

A BILL FOR DOGFISH EXTERMINATION

Maine Senator Wants Federal Bounty and Reduction Works.

It is difficult to interest an agriculturist in any plan to separate members of the shark family from their native element. So, too, is it something of a task to keep a fisherman up beyond his customary retiring hour with a scheme to make corn grow taller and ears plumper.

But when you can show farmer and fishermen that they have a common interest in a matter, that what benefits one will benefit the other, tangible results are possible.

Up hill as has been the fight to secure some sort of legislation that would offer a remedy for the great menace the shark family undoubtedly is to our fisheries, it looks now as if the people are coming to realize the necessity of conserving the food fishes of the sea.

A bill was introduced in the Senate recently by Senator Johnson of Maine, which covers the ground pretty thoroughly and which already has attracted considerable attention. It was read twice and then referred to the committee on fisheries in whose hands it now is. The bill provides a federal bounty of not less than 2 cents each, or a purchase price of not less than \$8 per ton of two thousand pounds, for dogfish and other unutilized members of the shark family.

The bill also provides for from 25 to 100 federal reduction works between Eastport and Cape Hatteras

and locates them as follows: At Eastport, Culler, Jonesport, Milbridge, Stonington, Vinal Haven, Boothbay, Monhegan, Elm Island, near Orrs Island, Bangs or Stave Islands in Casco Bay, Wood Island, Cape Porpoise. Also at Portsmouth, Newburyport, Gloucester, Boston Bay, Cape Cod, Nantucket, Woods Hole and at other such places southward as may be designated by proper federal authorities.

The fertilizer plants are to be operated through government appropriations, while the fertilizers to be sold direct to the farmers of the United States at the gross cost of production. It is believed the plan if carried out will prove at least self-supporting, and the assumption is that that would satisfy the government which naturally would not undertake such a thing for purposes of revenue. Attention is called to the success of the rendering plants in Canada, conducted along similar lines, and which have now been in operation for several years.

The introduction of the bill was apparently timely and if it comes up for action in the Fall there should be a preponderance of late evidence in its favor. Reports from all along the coast are that never in the history of the fisheries have the dogfish and other sharks been found in such numbers as at present.

The big encroachment of dogfish does not as a rule occur until July when the waters are warming up. Heretofore this has given the small boat fishermen a good chance to carry on profitable fishing through June. This year, however, a great invasion of sharks has preceded the annual dogfish visitation and so destructive have the ugly marauders been to gear that many fishermen have given up their occupation until conditions become more favorable.—Portland Evening Express & Daily Advertiser.

THE TINKERS ARE STILL SHOWING

Six of Seining Fleet at T Wharf With Fares Today.

Six more fresh mackerel fares were on hand at T wharf, Boston, this morning, mostly tinkers, which the seining fleet have been finding to the southward the past few days. They are as follows:

- Sch. Joanna, 2000 fresh mackerel.
 - Sch. Thelma, 6000 fresh mackerel.
 - Sch. Robert and Edwin, 6000 fresh mackerel.
 - Sch. Arthur James, 5000 fresh mackerel.
 - Sch. Little Fannie, 10,000 fresh mackerel.
 - Sch. Alert, 60 bbls. fresh mackerel.
- The dealers paid 3 1-2 cents a pound for them this morning. Heath's trap at Manchester took

seven barrels of large tinkers last night, which were brought down here, but had not sold at noon.

Yesterday afternoon, steamer Mystery took 900 large tinkers off Thatcher's.

Large fresh mackerel iced are counting 66 to a barrel, mediums 80 and tinkers, 175. Blinks average from six to eight in count to a pound, varying according to size.

June 25 ✓

June 26

COLLISIONS VS FOG SIGNALS

The following communication to the Boston Transcript will be of much interest here:

"Replying to your editorial of the 19th, it is extraordinary that we see so much written about the uncertainty of the fog signals and yet, especially in Boston, very little is said about the certainty of the submarine signal.

