

May 16

SEE SOME GREAT POSSIBILITIES AHEAD

Bay of Islands Herringers Haul Free Fish With Great Delight.

Says the St. John's, N. F., Herald: The people of Bay of Islands are proving themselves wise in their generation in the recent agitation to start the herring exporting industry on a new basis.

Now that the duty is taken off Newfoundland herring going into the United States, the residents of Curling being intelligent men, can foresee what great possibilities are in this industry when carried on in a proper and honest manner. They can see what supervision and legal regulations have done for the lobster fishery, and they want the conduct of the herring fishery to be put upon the same basis, that all packers apply for licenses and numbers before being allowed to put up herring for exportation. This is the system that saved the lobster markets for Newfoundland. It will also recover and save the herring markets when properly carried out. Bad pack has in the past ruined our herring markets abroad. People who put up herring did not care as long as they got paid for them and enjoyed the present gain, regardless of the future and possessing a good name for our herring in the markets abroad. Not only were the herring often badly cured, but the packages were leaky and poorly put together. The pickle leaked out slowly but surely, and the herring became rotten and rusty. It was no wonder, then, that the dealers in the foreign markets were shy of trusting our herring. The branding was in many cases found to be an open fraud. Imagine the branding of small, poorly-cured shore herring as "Prime Labrador Herring." During the past 30 years there has not been in any season 500 barrels of herring taken on the Labrador, and while this has been the case more than half of the hundreds of thousands of herring shipped out of the country have been branded "No. 1 Labrador" or "Prime Labrador." This would not be so bad if these herring were all good, sound and properly cured shore herring, such as come from Notre Dame Bay and the West Coast in the fall and winter. As a matter of fact, thousands of barrels were shore herring caught in July, of less than medium size. Add to this the fact of their being put up in leaky barrels and you can readily imagine the condition these herring must be in on reaching the foreign markets.

What we wonder at is that there can be found anywhere in the world people so devoid of discrimination, so poor and so hungry as to eat them. We are told that the negroes of the West Indies consume most of these herring and that they are glad to get them at the price. This may be so, but our herring dealers, possessing such a valuable asset as the Newfoundland herring fishery, should have a higher ambition in their trade than catering dog-food to the negroes of the West Indies.

The White race of Canada and the United States especially the people of German and Scandinavian, descent want a million barrels of salted herring every season. But they want good herring, clean, fat and wholesome, free from rust and dirt. They buy all the Scotch packed herring that they can get, not because these herring are better than ours, but because they are properly packed and all their good qualities are retained when they are purchased, even after a five thousand mile journey by steamers and trains.

Our herring caught at Bay of Islands, Bonne Bay and all along the coast after August can defy competition with any in the world when they are taken out of the nets and seines. The deterioration come after. Bad cure and bad pack does the mischief. There is no incentive for a man to do his best, to do what is right, who is inclined to be dishonest, in his work seeing that he is paid as much for a barrel of herring as the man who goes to the limit in taking pains to have good herring.

It is to meet this emergency that our friends at Bay of Islands have arisen and said: "It is time to get our rightful place in the herring markets of the world and in order to do this it must be made possible for any barrel of herring to be traced to the man who packs it if necessary. Every man who wants to go into the business of putting up herring must have a license and a number." This is the position taken by the people of Bay of Islands and it is the right one.

A new era is now opened to us in the herring industry, seeing that we have to pay no duty on that fish going into the States. Let the whole country back up the action of Bay of Islands in this matter and put our best goods forward in order to regain our rightful place in the herring markets abroad.

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FISH TODAY IN LIGHT RECEIPT

T Wharf Has But Six Fares With 100,000 Pounds Between Them.

Fresh fish receipts at T wharf, Boston, this morning aggregated a little better than 100,000 pounds there being but six fares on hand, in consequence of which average prices ruled.

