

May 1.

HALF MILLION POUNDS TO SPLIT

Seven Haddockers From Boston With Big Lots of Fresh Fish.

Over half a million pounds of fresh fish were sent down here from Boston yesterday on account of the dull market as a result of which the splitters are busy this morning, dressing them to salt.

The fares here are schs. Jeanette and Harriett, 120,000 pounds each; Belbina P. Domingoes, 110,000 pounds; Mary P. Goulart, 100,000 pounds; Jorgina, 60,000 pounds; Aspinet, 75,000 pounds and Ellen and Mary 75,000 pounds.

The first five trips were purchased by the Gorton-Pew Fisheries Company while that of the Aspinet and Ellen and Mary sold to the Cunningham & Thompson Company.

On account of the heavy weather outside yesterday, only two of the gill netters lifted, having 7000 pounds of fresh fish among them.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Jeanette, via Boston, 120,000 lbs. fresh fish.
- Sch. Harriett, via Boston, 120,000 lbs. fresh fish.
- Sch. Belbina P. Domingoes, via Boston, 110,000 lbs. fresh fish.
- Sch. Mary P. Goulart, via Boston, 100,000 lbs. fresh fish.
- Sch. Jorgina, via Boston, 60,000 lbs. fresh fish.
- Sch. Aspinet, via Boston, 75,000 lbs. fresh fish.
- Str. Mystery, gill netting, 3000 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 4000 lbs. fresh fish.
- Sch. Ellen and Mary, via Boston, 75,000 lbs. fresh fish.
- Sch. Annie and Jennie, shore.
- Sch. Stranger, shore.

Vessels Sailed.

- Sch. Atalanta, fitched halibuting.
- Sch. Julietta, south netting.
- Sch. Florida, south netting.
- Sch. James and Esther, haddocking.
- Sch. Adeline, haddocking.
- Sch. Marsala, Georges handlining.
- Sch. Reliance, pollock seining.

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, \$2; snappers, 75c.
- Peak cod, large, 2; medium, \$1.75; snappers, 70c.
- All codfish, not gilled, 1c per 100 pounds less than the above.
- Hake, \$1.
- Cusk, large \$1.35; mediums, \$1; snappers, 50c.
- Dressed pollock, 90c, round, 80c.
- Bank halibut, 12c for white and 1-2c for gray.

FIRST FLITCHER HAS SAILED

Sch. Atalanta, Capt. Richard Wadsworth, the first of the fitched halibut net and advance guard of the few boats from here, which will spend the summer in the iceberg filled waters of the frozen north, sailed yesterday afternoon.

Two Vessels Launched at Mahone.

A large number of persons assembled on Saturday evening 19th inst., at Mahone Bay, N. S., to witness the launching of a vessel built by J. Ernest Son for Capt. Zink of Rose Bay. This vessel is a duplicate of the one launched a few weeks ago, and is 116 feet overall, 10 feet 6 depth of hold and 25 feet in breadth, and was named the "Mary F. Fleming."

The Messrs. Ernest are about laying the keel of a tern schooner suitable both for fishing and for the coasting trade to be commanded by Capt. L. Wentzell, one of Mahone Bay's successful skippers.

On Tuesday last Messrs. J. McLean & Sons launched a fine fishing schooner, the H. H. MacIntosh, for Capt. Whynot of Lunenburg. This vessel registers 99 tons and is 122 feet over all, 26 feet beam and 10 feet 10 inches hold. — Halifax Chronicle.

Fish Dealers

Manual

May 1.

WOULD MARK THEIR BARRELS

To Trace Poorly Put Up Herring, Plan of Bay St. George Fisherman.

In order to make the herring business more profitable and to insure that only the best product is put forth, the fishermen of St. George Bay, N. F., have recently forwarded a set of resolutions to the government, seeking legislation such as will make it necessary for the Newfoundland herring fishermen who puts up herring for sale to first secure a license from the authorities and mark each barrel of fish with an official stencil mark.

The resolutions as published in the Western Star recently, follows:

Whereas, the fishermen of Bay St. George have to trust to a great extent to the herring fishery for a living, the men of Sandy Point almost entirely, and

Whereas, for years past the price received for these herrings has been too low to make the fishery a profitable business for the fishermen, and,

Whereas, the price is regulated to a great degree by the way in which the herring is packed and that some fishermen do not use sufficient care in preparing their herring for market,

Be it Resolved, that this meeting, representing the fishermen of Sandy Point, ask the government to issue a license to any fishermen in Bay of St. George who puts up herring for sale, who will be given a number to be placed on each and every barrel sold by him so as to make it possible to trace and bad herring to the person who sold the same, and,

Be it resolved, that the government be asked to consider this matter as quickly as possible, to issue licenses before May 1st as the herring fishery opens on or about that day and as early as is consistent afterward to provide any fisherman with a stenciling plate containing some official mark (say a crown) a number and the word Bay St. George, N. F., and,

Be it resolved, that the government be asked to issue instructions to masters of schooners not to receive any barrel on which the number of the shipper cannot be distinguished, and further,

Be it resolved, that these resolutions be signed by 11 persons present and that copies be sent to the Governor-in-Council, the member for the district, the principal St. John's papers, the Western Star and, also, the chief settlements around the Bay.