"Boston is the birthplace of the submarine signal and it is just as sure and certain and reliable in the fog as at any other time.

"If the Olympia had had a submarine bell and been ringing it and assuming that the Sagamore had a receiving apparatus, the signal could have been heard—fog or no fog.

"It seems to me that, apart from saying a good word for a Boston concern that has done a great work all over the world and thus far with no adequate return to those public-spirited citizens who originally went into it from their love of the sea and their desire to minimize disaster, we should at least emphasize the fact that there are reliable fog signals rather than to dwell on the deficiency of air signals, viz: the steam whistle, whose days are numbered. The public should know more of this submarine signal.

"The fishing vessels that go to the banks do not carry the submarine bell—not even the small hand bell, so as to locate the dories which leave their vessels and constantly get lost; yet at a trifling expense they could do so and not only hear with certainty the dory's signal, but get its direction absolutely and go to the men and pick them up.

"It must be five years ago that I spent a day on one of our harbor pilot boats and in a dense fog when we could not pick up the powerful air fog horn on Boston lightship, which you refer to, and for the same reason you mention, viz: the unreliability of the air signal. We, however, stepped below into the cabin, took up an ordinary telephone receiver handle and heard the submarine bell perfectly distinctly at five miles distance. The old saying, "I'm from Missouri," is very applicable. Once you have heard it, you will always believe in it.

"The density of water is so much greater than air that the sound wave is carried with absolute accuracy, no storm, no heavy sea, nothing interferes with it unless it be actually cut off by a point of land. Every transatlantic liner crossing the ocean carries the receiving apparatus; they carry it because it has been proved out as reliable and indispensable and it's a Boston baby. Let us not forget that. Now if the fishing vessel laying-to off the banks in a fog would carry a bell and sound it at such times as this disaster occurred, many lives might be saved.

"It is quite true that the sending forth of the bell sound from a vessel is not as far advanced as the receiving of the sound, though great strides are being made on the sound producing end, but when a vessel is laying to or anchored, and especially in such a known dangerous place as the Grand Banks where the direct path of the liners cross, a submarine bell could be used to great advantage.

"Whatever be the merits or demerits of this device is it not a pity for Boston to go on emphasizing the old and deep-seated idea that there is no good fog signal when the only one that is good and that the whole world is adopting was got up right here in our own city and by our own citizens?"

JOHN P. REYNOLDS.

Across Ocean With Crew of Three.

The Ketch R. Fabricius, Capt. Hansen, sailed from St. John's, N. F., May 11, bound for Oporto with 2,336 quintals of fish. She is one of the smallest crewed vessels to cross the Atlantic, carrying only three—the captain, a seaman and the cook.

Looking Over Glue Plant.

Mr. and Mrs. A. G. Brooks spent three days of last week in visiting the Glue Plant. Mr. Brooks, who is connected with the Russia Cement Company, Gloucester, came on business with Mr. W. H. Hodge.—Shelburne Gazette.

New Craft For Handling.

A 41-ton vessel was recently launched from the yard of W. C. McKay & Son, of Shelburne, N. S. She was built for McKenzie Bower, of Jordan Ferry, and will be used as a handliner.

June 25 ✓

Pensacola Arrivals.

Arrivals at Pensacola for the week, ending June 15, were:

	Snappers.	Groupers
Albert Geiger,	3,670	1,825
Emelia Enos,	5,920	2,015
Seaconnet,	15,310	3,035
Ruth A. Welles,	6,565	1,000
Mary E. Cooney,	18,390	3,605
Alcina,	9,805	2,595
Priscilla,	9,230	4,220
Ida S. Brooks,	8,175	3,605
Cavalier,	6,500	1,000
Ida M. Silva,	16,310	1,225
Ariola,	9,990	8,265
C. H. Colt,	10,800	8,000
Mineola,	14,685	13,650
Emma Jane,	5,865	5,175

Much Halibut In Cold Storage.

It is said that one West Coast firm has over 10,000,000 pounds of halibut in cold storage. Opening prices on frozen halibut are expected to be as low as last year, if not lower.