The down east sch. Lochinvar had 36,000 pounds mostly hake, which is the largest fare of the morning. Others were schs. Arbitrator, 29,000 pounds; steamer Ripple, 27,000 pounds and 3000 weight of sole. The Vesta had 10,000 pollock, while steamer Bryda F. was again in with 4000 pounds of pollock. Two Italian crafts also brought in some small pollock and a few large.

Wholesalers paid \$2.50 to \$4.25 a hundred pounds for haddock; \$4 to \$4.25 for large cod; \$2 to \$2.25 for market cod; \$1.50 to \$3 for hake; \$1.25 to \$1.50 for pollock and \$1 for cusk.

Boston Arrivals.

The fares and prices in detail are: Sch. Arbitrator, 8000 haddock, 13,000 cod, 5000 cusk, 2500 pollock, 500 halibut.

Str. Ripple, 26,000 haddock, 500 cod, 500 hake, 3000 lemon sole.

Sch. Eva Avina, 1000 cod.

Sch. Lochinvar, 3500 cod, 24,000 hake, 9000 cusk.

Sch. Vesta, 10,000 pollock.

Str. Bryda F., 4000 pollock.

Haddock, \$2.50 to \$4.25 per cwt.; large cod, \$4 to \$4.25; market cod, \$2 to \$2.50; hake, \$1.50 to \$3; pollock, \$1.25 to \$1.50; cusk, \$1; halibut, 11 cents for white and gray.

Off On Trial Trip.

The new schooner Bay State sailed for Boston this morning with a party on board in command of Capt. Norman A. Ross.

May 17th

ALL ENJOYED THE TRIAL TRIP

The new auxiliary schooner, Bay State, built at Lantz's yard at Vincent Cove, for the halibut fishery on the Pacific coast had a trial run to Boston yesterday, under command of Capt. Norman A. Ross, who will take her around the Horn this fall.

On board the craft was a party of guests including W. M. Goodspeed, Thomas McMannus the designer, Fred C. Foster, Alderman George E. Merchant of the Municipal Council, F. E. Sarrett, manager of the Vancouver branch of the New England Fish Co., Reuben Myett, Capt. Joseph V. Bonia, Capt. William Thompson and Capt. James H. Stapleton.

The craft had a fine passage to Boston making the trip in three hours and 10 minutes. On the return trip some trouble was experienced with one of the engines off Graves and Capt. Ross decided it best to put back to Boston, the local guests returning home by train.

One of the pleasures of the trip was an old fashioned chowder served under the direction of Chef Abraham Frawsell.

NAMES DEPUTY FISH COMM'R

A Washington dispatch says that President Wilson has sent the name of Ernest Lester Jones to the senate for confirmation as deputy commissioner of fisheries. Mr. Jones is appointed to succeed Dr. Hugh M. Smith, recently appointed commissioner. The new deputy comes from Virginia.

May 17

CAPT. PORPER GOT GOOD PRICE

Brings a Fine Fare of Fresh Halibut From Gulf of St. Lawrence.

Sch. Cavalier, four weeks from the Gulf of St. Lawrence, arrived yesterday afternoon from a halibuting trip with 50,000 pounds fresh halibut, 25,000 pounds of salt cod and 4000 weight of fitched halibut.

Capt. Porper is striking his old time gait again, and his fare is one of the big ones of the spring. During the first part of the trip, fish were scarce, but later the Cavalier struck the right grounds and took her dandy fare in a short space of time.

The craft struck a good market today, the American Halibut Company taking the halibut fare at a raise over yesterday's prices. White halibut brought nine cents a pound, small gray, seven and one-half cents and large grays, five cents.

The only other off shore in is sch. Wm. H. Rider from salt drifting with 25,000 pounds salt cod.

Yesterday's gill netting receipts were less than 15,000 pounds, mostly cod which were shipped to the Boston market.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Cavalier, Gulf of St. Lawrence, 50,000 lbs. fresh halibut, 25,000 lbs. salt cod, 4000 lbs. fitched halibut.

