

May 6.

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# FISH CONCERNS DO NOT ACCEDE

## To Request of Fish Handlers and Splitters' Union for Increased Wage—Say Cannot Under Conditions.

The petition of the Fish Handlers' and Splitters' Union as submitted by a committee at a recent conference with the employing concerns, relative to a new working wage and agreement has been refused by the latter, on the grounds that present conditions are such that they cannot grant the concessions asked for in the new schedule.

This morning a letter was sent to the Union's committee by the shippers setting forth their position and reasons for being unable to accede to the requests, but assuring the organization that the feeling of the shippers is nevertheless of a friendly attitude.

It is understood that the new schedule provided for an increase from 32 1-2 cents to 40 cents an hour for splitters and from 27 1-2 cents to 35 cents an hour for wharf work, besides a closed shop policy and Saturday afternoons half holiday during the summer months.

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# HEADQUARTERS AT SEATTLE

## Is Now the Plan of Bulk of Pacific Salt Codfishing Fleet.

During the year headquarters for the northern codfishing industry which formerly has been at San Francisco will be located at Seattle which will entail the gathering in that port of a large fleet of vessels.

Operators of the fisheries have at last recognized the fact that Seattle is the logical headquarters for the industry, and that both time and money can be saved by sending out their fleet from this city, says the Fishing Gazette. Hence the arrival in the harbor a few weeks ago of the first vessel of the fleet, which had formerly made one trip from Seattle, and the announcement that the entire fleet of the Union Fish Co., of San Francisco, will follow in a short time to outfit here for their northern voyage.

At the end of the season the entire fleet will return to Puget Sound with their catches, the result being that large sums of money will be distributed here, which had gone hitherto to other Coast cities.

The codfishing industry embraces the northern coast, from the mouth of the Straits of Fuca to Bering Sea. Most of the fish are taken in the latter waters.

# GILL NETTING AT LOCKEPORT

The first month's operations of the gill netting steamer, Lily M. Hodge, owned by the Lockeport, N. S., Cold Storage Company, have not been very successful.

The best day's catch for the first week was 4000 pounds, and for the second week, 6200 pounds, while the trawlers landed during the same period from 6000 to 9000 pounds per day each.

In the third week her catch was 4530 pounds for three days. Last week was the best so far, and the total catch was only 14,115 pounds. In the same week two men, fishing from a small boat, landed 9000 pounds. The poor work of the gill netter cannot be accounted for on the ground of scarcity of fish, for fish are plentiful. So far she has not paid expenses.

The length of the nets used on the vessel is 60 fathoms. They are eight feet wide, and have a mesh of six and one-half inches. Forty of them are supposed to be set each day, but the average set to date has been about 28. Six men are required to operate the steamer. The man in charge of the nets has had experience in this kind of fishing in Gloucester.

The reason for the lack of success is probably that the nets are not wide enough to reach the large schools of fish. Greater familiarity with the grounds may result in better success later, but the new method compares rather favorably with the regular way.

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# TRAIN FERRY HARBORED HERE

The mammoth ferry Ferdinand Gorges of Portland, Maine, which has been to Boston for an overhauling, was in port yesterday afternoon and last night and created a great deal of interest among the people of the water front and among those who saw the odd-looking craft.

The Gorges is a train passenger craft running for the Maine Central Railroad, between Bath and Woolworth, Me., passengers being transferred from these points across the water.

The craft is 240 feet long, 47 feet wide and has two large funnels. She had a steam railway car on board yesterday, resting roomily on the broad deck. The craft was built in 1909 at Bath and carries a ferry crew of six men.

## PORT OF GLOUCESTER.

### Arrivals.

- Tug Irvington, towing barges L. V. Nos. 701 and 781, Rockport, stone for New York.
- Sch. Abenaki, Portland, for New York.
- Sch. Herbert M. Rogers, Boston, for Newburyport.
- Sch. Hiram, Boston, for Bangor.
- Sch. Robert Lettie, Boston, for Bar Harbor.
- Sch. Addie F. McFadden, South Gardner, for New York.
- Sch. Emma McAdam, Boston, for Boothbay.

### Sighted Buoy Adrift.

Capt. Augustus G. Hall of sch. Thomas A. Cromwell sighted a large can buoy about eight miles south east of the shoal water of Cashes, Monday, which evidently had broken adrift. It was painted red with a black ring mark a short distance from the top.

# QUIET ALONG WATER FRONT

## Only Arrival Here Today Is One Craft From Boston.

The only arrival here this forenoon is sch. Mary DeCosta which came down from Boston with 50,000 pounds of fresh fish which sold to the splitters.