Signed by Rev. E. A. Butler, chairman, W. C. Messervey, secretary, R. Perry, Joseph Pieroway, M. H. Fillatre, Arthur. Cashin, John Messervey, Wilfred LeRoux, Alfred Pieroway, H. McPartridge and Edmund Parsons.

May 1. Schooner Albert D. Willard, which came in on Saturday, will do no more fishing at present, hauling off for cleaning and painting and general repairs, preparatory to starting out in search of swordfish the last of May.

Pollock are more or less plentiful. The schooner Onaway, arrived late Tuesday afternoon with 700 barrels of large herring, which she sold to the schooner Effie M. Morrissey for \$2 per barrel.

Herring on Maine Coast.

Large herring have been seen in several directions along the Maine coast within a few days, and 270 barrels are reported as having been taken into Port Clyde Tuesday. The thick fog prevailing the past few days has bothered the fishermen badly, but few catches having been made this week.

May 1.

MEUSE FOUGHT A BIG LOBSTER

The story of a fight with a giant lobster, as the result of which he was severely injured about the hands and legs, was unfolded on the Boston waterfront yesterday by John Meuse, when the fishing schooner Ellen and Mary arrived. Fisherman Meuse had the live lobster aboard the vessel to prove his tale. It measures nearly three feet long, and its claws 18 inches long.

The lobster weighed 11 pounds and is one of the largest ever brought to Boston. Meuse caught it on a trawl hook and when he got it into the boat it made a savage attack upon him. Numerous wounds on his hands and legs bear witness to the nature of the assault. Meuse finally subdued the giant crustacean with an oar. This grandfather of all lobsters was evidently a good fighter and always came off victorious in its battles with denizens of the deep, for it was in perfect condition. Experts on the waterfront figured that the lobster was 25 years old. It was covered with barnacles. The catch was made on Brown's bank, and Capt. Brophy figured that the lobster must have been a mascot, for the Ellen and Mary had a cargo of 106,000 pounds of fish aboard.

May 1.

JACK MCKAY And Then They to Pacific

Sch. Catherine Burke, Capt. Jack McKay, whose mammoth halibut fare has been the talk of the waterfront since yesterday forenoon, weighed off 79,694 pounds of halibut, half white and half gray, which together with her codfish, gave a total stock of \$5,354.96, one of the record trips in recent years.

Capt. McKay's big stock is exceeded by that of sch. Harmony, Capt. Christopher Gibbs, of two weeks ago, although the latter did not weigh off so many fish. Capt. Gibbs struck

STOCKED OVER \$5000 Talk About Going Coast!

ter market, however, which boosted his stock to \$6,293.32, from which the crew averaged \$198 to a man. The Burke's crew of 20 men shared \$148.69 clear, which is "not so bad" for a month's trip.

SOMETHING FOR YOU TO PONDER UPON

The close reading of the following item from the Bay of Islands, N. F., Western Star is worth while: "Had Bay of Islands the privilege of drafting the new American tariff, it could not have been made to suit our interest more perfectly than the proposed bill.

If that bill passes, as seems certain now, many thousands of dollars will be

vested here shortly in plants; the amount spent for wages this year will be more than doubled; there will be more work for more labor than can be obtained; and there will be a ready market for much more fish than is caught present and at higher prices. It is development such as is taking place on the West Coast that will keep the flow of Newfoundland from emigration."

May 2.

DR. SMITH NOW COMMISSIONER

It is now Dr. Hugh M. Smith, Commissioner of Fisheries, the senate yesterday voting to confirm the nomination which President Wilson sent to the body a few days ago.

Needless to say the appointment is a popular and pleasing one to Gloucester, where he has many admirers and friends. When it became evident that Commissioner George M. Bowers would leave the department with the inauguration of a new administration, the friends of Dr. Smith commenced to get busy to secure his appointment to this office. Among the first endorsements that he received were from the Board of Trade and Master Mariners Association of this city, while Boston and Provincetown fish organizations and other places later sent letters requesting his appointment.

The ability of the new commissioner is attested by the valued service he has already rendered the department during a long and notable career, and by the many expressions of approval which are being voiced on all sides at his appointment.

May 2.

Halibut at Portland.

Schs. Avalon and W. H. Moody are at Portland this morning, the former with 35,000 pounds fresh halibut and the latter 5000 pounds.

Fishing Fleet Movements.

Schs. Vanessa, Elk, Yakima and James W. Parker, sailed from Canso, N. S., Tuesday last for the Magdalens.

May 2.

The Humble Herring.

The humble herring being one of the most common fish, does not get nearly so much attention as it would otherwise, and people have very little idea of its importance. Some idea of the number of herrings that are yearly caught and eaten in Europe may be gathered from the fact that in 1912 there were 3,623,807 barrels of herring pickled in Europe alone. To this enormous total Great Britain contributed 2,360,355 barrels, or more than four times the number contributed by any other country. On an average it is reckoned that 800 herrings are pickled in each barrel, so that the number of herrings cured during a year in Europe reaches the enormous rough total of 2,900,000,000. About three parts of an entire year's catch of herrings are put into pickle, though this does not include those which are tinned, kippered, bloatered or treated in divers other ways. In spite of the enormous proportion of herrings that are pickled in Great Britain the sale in this country is comparatively small, the chief markets being in Russia and Germany.

May 2.

