

*June 4*  
 The steamer Nashawena put in at Portland Tuesday to repair her nets, which were badly torn when she attempted to seine a big school of herring off Halfway rock Tuesday morning. She was on her way to Boothbay Harbor when she struck the herring school, but after ripping her nets so badly, Capt. Davis decided to come in to Portland for repairs. She lost 100 barrels of herring because of the accident.

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## HADDOCK ARE DOWN TO \$1.25

Mackerel Takes the Shine Off Groundfish at T Wharf This Morning.

Outside of the mackerel fare of sch. Eglantine, which is the chief attraction at T wharf, Boston, this morning, 11 fares of fresh groundfish have arrived since yesterday.

The largest trips are schs. Rose Dorothea, 53,000 pounds; Ruth, 37,000 pounds; Mary, 44,000 pounds; steamer Ripple, 40,000 pounds.

Wholesale dealers paid \$1.25 a hundred weight for haddock \$3.50 to \$4.25 for large cod, \$2 to \$2.25 for market cod, 80 cents to \$2 for hake and \$1.25 to \$1.50 for pollock.

### Boston Arrivals.

- The fares and prices in detail are:  
 Sch. Eglantine, 14,000 large fresh mackerel.  
 Sch. Rose Dorothea, 31,000 haddock, 22,000 cod, 1200 halibut  
 Sch. Ruth, 35,000 haddock, 2000 cod.  
 Sch. Virginia, 2000 haddock, 19,000 cod.  
 Sch. Marion, 3200 cod, 900 pollock, 200 halibut.  
 Sch. Rose Cabral, 21,000 haddock, 7000 cod.  
 Sch. Hattie A. Heckman, 28,000 cod.  
 Str. Ripple, 40,000 haddock, 500 coc.  
 Sch. Philip P. Manter, 14,000 haddock, 6000 cod, 1000 pollock.  
 Sch. Ga'atea, 5000 cod, 34,000 hake, 1000 cusk.  
 Sch. Mary, 25,000 haddock, 3000 cod, 16,000 hake.  
 Sch. Good Luck, 1500 haddock, 27,000 cod.  
 Haddock, \$1.25 per cwt.; large cod, \$3.50 to \$4.25; market cod, \$2 to \$2.25; hake, 80c to \$2; pollock, \$1.25 to \$1.50; large fresh mackerel, 28 1-2 cents each.

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## ONE HALIBUTER IN HERE TODAY

Capt. Jack McKay From Grand Bank Where He Reports Rough Weather.

One off shore arrival was reported here this morning, sch. Catherine Burke, Capt. Jack McKay being in with 26,000 pounds of fresh halibut and 9000 weight of salt cod.

Rough weather was reported on the trip, which hindered fishing operations. The craft secured her fare on Grand Bank.

The New England Fish Company purchased the halibut this morning, paying six cents a pound for white, and four and three and one-half cents for small and large grays.

### Today's Arrivals and Receipts.

- The arrivals and fares in detail are as follows:  
 Sch. Catherine Burke, Grand Bank, 26,000 lbs. fresh halibut, 9000 lbs. salt cod.  
 Str. Unknown, pollock seining, 1000 lbs. fresh pollock.  
 Sch. Stranger, shore.  
 Sch. Yankee, shore.  
 Sch. Rita A. Viator, shore.  
 Sch. Emily Sears, shore.  
 Sloop Murphy Girls, shore.  
 Sch. Fannie A. Hayden, shore.  
 Sch. Arbitrator, via Boston.

### Vessels Sailed.

- Sch. Jubilee, salt drifting.  
 Sch. Laverna, shacking.  
 Sch. Leonora Silveria, haddocking.  
 Sch. Matthew S. Greer, haddocking.  
 Sch. Flavilla, Boston.  
 Sch. Quannapowitt, Boston.

### TODAY'S FISH MARKET.

- Salt Fish.**  
 Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.  
 Drift codfish, large, \$4.50 per cwt.; medium, \$4.  
 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.  
 Pollock, \$1.50.  
 Haddock, \$1.50.  
 Blitched halibut, 8 3-4c per lb.
- Fresh Fish.**  
 Splitting prices:  
 Haddock, 90c per cwt.  
 Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.  
 Western cod, large, \$2.25; mediums, \$1.75; 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 lbs less than the above.  
 Hake, 90c.  
 Cusk, large, \$1.40; mediums, \$1; snappers, 50c.  
 Dressed pollock, 80c, round, 70c.  
 Fresh herring, \$3 per bbl. for bait; salt, \$1.60 to freeze.  
 Bank halibut, 8 cents for white, 6 cents and 4 cents for gray.