The gill netters had a good day yesterday, landing some 65,000 pounds. The high line craft was steamer Gertrude T., with 9000 pounds, mostly pollock, while steamers Sawyer and George E. Fisher also had good trips of 5000 pounds and over.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Ibsen, gill netting, 5000 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 1500 lbs. fresh fish.
- Str. Randolph, gill netting, 1000 lbs. fresh fish.
- Str. Eagle, gill netting, 600 lbs. fresh fish.
- Sch. Lorena, gill netting, 1500 lbs. fresh fish.
- Str. Quoddy, gill netting, 2000 lbs. fresh fish.
- Str. Rough Rider, gill netting, 1100 lbs. fresh fish.
- Str. Dolphin, gill netting, 1600 lbs. fresh fish.
- Str. Water Witch, gill netting, 3000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 1400 lbs. fresh fish.
- Str. Bethulia, gill netting, 4500 lbs. fresh fish.
- Str. Hugo, gill netting, 350 lbs. fresh fish.
- Str. Sunflower, gill netting, 2300 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 6000 lbs. fresh fish.
- Str. Orion, gill netting, 4000 lbs. fresh fish.
- Sch. Gertrude T., gill netting, 9000 lbs. fresh fish.
- Str. Harold II., gill netting, 500 lbs. fresh fish.
- Sch. Little Fannie, 3000 lbs. fresh fish.
- Str. Nora D. Robinson, gill netting, 3000 lbs. fresh fish.
- Str. Mystery, gill netting, 1500 lbs. fresh fish.
- Str. Medomak, gill netting, 2700 lbs. fresh fish.
- Str. R. J. Kellick, gill netting, 3500 lbs. fresh fish.
- Str. Sawyer, gill netting, 5000 lbs. fresh fish.
- Sch. Mary DeCosta via Boston, 50,000 lbs. fresh fish.
- Sch. Flavilla, shore.
- Sch. Marion, shore.

### Vessels Sailed.

- Sch. Mooanam, haddocking.
- Sch. Frances V. Sylvia, haddocking.
- Sch. Mystery, halibuting.
- Sch. Agnes, south seining.
- Sch. Benjamin A. Smith, south seining.
- Sch. Flavilla, Boston.
- Sch. Aspinet, Boston.

### 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, 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, 6c for white and 4c for gray.

# LOBSTERS DUEL IN SMACK'S HOLD

Duels between lobsters confined in the well of the auxiliary smack Little Elsie resulted in the undoing of monster crustaceans on the passage from Clark's harbor, N. S., to Boston. The schooner arrived Monday and a special permit was issued by the customs department for immediate discharge of the wriggling, scrapping cargo. Though the Little Elsie was but 66 hours covering the stretch between her loading port and the lobster cars near the northerly end of Governor's island—a quick passage in which motors figured most of the distance, the cargo had time to become belligerent and fight to the finish.

Confined in the schooner's well are 11,000 pounds of "lives" that counted about 50 to each 100 pounds when bailed out for transfer to the slatted pens in which they will be kept till required to fill orders. Commotion in the well must have been something extraordinary when the lobsters were engaged in deadly combat, though Capt. Partridge, the Little Elsie's master, says he recollects no sound of strife, but that would hardly be expected as the sea was sloshing pretty hard and the schooner rolled considerably.

But the fights must have been quite noisy judging from the mangled lobsters. Some of the monsters had claws cracked as cleverly as if a cleaver had been employed and the shell about the head was battered brutally, just as if some revengeful dweller of Nova Scotia's submerged reefs had suddenly set his jaws on his opponent and bore down hard. Big lobsters invariably showed these cruel wounds while the little fellows, minus a claw or a feeler, were otherwise intact. The small ones evidently got into too close proximity while the fighters were brandishing and slashing.

Old lobsters, say fishermen, most always fight to the death when opportunity offers. Ordinarily, a veteran lords a wide domain and shapes matters his own way. In this particular case, however, the lobsters had been caught along perhaps 100 miles of coast and brought to Clark's harbor by fishermen. When the thousands of lobsters represented by the cargo were dumped into the Little Elsie's well many patriarchs were face to face and naturally, battles for supremacy followed. The schooner is regularly engaged in the business and her crew expects a lot of trouble under deck while shipments are being hurried to this port.

# THINK TRAWLERS CUT GILL NETS

Somebody has in his possession some very fine new oiled nets, 18 1-2 meshes deep, which do not belong to him. They belong to the fishing steamer Nashewena, Capt. Davis, and the skipper of this craft reported his loss on reaching Portland Monday. The nets, 12 in number and filling three tubs, were valued at \$216.