MOTOR BOATS BUILD UP WEST COAST

Interesting Report of Counsel Gould at Bay of Islands, N. F.

The increase and popularity of the motor boat engine in Newfoundland, especially on the west coast where the herring and cod fishery is a profitable industry has been of such a marked degree that the demand for motor engines is forging ahead with wonderful strides, so United States Consular Agent Ozro C. Gould writes from Curling, N. F., in a most interesting article under the subject head, "Newfoundland Market Boats and Fittings," published in the Daily Consular and Trade Reports.

The article follows:

As is well known, the bulk of the population of Newfoundland are seafaring folk, living in small and scattered settlements along the coast. To them boats are as essential as houses in which to live. The dory might be said to be their carriage and wagon; the power boat their dray and motor truck; and schooners and steamships their trains. Roads and railways are changing conditions, somewhat, but coastal navigation is still most important and the fisheries of Newfoundland are yet the bulwark of the colony. A census of boats would show interesting figures and the policy of the Government in encouraging the fishing industry is no inconsiderable factor in promoting boat building.

For three miles back from the sea all standing timber is reserved for the uses of the fishers for timber or fuel. In this bay, as soon as the herring season ends in December or January, fishermen go into the woods and cut timber for boat building—spruce and pine for large boats sometimes, birch for planking, and birch, juniper, and even pine for frames. Although Newfoundland has great forest wealth, the trees are comparatively small. The time has now come when it is very difficult to obtain clear, sound boat-building stock. After the ice goes out in the spring the logs are towed to tidewater mills and there sawn, usually "on shares," although in some cases payment is made in cash instead of timber. The beginning of the next winter sees the lumber dried and ready for use, and before its close the boats are finished.

Motor Engines For Fishing Boats.

During the most recent years an increasing number of the people of this region have been installing motor engines which burn kerosene or gasoline in their fishing boats. They have been encouraged in so doing by the provision of the customs tariff which exempts from duty such engines as are to be used in the fisheries and the liberal terms of purchase offered by some of the agents.

In the herring fisheries it has been noticed that in the last few years the fish have shifted about much more than previously. This has been attributed by some to the presence of power boats, the claim being made that the herring are very sensitive to noises and are easily frightened by the vibratory noise of such boats. However true this conjecture may be (and I do not think it has been proved correct), it has become almost impossible for the fishermen to follow the fish without auxiliary power. Besides migrating farther and oftener, the herring are found in smaller schools than formerly. This makes the placing of a number of fleets of nets in one place unprofitable and increases the labor of the fishermen by requiring them to watch a number of scattered nets or fleets of nets. In the cod fishery of the west shore, which is the only other fishery in this neighborhood, power boats have proved useful.

The demands upon an engine for such purposes are heavy. The herring season immediately precedes the winter, that is, it prevails in October, November, December, and, if ice is slow in forming, in January. The weather during these months is probably the worst of the year. The bays are large enough to permit very rough seas, strong tides prevail, shelters are none too good and are distant from each other, and a fisherman's life is frequently dependent on the stanchness of his craft and the reliability of its motive power. For

these reasons only heavy-duty engines are in demand and a motor engine incapable of standing the severest tests has a very short day of popularity.

Difficulty in Getting or Making Repairs—American Engines Liked.

It should be noted that the facilities for repairing machinery of any sort on the west coast are very limited. I believe, further, that no agent for engines nearer than St. John's carries a full line of repair parts and

St. John's in the late fall is sometimes almost as inaccessible from here as the American factory where the motor is made. Another condition is the lack of knowledge regarding machinery that prevails among the fishermen, a large number of whom, particularly the older men, have not been able to obtain much of an education. The best liked engines are the least complicated ones.

Several makes of American engines are well known and liked and most of the engines used in this bay are of American manufacture. They are purchased through the American fishing companies of Gloucester which send vessels here for herring or from agents in St. John's or from some one of the few agents about these bays.

There is a fair market here for motor engines and one which can be developed more than it has by American manufacturers. It is suggested that such manufacturers as are interested in this market should send catalogues and price lists, with the names of their agents if they have any, to be placed on file in the commercial library of this office for the information of inquirers.

Use of Larger Boats and American Patterns—Skill in Handling Boats.

The problem of designing these larger boats has been overcome by the purchase and use of patterns from the United States. Such patterns have given excellent satisfaction and are now used by many fishermen not only for the large but also for their smaller boats. Firms of St. John's, Newfoundland, and Canadian firms are taking much interest in designing boats, particularly power boats, and in some cases, it is said, are now endeavoring to build up businesses in stock patterns such as Americans have made popular.

Ready-made frames, are sometimes bought with the patterns. The increasing scarcity of lumber already mentioned has made orders for ready-sawn frames and for timbers and planking from the United States or Canada more frequent every year. It will be seen, therefore, that during recent years when the returns from herring fishing have decreased the fishermen have had to buy or build larger boats and pay more for smaller ones. P. T. McGrath, in writing of Newfoundland, says:

These fishermen know their own boats as a jockey knows his horse. They build their fishing boats and

rig and sail them and are excellent navigators. Children learn to sail boats at six or seven years of age. All skiffs are tested for their work before they are put into actual daily service, and if there is reason to fear that they might fall in an extremity they are run ashore and left to rot, because there are times in the life of every fisherman when only the proved stability of his craft will save him from destruction.