Sch. Wm. H. Rider, salt drifting, 25,000 lbs. salt cod.

Str. Dolphin, gill netting, 900 lbs. fresh fish.

Str. Evelyn H., gill netting, 1200 lbs. fresh fish.

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

Str. Nora B. Robinson, gill netting, 1500 lbs. fresh fish.

Str. Harold, II., gill netting, 1000 lbs. fresh fish.

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

Str. Rough Rider, gill netting, 500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1300 lbs. fresh fish.

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

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

Str. Mary L., gill netting, 2000 lbs. fresh fish.

Sch. Arthur James, south seining.

Sch. Lottie G. Merchant, south seining.

Sch. Romance, south seining.

Sch. Constellation, south seining.

Sch. Ralph L. Hall, south seining.

Str. Bessie A., pollock seining.

Str. Thelma, south seining.

Vessels Sailed

Sch. Mary E. Harty, Cape Shore; seining.

Sch. Independent II., Cape Shore, seining.

Sch. Corona, Cape Shore, seining.

Steamer Bessie M. Dugan, pollock seining.

Steamer Joanna, pollock seining.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.

Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$4.25, medium, \$3.75.

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

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

Hake, \$1.50.

Fresh Fish.

Splitting prices: Haddock, 90c 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, 75c.

Cape North cod, large \$2; medium, \$1.75; snappers, 75c.

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

Hake, 90c.

Cusk, large, \$1.40; mediums, \$1; snappers, 50c.

Dressed pollock, 80c, round, 70c.

Bank halibut, 9c for white and 7 1-2c and 5c for gray.

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JONAH AND WHALE STORY DISCOUNTED

New England fishermen, famed throughout the country, have been tagged with a new achievement, which if true, would revolutionize the traffic of smuggling liquors into dry territory. The story as sent out by zealous Wilmington, Delaware, newspaper correspondent, has a color and complexion that would put many a fish story in the shade. Even Jonah and the whale has nothing on this one.

Here it is: "A new industry to overcome local option conditions in lower Delaware has developed at Lewes and at the Delaware Breakwater. Mackerel fishermen from New England ports supplying the 'dry' section around Delaware Breakwater with liquor by selling pints and half-pints concealed in mackerel. 'Buy a fish and get a big drink' is the slogan of the fishermen, and it is netting them considerable money.

"When Governor Miller recently approved a bill prohibiting the shipment of liquor into Kent and Sussex counties the bibulous residents of Lewis

and vicinity became alarmed. The Webb bill previously had stopped interstate shipments of liquor. Men in need of a drink then began making their appearance on the piers at Lewes in the hope that fishermen and seagoing men generally would have a supply of liquor on hand.

"Several days ago two men on a mackerel fishing vessel from New England conceived the idea of going into the liquor business. They purchased a large supply of 'booze' before reaching Delaware and en route opened a large quantity of fish and placed bottles of liquor inside. The fish and contents were offered for sale. There soon was a big demand for the fish. Other mackerel fishermen learned of the scheme and emulated it. Now, with the arrival at Lewes of fishermen many prospective customers always are on hand.

"The business is profitable, but it will not last long. Arrests are expected."

After reading the above, one might be led to ask as to the brand of shipment. Some brands are worse than others. Imagine a half pint in a mackerel's insides! What will fishermen be accused of next?

FOUR SMALL SHORE BOATS

Two With Pollock Fares, All There Is Up at T Wharf.

Four small shore boats were all that T wharf had to report this morning in the way of arrivals since yesterday.

Two from pollock seining landed 15,000 weight of pollock between them, while the others had small fares of cod and fresh herring.

Wholesalers paid \$3.50 a hundred for haddock, \$4 to \$4.75 for large cod, \$2.50 for market cod, \$1.50 for hake and pollock and 12½¢ a pound for halibut.

Boston Arrivals.