Herring Sold Lost.

The sch. Shamrock, which went ashore off White Point, Canso, June 8, was a total loss. She had 1100 bbls. of herring aboard, which were insured, as was the schooner.

June 26

Caplin Plentiful.

Inspector O'Rielly, now on board the cruiser Fiona at Lamaline, wired the following message to the Board of Trade yesterday: "Caplin plentiful all along the coast and have also struck in at Miquelon. There are not many French vessels in yet to take them. The French bankers are reported with an average catch of 700 green quintals. The weather is stormy. Traps are getting a better sign of codfish yesterday, and today, but there is nothing being done on trawls."—St. John's, N. F., Herald, June 17.

QUIET OVER THE ENTIRE HARBOR STEAM TRAWLERS NEWS OF WEST LED AT BOSTON COAST FISHERIES

Sailing of Several Haddockers, Halibuters and Seiners Only Sign of Activity.

The water front was a pretty quiet place this morning, not an offshore arrival of any sort being reported during the past 48 hours. None of the gasliners had arrived up to noon, although several of the little crafts are expected during the afternoon. Several of the haddockers, halibuters and seining fleet got underway during the forenoon.

Today's Arrivals and Receipts.
Sch. Thomas Brundage, via Boston.

Vessels Sailed.
Sch. Dorcas, Boston.
Sch. Jeanette, haddocking.
Sch. Harriett, haddocking.
Sch. Edith Silveria, haddocking.
Sch. Leonora Silveria, haddocking.
Sch. John Hays Hammond, halibut-
ing.
Sch. Yakima, halibuting.
Sch. Rhodora, halibuting.
Sch. Lillian, seining.
Sch. Terranova, seining.
Sch. Manomet, swordfishing.
Str. Mary F. Ruth, seining.

TODAY'S FISH MARKET.

Salt Fish.
Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.
Drift codfish, large, \$4.25 per cwt.; medium, \$3.75.
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.
Pollock, \$1.50.
Haddock, \$1.50.
Flitched halibut, 8 3-4c per lb.
Cape Shore salt mackerel, \$12 per bbl.

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.

Fresh herring, \$3 per bbl, for bait; \$1.50 to salt; \$1.60 to freezer.
Fresh shad, \$2.30 per bbl.
Fresh mackerel, 25c each for large, 15c for medium, 4 1/2c each for tinkers.
Fresh bluebacks, \$2.50 per bbl, for bait; \$1 to freezer; 75c to salt.
Bank halibut, 12c for white, 9c for gray.

The Halifax Market.

There have been no catches made in the herring line to date, around Halifax. In July, however, fishermen expect the usual summer run. The loss of a 1100 barrel cargo of Newfoundland herring off Canso, makes supplies of this grade scarce for some time, but other cargoes are due here shortly. Alewives are still being caught in small quantities, but the total catch will be considerable under last year's record. Line fish are fairly plentiful on the southern shore and boats from nearby ports have been arriving here this week with small quantities of codfish, haddock, hake and pollock. Cod oil is still dull and quoted at 25 cents per imperial gallon at Halifax, a much lower price than that quoted last year. The reported closing up of a large wholesale fish business in the city is to be regretted as they employ a large number of men and bought largely and particularly in herring in which line some years ago they almost controlled the business in this port and set the prices for other buyers.

Fish prices ex-vessel:—

Large cod,	Per quintal
Small cod,	\$6.00 @ \$6.50
Haddock,	\$5.50 @ \$6.00
Pollock,	\$4.00 @ \$4.50
Hake,	\$4.00 @ \$4.50
	\$3.50
Herring fat,	Per barrel
Newfoundland herring,	None
Alewives,	\$2.50
Salmon,	\$3.25 @ \$3.75
Cod oil, imperial gallon,	\$13.00 @ \$14.00
	25c

Few Arrivals, Light Receipts and Low Prices Features at T Wharf.