Cost of Dories—Tariff Concessions—Lighting Systems, Etc.

New England-built dories are, of course, well known here and are sought by those who can afford them. The Gloucester fishing companies employ a large number in their own fishing operations and have imported some for sale. Canadian-made dories have been bought by some of the fishermen because they are cheaper than those made in the United States. A Canadian single dory (10 feet long) costs about \$10 and a double dory (14 feet long) about \$16, compared with \$15 and \$25, respectively, for the same sizes of American dories.

However, regardless of size, Canadian boats and ships did not give as good service, partly because the Canadian factories have not an equal quality of stock available. A New England wooden schooner 20 years old is a seasoned and reliable vessel, but a Canadian schooner of that age has well passed its prime. Only a comparative few of the Newfoundland fishermen can afford to buy ready-made boats, not to mention foreign-built ones.

Various tariff concessions are made for the benefit of the fishermen. Under a provision in the Newfoundland customs tariff exempting from duty ships and other vessels to be continuously employed in the trade or fisheries of the colony, several New England schooners, built in the nineties, have been purchased and entered in the last few years for use in the west coast fisheries. A few new Canadian-built schooners have been obtained for the same purpose, but, as I have indicated, old American vessels of this sort are favorably known here and are cheaper and generally preferred.

American lighting systems are found in a few power boats. American boat hardware is sold in Newfoundland, but such fittings are frequently purchased direct from the United States. It is suggested that American manufacturers of boots and

of frames, hardware, lighting systems, lumber, motor engines, and patterns send their catalogues and price lists, together with the names of their local agents, if any, to be placed on file at this office for the information of any inquirers.

May 2.

CHARLIE FORBES BRINGS POLLOCK

Craft Reported Lost But Home From Rips With a Good Fare.

Two fresh halibut fares were on the market this morning, schs. Mystery, Capt. James Mason, arriving from a trip to the Gully yesterday afternoon and sch. Rena A. Percy, Capt. John G. Stream, from Georges, both with good fares.

Capt. Mason was absent but three weeks and hauls for 35,000 pounds of fresh halibut, besides 15,000 pounds of salt cod and 6000 pounds of fresh fish. Capt. Stream has 25,000 pounds of halibut and about 30,000 pounds of fresh fish and 6000 pounds of salt cod. Both fares sold to the American Halibut Company at nine cents for white and seven cents for gray. The Mystery will not take out until tomorrow.

Down from Boston is sch. Tacoma with 90,000 pounds of fresh fish, which went to the splitters.

Steamer Bessie M. Dugan, reported to have been lost in Monday's Boston morning papers, although as the Times correctly stated at the time, Capt. Forbes was probably somewhere down on the Rips looking for pollock, arrived during the night with a dandy fare of 60,000 pounds of pollock. Capt. Forbes struck his fish on the Rips, his old stamping ground and he hustled back to port, disposing of his catch this morning.

Sch. Jennie B. Hodgdon, which has been hauled up at Nova Scotia during the winter, has returned home, having 225,000 pounds of salt cod and 135 barrels of pickled herring for the Cunningham & Thompson company.

The gill netters had a good day yesterday, the total receipts of the fleet being 75,000 pounds. The in-shore fleet averaged two-thirds cod and the remainder pollock and haddock, while the larger one had about half cod and the remainder pollock and haddock.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rena A. Percy, Georges, 25,000 lbs. fresh halibut, 30,000 lbs. fresh fish, 6000 lbs. salt cod.

Sch. Tacoma, via Boston, 90,000 lbs. fresh fish.

Sch. Mystery, The Gully, 35,000 lbs. fresh halibut, 15,000 lbs. salt cod, 6000 lbs. fresh fish.

Str. Bessie M. Dugan, pollock seining, 60,000 lbs. fresh pollock.

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

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

Str. Quoddy, gill netting, 7000 lbs. fresh fish.

May 2.

Str. Robert and Edwin, gill netting, 3000 lbs. fresh fish.
 Str. Bessie A., gill netting, 1000 lbs. fresh fish.
 Str. Eagle, gill netting, 1200 lbs. fresh fish.
 Str. Rough Rider, gill netting, 600 lbs. fresh fish.
 Str. Prince Olaf, gill netting, 1900 lbs. fresh fish.
 Str. Bethulia, gill netting, 4000 lbs. fresh fish.
 Sch. Little Fannie, gill netting, 7000 lbs. fresh fish.
 Str. Hugo, gill netting, 3000 lbs. fresh fish.
 Str. Sunflower, gill netting, 3000 lbs. fresh fish.
 Str. Orion, gill netting, 3000 lbs. fresh fish.
 Str. Evelyn, H., gill netting, 3800 lbs. fresh fish.
 Str. George E. Fisher, gill netting, 3000 lbs. fresh fish.
 Str. Mary L., gill netting, 2000 lbs. fresh fish.
 Str. Gertrude T. gill netting, 3000 lbs. fresh fish.
 Str. Dolphin, gill netting, 3000 lbs. fresh fish.
 Str. Mystery, gill netting, 1700 lbs. fresh fish.
 Str. Medomak, gill netting, 3000 lbs. fresh fish.
 Str. R. J. Kelick, gill netting, 4000 lbs. fresh fish.
 Str. Carrie and Mildred, gill netting, 5000 lbs. fresh fish.
 Str. Lorena, gill netting, 2000 lbs. fresh fish.
 Str. Nora B. Robinson, gill netting, 1500 lbs. fresh fish.
 Sch. Jennie B. Hodgdon, Ingonish, C. B., 225,000 lbs. salt cod, 135 bbls. pickled herring.