## HARBOR PIRATES LOOT AT T WHARF

For several weeks T wharf, Boston, has been at the mercy of a gang of harbor pirates who have boarded craft at the wharf and stolen goods while the crew slept.

The police, in small boats, have concealed themselves in the slips on the waterfront and have cruised about silently with lights covered in an effort to catch the pirates at their raiding, but they have failed to find anything better than evidence of their looting.

The pirates have preyed upon the docks, the storehouses and freight houses near the docks, craft in the harbor, pleasure boats and islands of the harbor. Several watchmen along the waterfront claim to have caught fleeting glimpses of the power boat. They all agree that her motors are muffled so nicely that she moves almost silently.

It is suspected that the pirates have a rendezvous on some island in the harbor, and that their craft and loot are concealed there during the day. Despite the untiring efforts of the police it has been impossible, thus far, to find the place where the stolen merchandise is being disposed of by the pirates.

### PORT OF GLOUCESTER.

#### Arrivals.

- Str. yacht Elsa II., Boston.  
 Tug H. A. Mathas, Boston.  
 Sch. yacht Constellation, Boston.  
 Sch. Hume, Boston, to load salt.  
 Sch. Herbert, Rockport for Boston.  
 Sch. Edward S. Eveleth, Boston for Ipswich.  
 Sch. L. T. Hamlin, Huntington for Newburyport.

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## HAMOR STRUCK FISH OFF SAMBRO

Also Made Haul Off Lunenburg and Has 14,000 Fresh Mackerel at T Wharf— Says Fleet Ahead of Schools.

With 14,000 large fresh mackerel iced away in her hold, sch. Eglantine, Capt. George G. Hamor, is at T wharf, Boston, this morning, from the Cape Shore, making the second arrival there this season.

Capt. Hamor secured his catch in two schools, the first of which was taken off Halifax, Sunday. On the way along, Capt. Hamor ran into a large body of fish off Lunenburg, around which he made a set. So large was the school, however, that the Eglantine's men had to cut away the purse line to prevent their seine boat from swamping, and only a small part of the school was saved. Mackerel enough were sighted, Capt. Hamor reports to have filled two or three vessels.

In the opinion of Capt. Hamor, the fleet is ahead of the fish. On the way home Sunday, mackerel were sighted off Shelburne, but none of the fleet were there at the time, all being to the eastward.

### Crafts at Louisburg.

- A despatch from Louisburg, C. B., announces the arrival of the following crafts and fares:  
 Sch. Veda M. McKown, 200 barrels.  
 Sch. Selma, 62 barrels.

- Sch. Constellation, 125 barrels.  
 Sch. Ralph L. Hall, 12 barrels.

Fish are reported schooling off that locality and with fair weather, the prospects of getting some fish are considered most excellent.

A wire from Alberton yesterday states that fish were seen off Prince Edward Island. They were all large mackerel, and some were taken, weighing three pounds each.

From the Magdalen Islands, it was reported by wire yesterday that mackerel were off the coast and some catches are expected.

### Netters at Newport.

- Newport reports the following netting arrivals this morning:  
 Sch. Reliance, 800 fresh mackerel.  
 Sch. Olga, 400 fresh mackerel.  
 Sch. Guysula, 100 fresh mackerel.  
 Str. Geisha, 1300 fresh mackerel.  
 Sch. Gardner Heath, 600 fresh mackerel.  
 Sch. Lillian, 400 fresh mackerel.  
 Sch. Alberta, 500 fresh mackerel.  
 Sch. Jennie H. Gilbert, 1000 fresh mackerel.  
 Sch. Dorcas, 700 fresh mackerel.  
 Sch. On Time, 800 fresh mackerel.  
 Sch. Eliza A. Benner, 1600 fresh mackerel.  
 Sch. Hockomock, 1500 fresh mackerel.

## SCH. SENATOR GARDNER WAS SEIZED

Released on \$5000 Cash Bond Pending Investigation.

Sch. Senator Gardner, Capt. Vincent Nelson, owned by the Gorton-Pew Fisheries Company of this port, was seized at Sydney, C. B., last Saturday, by preventative officer J. H. Cameron, on the cruiser Alert.

It is alleged that one of the crew sold oil skins and tobacco at Glace Bay contrary to the provincial laws governing the matter. The facts were submitted to Ottawa and the order came back to release the vessel upon her owners making deposit of \$5,000 pending an investigation.

## "PROSPERITY" TRIPS BRING MONEY HERE

Some of the finest of the season's stocks have been realized by the fleet of Cape North shackers and halibut fishermen arriving here recently and owners and skippers have every reason to feel pleased with the splendid results achieved and the prospects ahead for a most successful year.

stocked \$4330.66 on her Cape North trip, the crew sharing \$104.73 clear to a man.