Groundfish receipts were light and prices low at T wharf, Boston, this morning, only five fares and one swordfisherman being in.

The steam trawlers Swell and Foam had the largest hauls, the former with 64,000 pounds and the latter 34,000 pounds.

Sch. Rose Standish brought in 71 swordfish which sold at 10 cents a pound.

Wholesale dealers quoted \$3 a hundred weight on haddock, \$5 for large cod, \$2 for market cod, \$2 to \$3.50 for hake, and 80 cents to \$1.50 for pollock.

Boston Arrivals.

The fares and prices in detail are:
Str. Foam, 25,000 haddock, 39,000 cod.
Str. Swell, 13,000 haddock, 21,000 cod.
Sch. Helen B. Thomas, 23,000 haddock, 3500 cod.
Sch. Azorian, 900 cod, 2000 hake.
Sch. Eva Avina, 2000 cod, 2500 pollock.
Sch. Rose Standish, 71 swordfish.
Sch. Norma, 10,000 fresh tinker mackerel.
Sch. Romance, 16,000 fresh tinker mackerel.
Str. Bessie M. Dugan, 35 bbls. fresh tinker mackerel.
Sch. Rob Roy, 10,000 fresh tinker mackerel.
Sch. Lottie G. Merchant, 7,000 fresh tinker mackerel.
Sch. Constellation, 16,000 fresh tinker mackerel.
Sch. Pinta, 6000 fresh tinker mackerel, 30,000 pollock.
Sch. Marguerite Haskins, 8,000 fresh tinker mackerel.
Sch. Corona, 50 bbls. fresh tinker mackerel.
Sch. Monarch, 10,000 large fresh mackerel.
Haddock, \$3 per cwt.; large cod, \$5; market cod, \$2, hake, \$2 to \$3.50; pollock, 80 cts. to \$1.50; fresh tinker mackerel, \$4.15 and \$4.20 per cwt.; swordfish, 10 cts. per lb.

SCH. PRISCILLA IS FLOATED

Hearing by U. S. Inspectors Will be Held to Determine Responsibility for Sinking

The auxiliary fishing schooner Priscilla, which sank off Commonwealth docks, Boston harbor, Tuesday, as a result of being run down by the Nantucket steamer Machigonne, was raised yesterday afternoon by the Scott Wrecking Company, and was towed across the harbor and placed in the mud off Jeffries Point, close to the yacht clubhouse. The schooner's stern is sliced off just inside the transoms, but otherwise she appears to be in good condition.

Work on the sunken craft began yesterday morning, when the floating derrick Admiral was towed alongside and a gang of wreckers began to place iron chains under the schooner. These chains were run under the bow and stern and the slings were then attached to the derricks on the lighter. The work of lifting the Priscilla from the bottom began. At 3.30 p. m. the hull of the wreck appeared above the water, and the tug Taurus towed the Admiral, with the Priscilla strapped alongside, across the channel and the damaged craft was grounded in the soft mud. After being pumped out the Priscilla was towed to the Boston Towboat Company's wharf at the foot of White street.

A superficial examination disclosed no serious damage other than the loss of the stern. The break will be temporarily patched and the Priscilla will probably be towed to Gloucester, where permanent repairs will be made.

Capt. William G. Olson, commander of the Machigonne, filed his report of the accident with the United States steamboat inspectors yesterday afternoon. The statement was brief and placed the blame on the Priscilla, claiming that she deliberately crossed the Machigonne's bow.

Capt. Fred Wolff of the schooner declared after the crash that the steamer was entirely to blame and that the pilot was responsible.

The California legislature at the recent session passed a law making Catalina Island a fishing reserve and prohibiting the use of fishing nets within the three-mile limit. The passage of the law is said to be the result of a 20-year agitation. It will be rightly enforced after August 1.