Vessels Sailed.

Sch. Stranger, haddocking.
 Sch. N. A. Rowe, south netting.
 Sch. Tecumseh, south seining.
 Sch. Senator, hitching.
 Sch. Waldo L. Stream, halibuting.

GET ALL THE PROFIT THEMSELVES

And be Entirely Free From the Bossism of American Captains

What Newfoundland Expects From Free Fish in Our Tariff Bill

Free fish and what it means to the fishermen of the Newfoundland the Labrador banking fleet and Newfoundland fishermen in general is the subject of an interesting article in a recent issue of the Harbor Grace, N. F., Standard, which furnishes serious food for reflection, in view of the almost certainty of the passage of the Democratic tariff bill, which President Wilson is insistent of putting through Congress.

That Newfoundland is not slow to foresee her advantages will be readily understood from the following optimistic and glowing view which the Standard gathers from the situation:

"And then look at the great possibilities of the development of the fishing industry especially on that part of the coast from Placentia to Bonne Bay, which is in easy reach of Gloucester and the banks.

"All that our men who have good schooners will have to do is to catch the fish, salt it down in the holds and run it in to the New England ports, where they will meet with a ready sale and avoid all the delay, trouble and expense of making it at their home ports.

"Including the removal of the duty with the expense of curing, there should be a difference of nearly \$2 to our southwest coast fishermen on fish caught on the Banks.

This puts them in a splendid position and we have no doubt that a big revival in the bank fishery business and building schooners for that purpose is certain to follow in a short time on this section of the coast.

"There is no reason why in every harbor from Bonne Bay to Placentia there should not be as many schooners for this deep sea fishery as there are at present at Grand Bank.

"We also have in mind another valuable and convenient fishery that is

not yet developed to one-tenth the extent of its possibilities. We refer now to the fall fishing, September and October, in the deep water off the coast of southern Labrador.

"The risks and expenses of the deep sea fishing off Domino etc., are all eliminated as compared with the Georges, the Virgins and the Flemish Cap. Schooners of 50 tons can conveniently prosecute this Labrador banking fishery and the outfit in cables, etc. need not be half so expensive and elaborate. The price of dry cured fish also will be kept up owing to the fact that so much of the annual catch will be sold to America as green fish.

"When this outlet is there for any extra catch it is always safe to predict that those who buy dry salt cod will never be able to put down the price and cause a slump like occurred often in the past.

"Next there is the consideration of our herring and our oil. The herring fishery has now a brighter future than ever and those who have been carrying it on on a limited scale for want of a market will have no excuse now. All our herring will go in free to the United States and our merchants and fishermen who have been carrying on this industry under the bossism of American captains will be able to do all the work and get all the profit themselves."

NOVA SCOTIA COD REVIEW OF 1912

Peace, though not contentment, fairly adequately describes the local situation in the dried fish trade at the present time. Business is extremely dull. The West India importer is not responsive to the recent advance enforced by the Lunenburg vessel owners. The local opinion seems to be that there are ample supplies of bank fish for the balance of the season and there is not likely to be much if any improvement in the export price. Everything in Lunenburg save a few partly made cargoes of dried fish is now in second hands. The highest price paid recently was \$6.35 delivered Lunenburg—too much money, so some of the trade say, and they question very much whether purchasers will get new dollar for an old one on their trade.

Now that the last of the old year's catch has passed into second hands it is possible to make an estimate of the returns of the Lunenburg fishing industry for the year. A man who is identified with the industry, both as vessel owner and dealer, tells us that he is doubtful if the average earnings for the year of the different owners will be quite up to 15 per cent., whereas they should be making 20 per cent., to cover interest and depreciation. Reviewing the year he said: "The spring catch did not cover cost of production. Vessels started away early, but they lost a great deal of time through bad weather; this increased their expenses. However, the catch was fairly large, but prices were low. The summer catch was under an average, but prices were 50 per cent. better.

"The year as a whole resulted in a considerably smaller profit than the previous one. It is a bit early yet to say what the total number of the fleet will be for the present year. There are rumors that some of last year's vessels will not be outfitted for the spring trip, owing to a disappointment of their crews at the result of last year's work. This rumor, however, may prove to be unfounded. Some of the weather prophets say that we are going to have an early and mild spring. If this prediction proves true it is within reasonable prospect that last year's poor record will be retrieved."—Maritime Merchant.

EGG-BEARING LOBSTERS.

Now Being Gathered by U. S. Fish Commissioners' Sch. Grampus.

The United States fish commissioner's schooner Grampus, Capt. Hanson, went to Boston yesterday, and hauled up through the L-st. Drawbridge, South Boston. The vessel is now engaged in gathering egg-bearing lobsters. The lobsters are collected and stripped by the men on the Grampus and carried in the well of the vessel to Ten Pound Island, Gloucester Harbor, where the hatcheries are located.

Portland Fish Notes.