The fares and prices in detail are: Str. Jeffery, 8000 pollock. Sch. Vesta, 7000 pollock. Sch. Mary J. Ward, 1000 cod, 5 bbls. fresh herring, 1000 halibut.

Sch. Ignatius Enos, 1100 cod. Haddock, \$3.50 per cwt.; large cod, \$4 to \$4.75; market cod, \$2.50; hake, \$1.50; pollock, \$1.50; halibut, 12 1-2¢ for white and gray.

16 NETTERS AT NEW YORK TODAY

The netters out south continue to do well. This morning there are 16,000 fresh mackerel at New York from the netting fleet and overland, several of the boats being reported with nice fares.

The arrivals in detail are: Sch. Mildred J., 400 fresh mackerel. Sch. Annie Hamilton, 300 fresh mackerel.

Sch. Lafayette, 1600 fresh mackerel.

Sch. Atlantic, 1500 fresh mackerel.

Sch. Lillian, 1000 fresh mackerel.

Sch. M. Madeline, 2100 fresh mackerel.

Sch. Hockomock, 1700 fresh mackerel.

Sch. Wood and Mack, 950 fresh mackerel.

Sch. Lucy B. Windsor, 1300 fresh mackerel.

Sch. Cherokee, 1300 fresh mackerel.

Sch. Reliance, 850 fresh mackerel.

Sch. Lewis H. Tottman, 1200 fresh mackerel.

Sch. Lizzie Foster, 1900 fresh mackerel.

Sch. Golden Eagle, 550 fresh mackerel.

Sch. E. A. Hooper, 650 fresh mackerel.

Sch. Gracie, 300 fresh mackerel.

These consignments were received overland at Fulton dock: Wilson & Barry, 25 barrels; Eldred & Haley, 10 barrels; Kingland & Comstock, 15 barrels; Lockwood & Winant, 41 barrels; Warner & Prankard, four barrels; Chesboro Brothers, 25 barrels.

Several of the fleet have arrived home from the south to fit for the Cape Shore. They are schs. Arthur James, Lottie G. Merchant, Romance, Constellation, Ralph L. Hall, and Steamer Thelma.

The catch of the southern mackerel fleet to date figures at 2647 barrels against 1224 barrels for the same time last year.

Imports of salt mackerel of the 1912 catch received at Boston to date are 31,356 barrels against 32,133 barrels of the 1911 catch for the corresponding period of 1912.

New Halibut Schooner.

The new halibut sch. Alaska, built by Nilson & Kelz at a cost of nearly \$16,000 left Seattle last month on her maiden voyage north. The schooner is 85 feet long, has an 18-foot beam and a depth of 10 feet. She has a 110 horsepower Atlas engine; a fuel capacity of 45,000 gallons of gasoline and can carry 100,000 pounds of halibut. She has a speed of 9 1-2 knots an hour.

He Knows How To Do It.

Sch. Gov. Foss, Capt. Fred Thompson, stocked \$3800 on her recent halibut and Cape North cod fare, the crew sharing \$88 clear to a man. The Foss has proven a good money maker since she was launched two years ago and Capt. Thompson as usual is keeping up his record among the high liners for big stocks.

HERE'S A FISH CONTROVERSY

Quite a number of the vessels of the local fishing fleet are fitting out now for swordfishing and it is expected several of them will commence operations in about 10 days. Good money was made last season by most of the Portland vessels engaged in that line of fishing and the fishermen generally are looking forward to another prosperous year, unless the dogfish make it unprofitable. This pugilistic canine of the sea has always been the worst enemy of the swordfish and at times in years gone by it has been feared they would practically exterminate them. It has been rumored and hoped that a bounty would be offered for the increasing pest, but no action in that direction has yet been taken by the State or National Government.—Portland Argus.