Saturday night the Nashewena set her nets off Squirrel island and Monday afternoon Capt. Davis and his crew started to haul them. The ends were all right, but the middle gang was found missing. Efforts to find these were made by dragging, but were unsuccessful. The nets bore the name of their owner on the floats so that if they are seen anywhere, they will be recognized.

There is a strong suspicion on the part of some of the fishermen that the trawlers have been cutting the nets of the steamers as they have felt that their rights were being invaded. This has happened in the past and the fishermen believe it is happening again. Capt. Davis, however, thinks someone has taken the nets to go into business.

Several cases of missing nets have been reported this spring. Among them was a loss by Capt. George Nickerson, who lost several new nets.

After three weeks of good fishing weather the schooner Angie B. Watson returned about midnight Saturday with over 12,000 pounds of halibut besides 5000 pounds of salt cod. Capt. Skofield reported good weather during the entire trip and says the fishing off Little La Have could hardly have been better.

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On her first trip to Portland this season, the fishing schooner A. P. Parkhurst arrived Monday with 7000 pounds of mixed fish. Other arrivals were: Watauga from Georges with 4000 halibut; Thalia, from Georges with 4000 halibut; steamer Alice, 11,000 mixed fish; Martha E. McLean, 12,000 mixed fish; Lochinvar, 20,000 mixed fish; Fannie Hayden, 23,000 pollock and six barrels of herrings.

The Gloucester schooner William H. Rider which reached Portland from Georges banks, has a fare of 3000 pounds of salt cod. Capt. McComisky reports good weather and all well.

## FORMER WELL KNOWN SKIPPER

Said to Have Had Second Motor Boat on the Maine Coast.

The first Maine motor boat of which there is any record was owned by Warren F. Pope of East Machias. While at the World's Fair, in 1893, he bought a gas motor and had it shipped home. He designed and built a 28-foot boat in which he installed the "infernal machine" and launched the outfit in the spring of 1894. The experiences of those who attempted to operate that motor were thrilling; the things they said about it, unprintable.

In 1902 the next motor craft appeared. It was the property of Captain Otto Jensen, a former Gloucester man, and well remembered here as a hustling skipper, who had moved to Machias and taken with him a Swampscott dory. In this he installed a motor and it was a favorite statement of his that he cranked the thing more than one thousand miles before he learned how to make it occasionally go unaided. And to think that such a refractory craft bore the gentle name "Viola!"

The motorboat bug worked industriously after that and indiscriminately bit fishermen from Cape Porpoise to Eastport. It was less than a decade ago, however, that the sailing Hampton became practically a nonentity in Casco Bay. A good deal of the romance and poetry has been taken from the life of the small boatman since motors replaced sails, but the improved conditions brought to the fishermen are almost unbelievable.

Instead of leaving his island home at midnight, he now leaves an hour before daylight. He catches 2000 or 3000 weight of cod, haddock and hake, and lands his fare on the wharf before noon. Early afternoon finds him safely tied at his home mooring.

Before the coming of the motor Hampton, the wives and families of these down-the-bay fishermen seldom got to Portland. A round trip ticket on the "Harpwell boat" cost from 50 cents to \$1 for each member and dollars came too hard to be recklessly squandered. Now all this is changed.

Perhaps, it may be too rough outside to fish, yet withal a pleasant day. The fishermen needing some gasoline, or other supplies, bundles the whole family into his boat and speedily takes them "to town." The tired wife and mother thus gets a chance to visit the shops, to walk the busy streets, viewing the window displays, to attend a theatre, to see the tall buildings, the hurrying people, the honking automobiles; the noisy electric; in a nutshell, to escape the isolation which heretofore had been resignedly accepted as the part of a dutiful fisherman's wife.

The motor boat certainly has brought the coast people into touch with civilization and the broadening effects already are showing in signs of modernization about the island homes that were formerly unknown. The steamboat companies do not like the motor boats for they have hurt their business. But that the marine gas engine has absolutely revolutionized the lives of the fishermen, of Casco Bay and the families of those fishermen is undeniable.

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## COD CATCH OF NEWFOUNDLAND

The St. John's Herald of April 25, gives these figures relating to the catch the past few years, which are extremely instructive:

"In the year ending June 30, 1909, the total catch was 1,732,387 qtls., but the value of this big export totaled up to only \$7,398,536, the price per quintal that year averaging only \$4.27. In the year that ended on June 30, 1912, the catch was only 1,388,178 qtls., that is to say 344,208 qtls. less than for 1909. But the price averaged \$5.77 per quintal for the 1912 catch and the total value \$8,001,703, was greater by \$603,167 than it was three years before."