The sardine factory at South Portland is now in perfect condition for business, but operations will not commence until the prospects for the season are more settled than at present. The conditions last year were very unfavorable, and the factory was run only three or four days, partly on account of a scarcity of fish, but mostly for the reason that the prices ruling on the canned fish were less than the cost of production. With the last year's pack pretty well cleaned up better prices are looked for this season, but which event operations will be commenced at the local factory, which is equipped for a large business. Operations at the eastward have already commenced in a small way, two of the factories of the Seacoast Canning Company at Eastport having started up April 15, and four others were to open up on the 26th. Some packers are holding off and say they will not open until the present market conditions change. The Eastport factories when in full operation can take care of from 1500 to 1800 hogsheads daily, the receipts at present averaging only about 100 hogshead, the run of fish being very light and likely to continue so for some time.

T Wharf Flags at Half Mast.

All the flags along T wharf were at half-staff yesterday in memory of W. A. Ray, for a number of years connected with the smoked fish industry and well known at T wharf. Mr. Ray died Tuesday at his home, 71 Brooks street, Brighton.

BOATS DID WELL ON MACKEREL

Yesterday Banner One of Season at Chincoteague—300 Barrels In.

A despatch received at Boston this morning states that the traps at Newport took 40 fresh mackerel yesterday the first of the season.

A few mackerel were taken in the nets off the south side off the Vineyard Tuesday evening which are the first fish to be caught in that vicinity this year.

Yesterday was the best day of the season south so far, the small boats and netters landing 300 barrels at Chincoteague, so the Times correspondent wires from that place this morning.

The catches averaged from 100 fish up, sch. Eliza Benner being high line to the day with 1600 fish in count.

The southern season is getting along and so far the fleet have done nothing. The fish are evidently working their way well up the coast, and with these dark nights, the skippers are hopeful of some good catches yet to come before the fleet goes to the Cape Shore.

WHY ST. GEORGE'S GOT PARTICULAR

This memorial from the fishermen of the west coast of Newfoundland is merely the sequel of a concerted complaint made a month ago by the Halifax fish importers to the legislature of the Ancient Colony, suggesting that inspectors be sent to St. George's who will see to it that this year's cure will be of a standard acceptable for shipment to the West Indian market from this port." Such was the reply made by local wholesale fish dealers for their opinion of the statement appearing in Monday's Halifax Herald and sent to them by representatives of the fishermen of the west coast of Newfoundland.

It was said that the great quantity of spring caught herring sold here to be exported to southern markets has never been received in satisfactory condition, with the natural result that poorer prices were realized than would have been the case had a uniform "make" been the order. While the herring caught at this season, being thin after spawning, are best suited for tropical climates, the manner in which they have been put up materially undermined their value by discouraging the demand from the consumers.

"From that one district we import every summer between 25,000 and 30,000 barrels, which is about the total output," declared one shipper; "and yet, in spite of repeated protests, matters have shown no improvement in the past five years, the market remaining practically unchanged, while other food products have steadily advanced."

"Realizing the certain effect of systematizing we Haligonians got together and wrote the Newfoundland government advising many changes which would obviate the difficulties heretofore experienced, and it is now up to this fishery at Bay of Islands and Bay St. George to effect an agreement to observe greater care than ever in salting their catches and in the construction and size of the barrels used.

"Irregularity in barrels and frequent deficiencies of both make-up and their material, together with the state of the fish inside have been our chief troubles. Often the fish are not salted until some time after leaving the water and, naturally, they do not keep long enough in the warm weather. The statement that the stock receives poor handling in Halifax we fail to agree with, and feel sure the trouble lies at the point of production.

"There is no question that if a uniform size of barrel is used and a proper standard employed in curing is adhered to, the value of the Newfoundland spring herring will increase materially. But it will take several years to educate the people down south as to the extra desirability of this new quality. In the course of this revivifying process the present average figure of \$2.50 per barrel should keep in a ratio with the increased inquiry."

WHALE HUNT IN RIVER.

Excited Korean Natives Kill a Stranded Sea Monster.

An extraordinary event is reported from Sin Anju, a railway town in North Pyong-an province. About noon when the tide was high villagers of Wangpong Li, Tong Kyon, in the Kasan district of the same province, were amazed to see a big black object swimming in the River Tallyong, running nearby, says the Seoul Press.

They did not know what the monster was and watched its movements with great excitement and interest. Soon after the monster sent up a column of water and disappeared.

On the following day at about 7 o'clock Tomizo Tashiro, a Japanese railway linesman in service at Sin Anju station, while patrolling the line, was astonished to see a whale struggling to go down stream at a point about five cho above the railway

bridge on the Tallyong River. It was low tide and the water having considerably receded the river was only about five feet deep. The whale had evidently stranded on a shallow place and was unable to move.

Tashiro was overjoyed to find the unexpected spoil and tried to kill by firing at it with a fowling piece he was carrying. He fired at it 18 times, but the whale seemed to be none the worse in consequence. Tashiro concluded that it would not do to try to kill it in that way and running to the nearest village collected several Koreans told them of his find and each armed with an ax they returned to the spot.

The whale was still there, the water having further receded. They rushed into the stream and by striking the monster on the head with the axes they at last succeeded in killing it. The whale was about 35 feet in length and

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"From the communication sent by the fishermen," he continued, "it seems evident that they intend reforming the industry and all feel confident that success will attend their efforts. The herring catchers realize more than ever the importance of an organized movement that will reflect to our mutual benefit and most assuredly receive the support of the Halifax buyers."

