the concessions asked for were exemption from taxation for a period of years and a free site. The councillors were given to understand that should it be decided to establish the enterprise at Shelburne, the building operations would be completed in six months, and that between $100,000 and $150,000 would be expended.

Portland Fish Notes.

After fishing three weeks off the La Have banks, the Boston schooner Ruth reached Portland Tuesday, with 75,000 pounds of mixed fish, the biggest fare since the opening of winter fishing. Capt. Devine stocked his fare for $1500, the biggest bundle of money that has been paid any fisherman for small fish this season. The Ruth was out three weeks from Port Clyde.

Other arrivals were: Sch. Hernie and Bessie, 5000 lbs. fish; gas. steamer Alice, 4000 lbs. fish.

April 3.

GILL NETTERS STAYED OUT

Some Fishing to the Eastward Didn't Make Long Run Home Last Night.

The only fresh fish receipts landed here since yesterday was that of the gill netters, which landed about 65,000 pounds yesterday afternoon. Steamer Bethulia, which has been fishing to the eastward, brought in 21,000 pounds of haddock and cod from Boone Island, where the craft has been fishing for several days. Among the other steamers fishing in that locality are the Ethel and Sawyer, which did not return last evening on account of the long run back to port.

Over two-thirds of yesterday's fish was haddock, and the remainder cod.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

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

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

Str. Rough Rider, gill netting, 1600 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2900 lbs. fresh fish.

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

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

Str. Bethulia, gill netting, 21,000 lbs. fresh fish.

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

Str. Evelyn H., gill netting, 4400 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1400 lbs. fresh fish.

Str. Harold, gill netting, 600 lbs. fresh fish.

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

Str. Medomak, gill netting, 1300 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 1500 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 2500 lbs. fresh fish.

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

Str. Randolph, gill netting, 300 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 5500 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 500 lbs. fresh fish.

Str. Water Witch, gill netting, 2400 lbs. fresh fish.

Str. Lydia, gill netting, 600 lbs. fresh fish.

Str. Jeffery, gill netting, 1400 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2000 lbs. fresh fish.

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

Vessels Sailed.

Sch. Romance, south seining.

Sch. Lottie G. Merchant, south seining.

Sch. Corona, south seining.

Sch. Alice M. Guthrie, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Pontiac, haddocking.

Sch. Edith Silveria, haddocking.

Sch. W. M. Goodspeed, haddocking.

Sch. Waldo L. Stream, halibuting.

Sch. Mattie Winship, Georges handlining.

TODAY'S FISH MARKET.

Salt Fish.

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

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

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

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.

Fresh Fish.

Splitting prices:

Haddock, $1 per cwt.

Eastern cod, large, $2; medium, $1.75; snappers, 75c.

Western cod, large, $2.25; mediums, $1.85; snappers, 75c.

Peak cod, large, $2; medium, $1.75; snappers, 70c.

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

Hake, $1.

Cusk, large, $1.80; mediums, $1; snappers, 50c.

Dressed pollock, 90c, round, 80c.

Bank halibut, 13c per lb. for white and 10c for gray.

Another New Nova Scotia Fishing Craft.

On Tuesday last, J. Ernest & Son, of Malone Bay, N. S., launched a splendidly modelled fishing schooner of 115 feet length, 10 1-2 feet hold and 24 1-2 feet beam, and about 90 tons register for Capt. Enos Wentzell, of Pleasant Point, this county.

Messrs. Ernest are gaining quite a reputation for the models of their vessels and the soundness of work. They will launch another vessel in a few weeks and will start immediately by the building of a tern schooner for Capt. Allster Oilde. — Halifax Chronicle.

April 3.

NEWS FOR THE LAKE FISHERS

Up on the Great Lakes the spring fishing season is opening. But beyond that there is little to be said, because general weather conditions are such that no one knows or can say from day to day what the situation among the boats, or the dealers may be. There was during the past week a great deal of floating ice in the lakes, and of course this stood in the way of lowering the nets. There is a good demand for lake fish, and some of the dealers are looking for liberal supplies.

At Two Rivers, Wis., a large number of suckers are already being caught by local fishermen. From present indications there will be plenty of suckers as soon as the ice disappears. Sucker fishing is great sport and when the fish are running the bridges are lined with fishermen with dip nets each evening, and a good many bags are filled before they give up fishing.

Abolishment of the state commission is being considered by the Ohio legislature, almost in coincidence with the opening of the spring fishing season. The bill provides for the state agricultural department taking over the work of the game and fish commissioners.