It is estimated that the annual output of Pacific Coast fisheries amounts to something like \$50,000,000. When it is considered that the West Coast has not been exploited and cultivated with half the attention given to the Atlantic Coast fisheries, some idea of the enormity of possible development may be obtained. Dr. Barton W. Evermann, chief of the Alaska Division, United States Bureau of Fisheries, recently pointed out the astonishing fact that, while more than 200 varieties of fish occur in commercial quantities in the waters of Alaska, less than 10 varieties are at present being utilized. Dr. Evermann might have added that the value of the annual output of these 10 varieties in Alaska is greater than the annual output of gold, for which that territory has been famed. The fisheries of Puget Sound are no less important, furnishing, as they do, an average of \$10,000,000 of the year's total for the coast.

All this is of the greatest importance to Seattle, for the reason that the fishing business of the Coast is, to a large extent, administered from this city, which is one of the chief beneficiaries of the industry. This is due to the fact that it is the logical center of operators of Puget Sound and as the terminus of the Southeastern Alaska steamship lines, receives the traffic from that section, where the fisheries are more highly developed than in any other sections of the territory.

Plain figures do not always carry the full impression of their real worth, but it is a fact that over 280,000,000 one-pound cans of salmon were packed upon this coast last year. This was represented by 6,000,000 cases having a round value of \$30,000,000. The salmon canning industry is the most important branch of the fisheries. Canned salmon is packed almost entirely on the Pacific Coast, but it is to be found on sale in every country in the world. Hundreds of canneries dot the coast from Northern California to Bristol Bay. They give employment to a vast army of fishermen and workmen and consume annually millions of dollars' worth of tin and other supplies.

The halibut business is another important branch of the fishing industry and one which is carried on largely from Seattle. Last year there was caught on the Pacific Coast, roundly 55,000,000 pounds of halibut. This is consumed largely in the East. Each day refrigerator cars leave Seattle with iced cod and frozen halibut for Eastern cities. The halibut are taken principally by a fleet of 150 motor fishing vessels operating out of Seattle.

The fish freezing business is another important branch of the industry and one which is developing very rapidly on the Coast. A number of large new fish-freezing plants have been built on the Coast in the last few years and others are in prospect. Salmon and halibut are the principal fish treated in this way. It is estimated that of the total catch of fish about 100,000,000 pounds are handled in cold storage each year.

The mild curing of salmon is another important field. Last year about 24,000 tierces of this fish were packed. They are shipped principally to Germany, where they are smoked and sold as a great delicacy. Codfish, saltfish, fish oil and fertilizer, whale oil, and fertilizer, shellfish, canned fuma, sardines, shad, crabs and clams go to make up the remainder of the large total.

Tacoma, Wash., June 12.—The International Fisheries Co., str. Zapora, struck an uncharted reef recently and was damaged considerably. She managed, however, to land her 150,000-pound cargo of halibut at the company's plant and then went into dry dock for repairs.—Fishing Gazette.

SWORDERS GET \$200 SHARE

The crew of the Portland fishing sch. Kate L. Palmer shared \$200 a piece from their recent swordfishing trip.

Fitchers Bound North.
The Bay of Islands, Western Star of June 18, says:

There were two American halibut catchers at Bonne Bay bound to Cape

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LOTS OF HERRING IN COLD STORAGE

Not for several years have as many barrels of herring been received at Portland, and at present the cold storage houses are about full, having room for but few more.

At the beginning of the season, only a few short weeks ago, the schools were running large, larger than they have in a long time, but the heavy wind which has prevailed, broke them up, and while the schools for the most part became small, they were numerous, and with an unusually large fleet of netters in pursuit of the fish, which figures so largely in the fishing industry of Maine, have supplied the market almost to the extent of its demand.

According to the estimates of the two local freezing plants, the Central Wharf and the Portland Cold Storage plants, there is on hand between them over 6000 barrels. The fish this year were for the most part of uniform size and of particularly good quality.

It is the general belief at Portland that the season is now very near its close, and for a week or more only a very few have been received. Of course the number received at the cold storage plants does not represent the entire catch for thereabouts, only about two-thirds perhaps for hundreds of barrels were sold on the fishing grounds to baiters bound for the halibut grounds.