Sch. Mystery, Capt. James Mason, stock \$2186.44, share \$55.16 clear.

Of the recent Cape Northers, sch. Sylvania, Capt. Jeffery Thomas stocked \$4700 from which the crew shared \$116 each.

Sch. A. Piatt Andrew, Capt. Wallace Bruce, stocked \$3580 on her recent Cape North trip, the crew's portion being \$72.10 clear to a man.

Sch. Laverna, Capt. Albert Larkin, realized \$4200 on her recent shacking trip, the crew sharing \$80 apiece.

Sch. Fannie E. Prescott, Capt. Leslie Coffill, cleared \$2799.15 from her Cape North trip. The crew's portion was \$5 apiece clear.

The halibuters still continue to find them and among the recent trips of note are the following:

- Sch. Stiletto, Capt. William Grady, stock \$3300, crew's share \$63 clear.  
 Sch. Waldo L. Stream, Capt. Frank Stream, stock \$4330.66, share \$104.73 clear.  
 Sch. Elk, Capt. Felix Hogan, stocked \$2573.70 on his recent halibut trip, each of the crew sharing \$55.74 clear.  
 Sch. Elsi, Capt. Thomas Downey

JAMN'S REPLY  
 "TIMA"

PERSONAL MENTION

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Japan's rejoinder to the United States' reply to her protest against the California anti-alien law, delivered personally by Ambassador Chinda to Secretary Bryan late yesterday, sets out why the Tokio Government continues to regard the Webb law as discriminatory against Japanese in derogation of the equalities of treatment prescribed by international law, and a violation of the treaty of 1911.

Nothing in the nature of an ultimatum is contained in the note.

Its general tone is to invite further discussion of the controverted points, and it contains nothing tending to make up a final issue. Secretary Bryan and the Ambassador agreed that no details should be made public.

Secretary Bryan was deeply interested in the points made in the Japanese rejoinder, which are believed to have been directed more to the end of demonstrating that the legislation of the Californians, taken in connection with the recent action of the Arizona legislature and the projected legislation in other western states, tended to impair the equality of treatment to which Japanese were entitled under the general principles of the international law, than to the charge that the Webb act constituted a technical violation of the treaty of 1911 between America and Japan.

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# REMOVAL OF THE PROTECTIVE TARIFF TAKES AWAY LAST PROP OF DEEP SEA FISHERIES SAYS CAPT. HANS JOYCE.

"A nation must defend its fisheries from invasion or conquest by other countries or else lose them." Such is the declaration of Capt. Hans Joyce, a personage familiar to every New England fisherman and who is now located on the west coast, who draws a very definite conclusion from the proposed revision of the protective tariff and its almost detrimental effect upon the fisheries of the United States.

No one perhaps is better posted in the fisheries from the standpoint of practical experience than Capt. Hans Joyce. On the east coast he made an enviable record and name for himself. He was the first skipper to introduce steam as a propelling power in the mackerel fishery and had mackerel held plentiful, there would have been no limit to its possibilities. On the Pacific coast where he went several years ago, Capt. Joyce gained much prominence for his phenomenal halibut trip, having, it is claimed, caught more halibut than any other skipper before or since his coming there.

Capt. Joyce therefore knows the fisheries and its details most thoroughly and in the following article to the Times sets forth his views upon the subject in hand in a highly intelligent argument as follows:

The decline in the ocean fisheries of the United States is shown in the efforts of corporations on the Pacific Coast trying to get needed men from the Atlantic side, and the counter movement of operators on the Atlantic Coast trying to get them back.

Removal of the protective tariff will take away the last prop of the ocean fisheries of the United States. It will throw open to the fishing interests of the world all that area of fishing grounds or banks along our coasts which lie outside of the three mile limit, many thousands of square miles in extent, where water is shallow enough to permit the operation

of the devices man has invented to draw or scrape the fish from their homes at the bottom of the sea. Ocean fisheries obtain most of their product, consisting of cod, halibut, snapper, etc., more than three miles from land. Many varieties captured by the inshore fishermen inside of the three mile limit, are to be found at times outside that line.

### Compete With the World.

The prosecution of ocean fisheries requires ships of seagoing size and quality and men of special skill to operate them successfully, hence the value to the nation of this class of citizens. The inshore fishermen class with no experience in life on the ocean is of little more value as seamen than longshoremen or shipbuilding artisans. Inshore fishermen constitute the major part of the citizens tabulated as fishermen in the census reports. Inshore fishermen by reason of their location are protected in their calling from the competition of men and ships of other nations. Ocean fishermen compete on the field of production with the world. To open his home market to free competition while subjecting him to all the penalties of tariff and other per capita charges of this nation without giving him countervailing support, means that he must be driven from the field. Free fish has a different meaning with different varieties of fish; salmon, shell fish, trout, plaice and many other varieties produced by inshore fishermen constitute a large share of the nation's fish products and are not affected naturally by removal of the tariff.