Richard Much, an illiterate fisherman, owning a forgotten patch of ground on the shore of Lake Michigan in Gary, Ind., after fighting the United Steel corporation in three courts in Indiana in litigation, which has cost the trust thousands of dollars, was adjudged final victor in the Indiana supreme court. When the steel trust purchased the site at Gary it overlooked two acres on which Much was squatting at the end of what is known as Clark road, jutting on Lake Michigan. The land was worth at this time about $10. Attorneys for the United States Steel approached Much and tried to buy him off. They wanted to make possible the closing of Clark road across the mammoth Elgin, Joliet & Eastern railway yards. Much refused to budge. He declined to even put a price on the property. The Clark road is crossed by 36 tracks and the railroad will have to leave it open for traffic or pay Much a small fortune.

Licensing the fishermen just as hunters are licensed in Illinois is one of the measures advocated by the legislative committee of the Illinois Fish Conservation Society, in conference with the fish and game committee of the senate at Springfield. The senate committee is headed by Senator Beall. The object in asking a license for fishermen is to create a fund for propagation purposes. The conservation society claims that fishing, which is both sporting and commercial importance is entitled to at least as much consideration by the state as is hunting, which is purely a sporting enterprise, since the sale of game in Illinois is unlawful. In support of their pleas for state aid in the conservation of fish, they point out that the state ranks third in the United States in fish production and that the Illinois river has the largest fish tonnage for any stream in the world. The committee is expected to sidestep the license proposition, however, arguing that no necessity as yet exists for such a measure.

Toledo, Ohio, fishermen are busy getting ready for the spring catch. Three or four boats of the Dewey fleet already are in commission and Monday were out in the vicinity of Raisin Point and Crane Creek, making preliminary preparations for setting their nets, which may be done before the close of the week if the weather warms up and no floating ice appears. Thompson & Lamb as yet have no boats in the water, but will launch their fishing craft in a few days, and other fishing concerns are making ready. Maumee Bay is practically free of ice, and the season is opening several weeks earlier than last year.

For a good many hours Friday it was feared that the fishing tug Elsie B. of Michigan City, Ind., had been lost in the blizzard that was raging over Lake Michigan, but late in the day word was received that the tug had gone ashore at Grand Beach, seven miles east of the city, and the four men aboard her had been rescued. The same day during a storm in Lake Erie, 50 fishermen who were fishing through the ice off Buffalo Breakwater, were caught in the breaking ice. About half managed to get in to harbor, when an immense field parted from shore, and began to float toward the river. Ten men were rescued by companions in fishermen's boats, and the remainder were picked up by a tug. The fishermen rescued by the crew of tug refused to leave the ice floe until their dogs had been saved. The animals had broken away from the sledges and were rushing wildly about and it took half an hour's perilous work to effect their capture. The velocity of the wind Friday night was 88 miles an hour.—Fishing Gazette.

April 3.

NOT ALL GOLD ON THE PACIFIC

Peter Steele, a Well Known Fisherman Has Letter From Nephew on Halibut Situation Out That Way.

Peter Steele a well known citizen, who went to Calgary last fall with a view of locating in that country has returned to this city after several months experience, convinced thoroughly that Gloucester is not the worst place on the map after all.

Soon after reaching the Canadian country, Mr. Steele secured employment. Although the wages were good, the cost of living was so high that he found himself not so well off at the end of a week as he would have been had he remained at home so decided to seek another field.

He wrote to his nephew in Vancouver to see what the prospects were for engaging in fresh halibuting. Before leaving home he had heard of glowing reports about the inducements which were offered to halibut fishermen from the east to come out there and knowing the business pretty well he thought it would be a good chance to try his luck.

A few days later his son wrote back advising him to stay where he was for there was a strike on and conditions were in a very much unsettled state. The letter further stated that the supply of halibut on the Pacific coast was fast declining and in some quarters the species had almost become extinct. Many fishermen had gone to Prince Rupert and other places for south of that region that was but little inducements for fishing.

With this information Mr. Steele decided that Gloucester was good enough for him and he returned here several days ago and has shipped with Capt. Wallace Parsons in sch. Corona for south mackerel seining.

"Gloucester is not the worst place after all" says Steele. "I'll bet some of those fellows who left Boston for the Pacific coast a few days ago will wish that they were back on the decks of a Gloucester fisherman before too many more weeks.

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It is one matter to get there, but a far different one to return home, especially if you can't raise the $75 or more for a return passage. Gloucester is good enough for me and I guess I'll stick to it a little while longer, anyhow."

April 3.

Itasca Ordered to Baltimore.

The revenue cutter Itasca, Capt. S. B. Winram which has been stationed on this coast during the winter while repairs have been in process on the Gresham, has been ordered to Baltimore, where the crew will be transferred to the latter craft which is ready for duty again and will be brought back to Boston.

Steamer Reached Magdalens.

The first trip of the season to the Magdalen Island was made by the government steamer Stanley, running from Halifax last week. The steamer had practically a clear passage, encountering but little ice.

April 3.