Fishing is expected to begin much earlier than last year, as the coast cleared of ice early. High prices last season have encouraged the industry and as many men and schooners are expected to fish as last year. In its issue of April 21, the Herald says:

"The Norwegian catch is very much short of that of last year, and there are only about 150,000 qtls. now remaining unsold in all the stores of St. John's.

"At the present rate of clearance there will practically be no fish left here by the end of June. The removal of the duty on our green fish going into the United States will also be an important factor in securing a high price the coming season. It is presumed that a great deal of the fish caught by the bankers out of Grand Bank Fortune, Belleoram, St. Jacques, etc. will not be made into dry salt fish, but will be taken to Gloucester and Boston and sold green. This will prevent the Mediterranean markets from being stocked heavily with new fish in July next as so often happened in the past, and which contributed so largely to bring about a low opening market price for the rest of the new Newfoundland fish in August and September. It will be seen then from all these conditions that the fishery outlook the coming summer is very bright for our people."

## WE DO NOT CATCH ALL THE FISH

Last year the Dutch deep-sea herring fishery employed 720 vessels, as compared with 754 in 1911, viz., 52 steamers (an increase of one), 539 luggers and 129 flat-bottomed boats (a decrease of 36). The steamers, in 252 voyages, caught 67,783 barrels of herrings; the luggers, in 2,051 voyages, caught 408,730 barrels; and the flat-bottomed craft, in 415 voyages, 71,871 barrels. The following are the figures of the catch and the numbers of the vessels during the last 10 years:

Year	No. of Vessels	No. of Barrels
1903	781	855,111
1904	784	795,421
1905	736	606,701
1906	733	751,281
1907	749	846,056
1908	740	685,662
1909	729	804,120
1910	721	784,491
1911	754	673,154
1912	720	533,960

The catch last year was the smallest since 1900, when it was 438,216 barrels. There was great loss of nets owing to the stormy weather in October and November off the English coast, the money loss being estimated at about 200,000 florins. The average prices were, at the beginning of August: 21 florins, as against 18 florins of same period in 1911; September 23.50 florins, as against 19.50 florins October, 24 florins, as against 21 florins; November, 20.50 florins, as against 16.50 florins; December, 21 florins, as against 19 florins.

A florin is 40 cents American money

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### Halibut Sales.

The halibut fare of sch. Titania sold to the New England Fish Company at seven cents a pound for white and four cents for gray and that of sch. Georgianna to the same concern at six cents a pound for white and four cents for gray.

## RECEIPTS ARE NOT VERY HEAVY

Several of the Fresh Drift Fleet in at T Wharf Today.

T wharf fish receipts this morning were somewhat smaller than for several days past, a fleet of nine crafts having arrived since yesterday with fares mostly of cod and hake.

Sch. Fannie Belle Atwood hails for 90,000 pounds of cod and 7000 weight of hake, the largest trip in today. The others range from 35,000 pounds down to 3200 pounds, landed by the shore fleet.

Wholesalers paid \$2.50 a hundred weight for haddock, \$3.30 for large cod, \$2 for market cod, \$1.25 to \$3 for hake, and \$1.50 to \$1.75 for pollock.

### Boston Arrivals.

The fares and prices in detail are:  
 Sch. Olivia Sears, 5000 cod.  
 Sch. Fannie Belle Atwood, 90,000 cod, 7000 hake, 2000 halibut.  
 Sch. Murie, 25,000 cod.  
 Sch. Esther Gray, 21,000 cod.  
 Sch. Georgianna, 11,000 cod.  
 Sch. Laura Enos, 3200 cod.  
 Sch. Dixie, 3400 cod.  
 Sch. Elizabeth W. Nunan, 7000 cod, 16,000 hake, 12,000 cusk.  
 Sch. George H. Lube, 2500 haddock, 7500 cod, 7500 hake, 6000 cusk.  
 Haddock, \$3.50 per cwt.; large cod, \$3.30; market cod, \$2; hake, \$1.25 to \$3; pollock, \$1.50 to \$1.75.

## THEY MAY LOOK US OVER HERE

Seeking information for use in the establishment of a municipal fish wharf and market in Washington, an official delegation from the District of Columbia yesterday made an inspection of the new fish pier under construction in South Boston and also of old T wharf, as guests of Chairman Hugh Bancroft of the Directors of the Port of Boston and officers of the Boston Fish Market Corporation.

The delegation consisted of Col. W. C. Haskell, superintendent of weights, measures and markets; Snowden Ashford, municipal architect, and Ralph B. Pratt, secretary to the commissioners. Today they will leave Boston for this port and other fishing centers along the coast, after which they will return to Washington to make their report.