It is the ocean fisheries that deserve the nation's consideration; the fishers for cod, halibut, herring, mackerel, menhaden, red snapper and other varieties, who are obliged to design, create, equip, man and operate ships fitted to meet the conditions imposed by ocean navigation. These the nation should assist and train for its own protection; no other class of mariners gains the knowledge of the ocean that the fisherman does; his training is more varied than that of others; his knowledge of ship maneuvering along the coasts, piloting, operating boats, etc., and his judgment and decision more prompt and reliable than that of the long distance ship class of seamen whose range of individual experience is narrower; therefore, it is absolutely necessary that the nation protect and encourage

the development of this industry until it becomes great enough to enable the nation to draw from it the needed boatmen, pilots, navigating officers and seamen to supply the nation's lack of men with these qualities.

### Democrats Paid a Bounty.

The Democratic party for fifty years prior to 1863 paid a bounty to one class of ocean going fishermen in addition to the advantage they possessed of a tariff on the fish product from other countries. This was done in recognition of the value of the ocean going citizen to the nation as a factor in its coastwise defense, but having in a limited way given encouragement to that class they failed to complete the purpose by proper and necessary supplementary naval training, thereby not making perfect what the nation at that time and in a much greater degree needs now—a large force of well trained citizen mariners devoted to the welfare and safety of their country and its institutions, properly and liberally paid for their service.

The spectacle of our naval parade in New York harbor some time ago with ships 100 to 300 men short in their crew complement, was no doubt suggestive and satisfactory to many foreign spectators present.

The supineness of our legislators who, when there is no war, do not see the need of building war ships or providing men to handle them, resembles that Arkansas traveler who did not shingle his house when it did not rain because it did not leak, and who could not shingle it when it did rain. Intent only on the pleasure of producing music (or shall we say in the national sense, money) for his own enjoyment, he failed to exercise his forethought.

The interior citizens who have opposed the support and encouragement necessary to enable the nation to maintain its share of the ocean commerce of the world by defeating any and all attempts to subsidize or in any way assist our ocean shipping enough to equalize the opportunity of our citizens in competing with men of other nations, have overlooked the fact that their action has not profited them any.

The low rates given by our own railroads and competing shipping corporations of other countries to kill our own competing water transportation, are more than offset by the

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much higher rates charged between inland points in our country having no hope of competing water transportation, thereby the inland commerce has been forced to pay not only a transportation subsidy of sufficient amount to have supported a full measure of transportation facilities by water, but a much greater amount in addition to kill the very factor needed to make transportation rates low.

### Conditions a Disgrace.

This state of affairs has existed until conditions in our ocean commerce are a disgrace to the nation. Chambers of Commerce, dominated by foreign shipping interests, are much in evidence at hearings of the U. S. Congress Marine and Fisheries committees, vociferously opposing action favorable to the maritime interests of the nation.

Herein lies the importance of the fishery situation: Ships cannot be operated safely and satisfactorily without capable navigators. The ocean fisheries furnish the greatest proportion of capable navigators of any class of seamen. The United States has no commerce other than this that can afford the practical schooling in sufficient amount to produce trained mariners for the urgent needs of the nation. Attended to now the nation could create a part of its citizen mariners so badly needed, by prompt and sufficient encouragement of its ocean fisheries; neglected for years or even three with free trade in ocean fish and the native mariner class will be as extinct as the dodo.

The statement that ocean seamen are not needed in ships at the present day is false and made to cloud the issue and prevent criticism of the class who have been instrumental in bringing about our present condition.

The statement of Admiral Rogestvensky and others of acknowledged reliability proves such statements false.

### As to Renunciation.

In the commercial warfare on the ocean as well as in the naval warfare between nations, even at great odds, the most skillful seamanship wins. Citizens cannot engage in maritime industries unless incomes therefrom are sufficient and equal to or greater than are to be obtained on shore; however great the national need of this class, it cannot be met so long as the nation is too mean to provide sufficient recompense to its own citizens other than patriotism. Any industry that fails to remunerate its operatives to a degree equal to that received by operatives in other industries is doomed to decline and if the industry is one related to frontier portions of the nation, the decline and decrease in population invites the encroachment or invasion of the abandoned field by people of other nations with different methods or different industries. Every nation must repel the invasion of its territory by people of other nations by counter or defensive action or submit to gradual conquest of its industries, followed later by conquest and loss of its lands. Any nation too indolent or careless to protect and encourage its frontier resources for the use of its

own citizens deserves to lose them to people who, having once gained possession, will take better care of their possessions.