PROVINCETOWN IS FOR DR. SMITH

A Washington despatch says:

"Much comment is made here of the indorsement by the Provincetown board of trade of Hugh M. Smith for commissioner of fisheries. He is to be appointed instead of Dr. M. W. Field of Massachusetts, who was a candidate. Field is not mentioned in the Provincetown endorsement. Somebody seems to have started a backfire on Massachusetts on Field in favor of Smith."

It is not at all difficult to understand the origin of the so-called back fire at least in this city where many are conversant with the situation.

The local Board of Trade was the first organization to adopt resolutions, favoring in no unmistakable terms the appointment of Dr. Smith as a successor to George M. Bowers, in the event that there was to be a change. Not only has the Board of Trade taken a very decided stand in the endorsement of Dr. Smith, but also sent out letters to other boards of trade and maritime organizations along the coast, requesting that they take similar action. Thus the endorsement of Dr. Smith by the Provincetown Board of Trade is explained.

April 4.

SOUTH MACKEREL NEWS IS CONFIRMED

Capt. Harty Tells of Schools Reported East of Cape Henry.

A telegram from the South from Capt. Charles H. Harty confirms the reports of mackerel schooling to the southward as given in the wireless dispatch of Frank C. Pearce received here on Tuesday.

Capt. Harty's reports can always be relied upon and his telegram to the Times this noon is as follows:

Old Point, Va.,
April 4, 1913.

"Incoming steamers report fish schooling 65 miles east from Cape Henry. I go to Chincoteague tonight.

CHARLES H. HARTY.

April 4.

Here to Fit Out.

Capt Alden Geel arrived here from Yarmouth, N. S., yesterday and will fit sch. Tattler for dory handlining.

Capt. Lewis Wharton also arrived here last evening from his home in Liverpool to fit sch. Oriole for a dory handlining trip.

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FISHERS SOON JOINED UNION

Capt. Bonia's Party From Here and Boston Would Not Break Strike.

Claim They Were Misled and Were Brought There On Account of Scarcity of Men—Believed Here That Strike Has Been Settled—New England Fish Company Made Union Two Offers.

Claiming that they were misled and did not know there was a strike on, the 54 Gloucester and Boston fishermen, who under Capt. Joseph V. Bonia arrived at Seattle several days ago have refused to ship after learning of the walk-out of the Pacific fishermen, according to a Seattle paper just received here. On arriving at Seattle they were immediately taken in tow by members of the Halibut Fishermen's Union and later joined the organization and are now on a strike with their western bretheren.

The item says:

"Plans of the New England Fish Company to man the vessels of its fleet with nonunion men failed at an early hour yesterday morning when 54 Gloucester fishermen, who had just arrived by train from Boston, refused to ship on the halibut steamers New England and Kingfisher and the power schooner Prospector, which had been assembled at pier 6 and prepared to sail at daylight for a fishing cruise to the North.

"The men, skilled fishermen of the North Atlantic, who had been recruited at Boston, were about to go aboard the steamers New England and Kingfisher, which were tied up at the face of the pier, when they were approached by union fishermen, who told them they were taking the place of strikers.

Had Not Heard of Strike.

"The fishermen said they were given to understand that they were brought to Seattle on account of the scarcity of men in the halibut trade and left the pier. They were taken to the headquarters of the Halibut Fishermen's Union at an early hour yesterday morning and later joined the organization.

"When the halibut fishermen's strike was settled a few weeks ago all of the companies concerned compromised the demands of the men for an advance from 1 cent to 1 1-2 cents a pound by giving them 1 1-4 cents. This advance was also made by the New England Fish Company, but it refused to recognize the union, and the union fishermen refused to ship on its vessels despite the fact that the company was paying just as much as its competitors.

"Even after the New England Company agreed to pay one-quarter of a cent a pound more that the union rate the union fishermen refused to man their vessels. The men who reached Seattle yesterday morning from Boston were to receive 1 1-2 cents a pound for their work on the halibut banks.

Lower Pay As Union Men.

"We recruited the men in Boston

CAPT. JOSEPH V. BONIA,
Who Took the Party of Fishermen to Seattle.

FISHERS SOON JOINED UNION

(CONTINUED FROM PAGE ONE.)

and brought them to Seattle planning to operate our vessels on the open shop plan," said A. L. Hager, Western manager of the New England Fish Company, with headquarters at Vancouver, B. C., who is in this city. "We expect to hold a conference with the men tomorrow, and will offer them 1 1-4 cents a pound as union men and 1 1-2 cents a pound if they agree to man the vessels on the open shop plan. If we are compelled to recognize the union we will pay the men only 1 1-4 cents a pound."

"Mr. Hager said that he had no doubt that the controversy with the Gloucester fishermen would be settled today one way or the other."

Strike Probably Settled.