It is only the spring herring output that this applies to and active operations are only now commencing, the run of herring having only just made its appearance. It is the same school that it tapt on the Nova Scotia coast, but only used for baiting purposes by the Bluenose fishermen. The vessels bringing the Newfoundland herring come here during the summer months. —Halifax Herald.

May 2

HAVE FISHES MEMORY?

Interesting Experiments Conducted by a French Scientist.

It has long been an open question whether fish are capable of associating ideas after the manner of some of the higher animals. Oxner has recently given the Paris Academy of Sciences material that may throw light on the subject. Edinger denied that fishes were able to associate ideas, since they allowed themselves to be hooked repeatedly. Oxner, also, made observations from this standpoint. He drew up the same fish from a pond in an aquarium again and again, day after day; but he thought that the hook was so well hidden that the fish could not distinguish it from its ordinary (unbaited) food. In another series of experiments he also hid the hook, but put on the cord a little square paper about five centimeters from the bait. In each pond in which he fished were different kinds of fish, most of them decently caught with the net. For several days the fish rejected the bait, and it was not until the eighth day that they bit it. Oxner, after unhooking those caught, put them back into the water. Three days after they again bit the bait, were caught and returned to the water, but after this had gone on the cord again the sign of paper on the cord began to take effect.

Then the paper was taken off, and the fish bit the bait as before. On the paper being replaced, the fish were chary for a considerable number of days, even if very hungry. On the fourth day, the paper was replaced, and the fish gnawed about it without actually biting into it. This continued for quite some time. The experiment was repeated many times with various kinds of fish, always with the same results. Oxner concluded, therefore, that there is some association of ideas between the pain produced by the hooking and the paper on the cord; so much so that the fish rejected food when the sign of danger appeared—preferring the pangs of hunger to the risk of being caught.

fish the coming season is very bright, and those who stick to the fishery and are lucky enough to get the fish will make good wages and they need not work half as hard or as constantly as they would have in the States and Canada. The great advantages of remaining in their own native land should be preached more constantly to our young men, especially at the present time, when there is so much development going on under the policy of the Morris Government. No man need go begging for a day's work, there is plenty of employment for every man who is able and willing to work. At all events it is a good thing to see the fishermen and laboring men coming back from the West to take up the time-honored occupation of the fishery at their own homes. A good many also have returned from Sidney and there will be hundreds coming back later to go to the fishery next month."

May 3

THE MACKEREL BOATS DID WELL

A despatch to the Times from its New York correspondent this morning states that about 200 barrels of bloaters were received this morning from Chincoteague.

PORT OF GLOUCESTER.

Arrivals.

- Tug Piedmont, Boston.
- Tug Confidence, Boston.
- Tug Charles T. Gallager, Boston.
- Sch. Irwin J. Luce, Boston, for Rockport.
- Sch. Newell B. Hawes, Boston for Ipswich.
- Barge No. 19, Baltimore, coal for the Gloucester Coal Company.

Portland Fishing Notes.

A sturgeon weighing an even hundred pounds and measuring a few inches short of 10 feet in length was the prize landed by Capt. Johnson when he pulled his nets Thursday morning. This is the first fish of that variety that has been caught in the vicinity of Portland, and the largest in several years. The captain brought the big fellow to Portland, where he disposed of him to the Henry Sargent Fish Co. for the New York market. There sturgeon is always in great demand in the best restaurants and cafes, and good prices are paid for them.

One of the fishermen of the local fleet expressed the opinion that sturgeons are becoming numerous off the Maine coast, and that is probably the reason why small fish are so scarce. The fishermen make the claim that sturgeon are more feared by haddock, scrod, cod and hake than are the dog fish, and it may be that the sturgeon are working down from the vicinity of the St. Lawrence and their coming is driving the smaller fish down the coast.

Fishermen using nets had complained of late of torn nets, and some now believe that it is the sturgeon that is causing the trouble.

Nearly two score of fishing craft of all sizes and conditions are now being overhauled at Long wharf and vicinity, being made ready to start out in search of pollock and herring, now about due to show up all along the coast.

Protest Range Lights Removal

A strong protest against the removal of the range lights on Spectacle Island is being made by the shipping people of Boston. Capt. Francis J. Hird, the harbor master, appeared before the maritime committee of the Chamber of Commerce yesterday and appealed to that body to use its influence to have the range lights retained.

The government has substituted gas buoys on the channel, but Capt. Hird states that instead of being a benefit they are a hindrance. He further stated that the gas buoys established on the southwest line and northeast line of the channel off the Commonwealth Pier are directly in the way of vessels going to the pier, and if retained in their present position the Hamburg-American passenger steamers, when they come here, cannot make their berths without running over them. The Lighthouse Department at Washington will be appealed to.

May 3

WITH A DANDY HANDLINE FARE

Sch. Hattie L. Trask Brings 35,000 Pounds of Salt Cod From Georges.

With a dandy handline fare, sch. Hattie L. Trask is here from Georges today, hailing for 35,000 pounds of salt cod, and 1500 pounds of fresh halibut.

Sch. Gladys and Nellie brought down her big codfish fare of 130,000 pounds from Boston yesterday, which are being taken out here today by the splitters.