They were accompanied yesterday by S. C. Babbitt of the State Department of Weights and Measures and William R. Mahoney, representing the directors of the port.

Secretary Freeman of the Board of Trade had received no intimation of their coming this morning. It is probable that if they come here, their visit will be brief and informal.

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## CAPT. "SOL" HIT MARKET AGAIN

Sch. Romance, Capt. Solomon Jacobs, arrived at New York yesterday afternoon with 6000 fresh mackerel and steamer Lois H. Corkum, Capt. William J. Corkum is there this morning with 2000 fresh mackerel which are the only seinings arrivals reported up to noon.

This is Capt. "Sol's" second trip, having previously landed 300 fish at New York, April 25. It is supposed that the Romance and Corkum took their trips in the vicinity where others have been taken this week.

The only other arrivals are the netters Dorcas with 1200 fresh mackerel; W. Starbuck, 800; L. B. Winsor, 200.

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## T WHARF MARKET QUIET

Arrivals Since Yesterday Include 13 Fleet of Fishermen.

Boston this morning reported a fleet of 3 sail in since yesterday, but there was no big demand for fish and trade was generally quiet.

The only offshores were schs. Ethel B. Penny and Matchless with average fares, mostly haddock and cod. There was some hake and cusk in the market and but few pollock.

Wholesalers paid \$2.50 a hundred for haddock, \$2.50 for large cod, \$1.75 for market cod, \$1 to \$2 for hake and \$1 to \$1.50 for pollock.

### Boston Arrivals.

The fares and prices in detail are:  
 Sch. Eleanora DeCosta, 11,000 haddock, 9000 cod.  
 Sch. Genesta, 1500 haddock, 1000 cod, 8000 hake, 15,000 cusk.  
 Sch. Ethel B. Penny, 24,000 haddock, 4000 cod, 10,000 hake.  
 Sch. Matchless, 10,000 haddock, 3500 cod, 5000 hake.  
 Sch. Rose Dorothea, 8000 haddock, 9000 cod.  
 Sch. Rose Cabral, 16,000 haddock, 3000 cod, 1000 hake.  
 Sch. Edith Silveria, 3500 haddock, 1700 cod.  
 Sch. Rita A. Viator, 3500 haddock, 2200 cod.  
 Sch. Hattie A. Heckman, 15,000 cod.  
 Sch. Hortense, 21,000 cod.  
 Sch. Viking, 8000 cod.  
 Sch. Evelyn M. Thompson, 8000 cod.  
 Sch. Manhasset, 4500 cod.  
 Haddock, \$2.50 per cwt.; large cod, \$2.50; market cod, \$1.75 to \$2; hake, \$1 to \$2; pollock, \$1 to \$1.50.

### Seaweed Substitute for Rubber.

According to the Marine Journal, a method has been found for manufacturing from seaweed a substance which, it is declared can be used as an inexpensive substitute for rubber and leather. Tires for automobiles and carriages, it is said can be very satisfactorily made of the substance, and the manufacture of boots is now being considered. The seaweed material is not only a great deal cheaper than either rubber or leather but it is also believed to be more lasting and more sanitary. So far the only uses which have been found for seaweed is as a fertilizer or for the abstraction of iodine. The dried seaweed has been used at times for the stuffing of mattresses and pillows but this has not proved generally acceptable.

### Porto Rico Fish Market.

Codfish—Our local market has remained practically unchanged with moderate supplies, and if anything a trifle better demand for medium cod, which we quote at \$31.50 to \$32, net ex wharf. Ponce is reported weaker owing to competition among some receivers, and offers of \$31 are talked of.

Pollock and Haddock.—Inquiry is confined to most immediate needs and values remain at about previous level of \$23 to \$23.50. (Reported by S. Ramirez & Co., San Juan, P. R.)

### For Important Work.

Secretary of Commerce Redfield has made preparations for the International Conference on Safety at Sea by designating several committees composed of Government officers to consider the various topics. He believes that these committees should include representative shipbuilders shipowners and ship carpenters as well as representatives of other maritime interests with which he is in close touch. The various committees will meet to organize in a few days.

### Seaweed As a Fertilizer.

Seaweed, at one time thought valueless, is a wonderful fertilizer. Tons of it are collected in carts at low tide by the Cornish farmers, and around the coast of Jersey.

After being dried in heaps, it is spread on the land. There its nutritive properties of nitrogen and potash, in which it is very rich, are absorbed into the soil and produce wonderful crops. New potatoes from Jersey, and spring cabbages from Cornwall, are raised with seaweed fertilizer.