According to the statement of Manager Hagar, the strike has probably been settled by this time. It has been generally understood and common knowledge here that the supply of fishermen on the Pacific coast has been ample to man the halibut steamers, until the recent strike was inaugurated. In the event of a settlement of the strike, the fishermen from here who have just arrived find themselves in the position where they must take their chances with the others and things may not turn out so rosy as have been pictured after all.

April 4.

The Thermometer in Fishing.

A member of the St. John's, N. F., fishing fraternity in a recent letter to "The Trade" of that city in reference to winter fishing says, in part: "In July and August the fish are found close in shore and in comparatively shoal water; but, as the season advances, we have to seek them farther off the land, and let down more line in order to find them. I make this assertion boldly—the later in the season that I have been on the ground the farther from the shore I have had to go, and the more line I had to let go. Briefly, then, I think that the abiding place of the codfish is purely a matter of temperature of water. If we had a way for scientifically ascertaining the temperature of the water that the codfish is mostly found in, it would be easy enough to locate the winter grounds. I think that fishermen themselves should take an interest in this matter; a thermometer, sufficiently good for the purpose (and which would cost no more than 50 cents) should be carried in every fishing boat and attached to one of the fishing lines just above the genging. A record of temperature of the place where fish would be found most abundant could be noted from time to time, and reported in due course to the Department of Marine and Fisheries, with a view to getting some data to go on. These thermometers should be used with hook and line or jiggers only, for nets and traps catch schooling fish that may be disporting far from their proper temperature for the time being."

April 4

PRICES WERE ON TOBOGGAN

Fifteen Arrivals at T Wharf Today Send Off-Shore Haddock to $2.

With 15 fresh fares at T wharf this morning, several being from off shore, fish prices were sent tumbling downward.

The largest fares in are schs. Cynthia, 57,000 pounds; Juno, 70,000 pounds; Terra Nova, 50,000 pounds; Laverna, 67,000 pounds; steamer Ripple, 30,000 pounds.

Wholesale dealers paid as low as $2 for off shore haddock and $3 for shore fish, $4.50 to $5 for large cod, $2.50 to $3 for markets, $4.50 for pollock and $2 for cusk.

Boston Arrivals.

The fares and prices in detail are:

Sch. Laura Enos, 1100 cod.

Sch. Terra Nova, 40,000 haddock, 7500 cod, 3000 cusk.

Sch. Cynthia, 38,000 haddock, 14,000 cod, 5000 cusk, 500 halibut.

Sch. Laverna, 25,000 haddock, 32,000 cod, 10,000 cusk.

Sch. Juno, 25,000 haddock, 45,000 cod.

Sch. Natalie J. Nelson, 17,000 haddock, 4000 cod.

Str. Ripple, 24,000 haddock, 800 cod, 5000 lemon sole.

Sch. Flavilla, 5000 haddock, 1000 cod.

Sch. Priscilla, 4000 haddock, 1000 cod.

Sch. Elizabeth W. Nunan, 4000 haddock, 1600 cod, 2000 hake.

Sch. Massasoit, 4500 haddock, 2200 cod, 1000 hake.

Sch. Josephine DeCosta, 5500 haddock, 2000 cod, 3000 hake.

Sch. Edith Silveria, 7000 haddock, 700 cod.

Sch. Tecumseh, 3000 haddock, 2500 cod, 2500 hake, 2000 cusk.

Sch. Eva Avina, 2400 cod.

Haddock, $2 to $3 per cwt.; large cod, $4.50 to $5; market cod, $2.50 to $3; pollock, $4.50; cusk, $2.

April 4

NASHAWENA HAD VERY LARGE FARE

Gill Netting Str. Brought in a Fare of 20,000 Pounds.

Three small fares down from Boston were at this port this morning and sold to the splitters to salt. They were schs. Francis J. O'Hara, Jr., with 15,000 pounds which sold to George Perkins & Son and Jorgina and Mary F. Sears with 30,000 pounds each which were purchased by the Gorton-Pew Fisheries Company.

Nearly 90,000 pounds of fresh fish was landed by the gill netters yesterday. Several of the steamers' fares were from two and three days fishing and some good trips were landed. Steamer Nashawena had the largest trip of the day, landing 20,000 pounds, while the F. S. Willard, Sawyer and sch. Little Fannie also landed good sized fares.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Frances J. O'Hara, Jr., via Boston, 15,000 lbs. fresh fish.

Sch. Jorgina, via Boston, 30,000 lbs. fresh fish.

Sch. Mary F. Sears, via Boston, 30,000 lbs. fresh fish.

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

Str. Quoddy, gill netting, 4800 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1200 lbs. fresh fish.

Str. Rough Rider, gill netting, 800 lbs. fresh fish.

Str. F. S. Willard, gill netting, 12,000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.

Str. Nomad, gill netting, 5000 lbs. fresh fish.

Str. Enterprise, gill netting, 1000