Sch. Essex, Capt. James McDonald, seven days from Rose Blanche, N. F., is also among the morning's arrivals, with a cargo of salt cod for the Gorton-Pew Fisheries Company.

The gill netting fleet had about 65,000 pounds yesterday, which were shipped to Boston. Dogfish have struck in, although only casual schools have been sighted. One of the crafts had two buckets of livers from dogfish taken yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Gladys and Nellie, via Boston, 130,000 lbs. fresh fish.
- Sch. Hattie L. Trask, Georges handlining, 35,000 lbs. salt cod, 1500 lbs. fresh halibut.
- Str. Roamer, shore, 1800 lbs. fresh fish.
- Str. Randolph, gill netting, 1300 lbs. fresh fish.
- Str. Quoddy, gill netting, 7000 lbs. fresh fish.
- Str. Robert and Edwin, gill netting 4000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.
- Str. Bethulia, gill netting, 3500 lbs. fresh fish.
- Str. Dolphin, gill netting, 1600 lbs. fresh fish.
- Str. Swan, gill netting, 500 lbs. fresh fish.
- Str. Hugo, gill netting, 1600 lbs. fresh fish.
- Str. Sunflower, gill netting, 1300 lbs. fresh fish.
- Str. Water Witch, gill netting, 2500 lbs. fresh fish.
- Str. Evelyn H., gill netting, 2000 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 4000 lbs. fresh fish.
- Str. Mary L., gill netting, 1300 lbs. fresh fish.
- Str. Harold II., gill netting, 1500 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 6000 lbs. fresh fish.
- Str. Harold, gill netting, 1200 lbs. fresh fish.
- Str. Medomak, gill netting, 2500 lbs. fresh fish.
- Str. R. J. Kellick, gill netting, 5800 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
- Str. Lorena, gill netting, 1200 lbs. fresh fish.
- Str. Sawyer, gill netting, 5000 lbs. fresh fish.
- Sch. Essex, Rose Blanche, N. F., 325,000 lbs. salt cod.

Vessels Sailed.

- Steamer Bessie M. Dugan, pollock seining.
- Steamer Thelma (new), south seining.
- Sch. Mary F. Curtis, shacking.
- Sch. Jeanette, haddocking.
- Sch. Harriett, haddocking.
- Sch. Belbina P. Domingoes, haddocking.
- Sch. Mary P. Goulart, haddocking.
- Sch. Leonora Silveira, haddocking.
- Sch. Emily Sears, haddocking.
- Sch. Jennie H. Gilbert, south netting.
- Sch. Patriot, drifting.
- Sch. Maud F. Silva, halibuting.

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.

May 2

FRANK WATTS HAS CRAFT FULL

Little Sch. Gladys and Nellie Brings 132,000 Pounds of Fresh Cod.

Trade was dull and prices way off at T wharf, Boston, this morning, although there was only two arrivals at the dock.

Sch. Gladys and Nellie arrived during the night with a monster fare, hailing for 130,000 pounds of cod and 2000 weight of haddock. The dealers were not fish hungry, however, and the skipper was able to take out but a few hundred pounds of his trip, after which he sailed for this port where the trip will be taken by the splitters.

Sch. Little John was the only other arrival, with 12,000 pounds, while the sloop Laura Enos arrived yesterday afternoon with 1500 pounds of cod.

Only a few sales were recorded, the dealers paying \$3.75 a hundred pounds for shore haddock, \$2.50 for large cod, \$2 for markets and \$1.60 for pollock.

Boston Arrivals.

- The fares and prices in detail are:
- Sch. Laura Enos, 1500 cod.
- Sch. Gladys and Nellie, 2000 haddock, 130,000 cod, 800 halibut.
- Sch. Little John, 7000 haddock, 5000 cod.

Haddock, \$3.75 per cwt.; large cod, \$2.50; market cod, \$2; pollock, \$1.60.

TODAY'S FISH MARKET.

Salt Fish.

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- 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, \$2; 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 \$1.35; mediums, \$1; snappers, 50c.
- Dressed pollock, 90c, round, 80c.
- Bank halibut 9c for white and 7c for gray.

May 2

THEY CAN DO BETTER RIGHT AT HOME

Say 75 Newfoundland Returned From Pacific Coast.

That the prospects on the Pacific coast are not so glowing as have been painted and that the good old east is not the worst place for a fisherman to cast his lot is further borne out by the following article of news which recently appeared in the St. John's, N. F., Herald relative to the return of 75 Newfoundlanders who have left the Pacific coast fishing and will hereafter fish at home.

The article says:

"Seventy-five Newfoundlanders, who had been in British Columbia returned home since the first of April. They are chiefly outport fishermen who have decided to take up their old occupation in their own country, where the prospects of making a comfortable living are now better than in British Columbia.

"These men have been hearing from friends in Newfoundland during the past winter, and they have learned that now as the duty is taken off tea, sugar and beef, and also the duty is removed from our salted fish going into the States, that the prospects of making a good living in Newfoundland are better than ever before. They need not work so hard at home as they have to work in British Columbia and the New England states in order to live comfortably. Most of the men who returned from British Columbia to their homes up north this month will go into the Labrador fishery and will put the earnings that they have saved up into fishing gear, traps and boats.

"The outlook for a good price for