Says the Portland Evening Express and Advertiser in commenting on the above:

"The writer of the above is correct in stating that vessels are now beginning to fit out for the swordfisheries. He is also right in believing that the swordfish and the dogfish are unfriendly. But he is a bit twisted when he says the dogfish is one of the worst enemies of the swordfish, and it is difficult to restrain a smile when we learn that there have been fears that the dogfish would exterminate the swordfish. The dogfish weighs from five to 10 pounds on an average while the swordfish tips the beam up in the hundreds. And coming right down to brass tacks: The swordfish is the chief natural enemy and natural eliminator of the dogfish. So far as known it is the only salt water fish that will devour the young of the dogfish and also chase unrelentingly the adult fish. The ground fishermen are unanimous in agreeing that the dogfish has become much more of a menace since the fleet of swordfishing vessels has grown to such proportions. With the immense number of swordfish taken every summer the dogfish are relieved more and more from the onslaughts of their worst foe, leaving them freer to attack the marketable food fishes."

SAVED CRAFT LOST SEINE

Steamer Bessie A., one of the pollock seining fleet, owned and commanded by Capt. Preston Marchant went ashore on Plum island yesterday afternoon but was later floated by the aid of the life-saving crew of the island.

Capt. Marchant had made a set around a school quite near shore and during the heavy wind, the seine boat was driven ashore. In attempting to float her, the little steamer also grounded, but fortunately both were later floated. The seine, however, had to be left on the beach.

Portland Fish Notes

Capt. Freg. N. Harty, the Portland representative for the New England Fish Company went to Boston Thursday to make arrangements to open his early summer business of buying fish at Newport. Every year about this time finds Capt. Harty headed in that direction where for a period of two months or more he engages in the buying of fish to supply the Boston market.

The sardine business in Hancock county is slow at this time. The owners of factories, and the fishermen and weimen are waiting until the tariff shall be completed to find out just what they can afford to pay for and sell fish to make a profit. Some of the factories are running with small crews until later in the season. The fish industry is of such importance to Hancock county that everybody is more or less affected when it is not thriving, and more persons make a livelihood from it than people realize.

ENOS NICKERSON BREAKS RECORDS

Hustling Skipper in Sch. Frances S. Grueby Has Stocked \$66,000 in Thirteen Months of Trawling.

After breaking two long standing records, Capt. Enos Nickerson of sch. Frances S. Grueby is enjoying a brief vacation while his craft is fitting for Cape Shore mackerel seining, visiting Washington, New York and Philadelphia.

That Capt. Nickerson is justly entitled to a rest all will readily agree after a glance at the following figures:

Since last August, the Grueby has made the remarkable stock of \$48,000, for which the crew shared \$1111 to a man, which is believed to be the biggest record for stock ever made in that length of time.

For 13 months haddocking, Capt. Nickerson stocked \$66,000, which does not include a brief period while the craft was engaged in mackerel seining. This is a wonderful stock and as far as known, establishes a new world's record in haddock trawling.

CATCHING SEA-TURTLES.

How the Fiji Islanders Make It a Sport—the Turtle's Royal Rank.

Taking turtles in the Fiji Islands, where this animal is so important, is more like sport than work, and almost as exciting to watch as to take part in. Two men go out in a light canoe. One paddles in the stern while the other lies upon his stomach with his head projecting over the bow, and with a heap of pebbles at hand. With scarcely an exciting to watch as to take part in. Two men go out in a light canoe. One paddles in the stern while the other lies upon his stomach with his head projecting over the bow, and with a heap of pebbles at hand. With scarcely a ripple from the paddle the canoe is propelled gently to and fro over the bottom where grows the green sea-grass, which is the turtle's favorite food. Suddenly the watcher in the bow lifts his hand, and as the motion of the boat is checked, he takes a pebble from the heap beneath him and drops it gently into the water. Down it goes pat upon the shell of the pasturing turtle. Unsuspecting danger, and apparently not at all affected by the shadowy object overhead, the beast crawls lazily out of reach of such accidents and begins to feed again. Steered by hand-signals from the man in the bow, the canoe swings her head over him again, and a second stone taps rudely at his shell. It may need a third or even a fourth tap to convince the animal that this rain of projectiles from the upper world is more than accidental, but the unwonted exercise thus forced upon him at meal-time has shortened his breath. Air he must have, and he makes slantwise for the surface.

Then the sport begins. The bow man springs up, snatches off his loin-cloth and plunges down into the depths. He knows that success in his art lies in seizing the creature by the edge of the fore flipper, and in turning him over before he reaches the surface. It is a slippery handhold, but if he grasps the limb higher up his hand will be nipped between the flipper and the sharp edge of the shell; while to seize a turtle by a hind flipper is to put one's self in the attitude of a tin-can tied to a puppy's tail. Having been both skilful and lucky, as these amphibious and agile Fijians usually are, and got a proper grip upon the edge of the fore flipper, the man must manage to turn the turtle on his back. To this the animal strongly objects, and the spectator sometimes watches an underwater contest which could hardly be matched for sensational interest. If success follows the swimmer's effort, he must still guide the turtle to the surface before letting go; and there the steersman is ready to help get the prize into the canoe. No one less accomplished in swimming and long diving than a

South Sea Islander could hope to do much at this game.

The turtle in Fiji had royal rank—or had in the primitive state of things. Every considerable chief had his band of turtle-catchers, who were expert at the business of catching their prey in nets. These nets, sometimes two hundred yards long, and 12 feet wide, were taken in canoes out to deep water and hung from floats in a great semi-circle, the ends of which were brought to the reef. This was to intercept the animals on their way back from their pastures in the shallows, and a perfect knowledge of their habits guided the fishermen in choosing the proper place and time. This method is still followed. If the turtle takes fright at the net, the men drive it forward with much noise and splashing, until the jarring of the floats show that the victim is entangled. Returning, the catch is announced by loud blasts on the conch-shell trumpet and the canoes are received with the same noise of triumph as used in former days to greet the boats that brought back the bodies of enemies to furnish materials for a cannibal feast.—Harper's Weekly.

Provincetown Fishing Notes.

Large quantities of whiting have been taken in the Provincetown traps the past week and were quickly disposed of at the four freezers.

Steamer A. B. Nickerson arrived last Saturday and is now quite a large craft, having been lengthened by being cut in mid-ships and a piece built in.

The vessels of the local fleet have been lying in port a long time for this season of the year, owing to a scarcity of bait.

Weir catches during the past week have not been sufficient to supply the demand for bait, and large quantities of squid have been shipped here from Chatham and Dennis to supply the fishermen.

A few porgies were taken in the harbor recently, and everybody is hoping that these are only the forerunners of as large schools as visited these waters last season.

About thirty fishermen left town last Friday for Bucksport, Me., having signed on with Captain Nicholson for his fleet sailing from that port.

Cutters to Remove Wrecks.

A general order has been issued by the Secretary of the Treasury to the revenue cutter service to co-operate with the army engineers in removing wrecks and other obstructions in navigable waters. This was interpreted as the first step toward the transfer from the Treasury Department of the revenue cutter service with the life saving service as a "coast guard," as proposed by legislation which was introduced in the 62d Congress and which has again been presented for the consideration of the present Congress. Revenue cutter officers look upon the recent order as an indication that the cutter service will be made a part of the army instead of the navy, as was proposed some months ago. Congress has already placed the revenue cutter service on practically an army status by providing army pay, with retirement for officers.

The Week's Receipts at T Wharf.

Receipts of fresh groundfish landed at Boston for this week, ending May 16, totalled 1,291,500 pounds from 39 arrivals, against 2,447,100 pounds from 67 arrivals for the same period of 1912.

Fishing Fleet Movements.

Sch. Paragon arrived at Canso, Thursday last from Magdalenes bound to the fishing grounds.