For the most part the fishermen at Portland have made more money this year than last, or in fact for several years, for they have been able to sell all their fish. In past years there have been several instances when so many fish have been brought in in a single day that the freezing plants have been unable to take all that were thrown upon the market and as a consequence many barrels had to be dumped back into the sea.

The storage plants have not allowed this to happen this year, except in one or two cases, when the fish have been in poor condition. They have paid \$1.50 per barrel throughout the season, and on the fishing grounds the fishermen have received as high as \$3 per barrel, selling to the baiters.

The first dog fish of the season down Portland way was caught Tuesday by the little Gloucester gasoliner Harold, when she pulled her half dozen nets off the Cape Shore. Up to this time no signs of the pests have been reported here, but for more than two weeks the fishermen have been expecting them.

Dog fish have been swarming in northern waters in thousands this spring, and have caused no end of trouble for the halibut fishermen, and for that reason much trouble from them is anticipated by the local fishermen.

TOO MANY FISH.

It became necessary to seine the fish from the pond at the Soldiers' Home in Quincy, Ill., in order to save the young goslings and ducks that swim upon the surface of the water, but it was not known what became of them until the fish were detected in the act of pulling them under.

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In order to fix the responsibility for the collision an investigation will be made by J. F. Blain and Andrew J. Savage, United States inspectors of hulls and boilers, respectively. A hearing will be held at the office of the inspectors on Friday, at which Capt. Olsson and the pilot and quartermaster of the steamer, who were all in the pilot house at the time of the collision, and Capt. Wolff and one or two of his crew will appear. The hearing will be held behind closed doors and no one will be permitted to be present except those directly interested in the probe.

Portland Fishing Notes.

The fishing steamer Nashawena came off the marine railway Monday where she has been undergoing repairs, her rudder and skeg having come off a few days ago from some unknown cause as she was coming into port.

June 26.

TINKER MACKEREL FOUND BY FLEET

Tinker mackerel are schooling in good sized pods all the way from Barnstable to the southward, so the incoming fleet of seiners at T wharf, Boston, report this morning. Quite a bunch of the fleet struck the fish and this morning disposed of their fares to the wholesalers, who eagerly bought them up.

The arrivals and fares in detail are as follows

Sch. Corona, Capt. Wallace Parsons, 50 barrels fresh tinkers.

Sch. Marguerite Haskins, Capt. Reuben Cameron, 8000 fresh tinkers.

Sch. Pinta, Capt. Douglass McLean, 6000 fresh tinkers.

Sch. Constellation, Capt. Charles Maguire, 16,000 fresh tinkers.

Sch. Lottie G. Merchant, Capt. Ralph Webber, 7000 fresh tinkers.

Sch. Rob Roy, Capt. Lemuel Firth, 10,000 fresh tinkers.

Sch. Romance, Capt. Solomon Jacobs, 16,000 fresh tinkers.

Sch. Norma, Capt. Fred Brayman, 10,000 fresh tinkers.

Str. Bessie M. Dugan, 35 barrels fresh tinkers.

Yesterday forenoon, sch. Monarch, Capt. John F. Vautier, arrived at the dock with a dandy fare of 10,000 large fresh mackerel. The fish were extra large, and of the finest quality seen this spring.

Wholesalers at Boston paid \$4.15 to \$4.20 a hundred pounds for tinkers this morning.

Newport yesterday reported the arrival of the Cherokee with 1000 mackerel and the following swordfish boats: White Wings, 5 fish; Louis Totman II. and Cygnet, 2. Provincetown wired that the Sam and Priscilla arrived there with 36 barrels of mixed mackerel, while the sloop Vesta hauled 30 barrels of small fish.

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TOOK TINKERS RIGHT OFF ROCKPORT

Sch. Fitz A. Oakes Seined 2000— Two Good Fares at Boston.

Two more fresh fares of tinkers arrived at Boston during the night, schs. Esperanto, Capt. Ambrose Fleet having 10,000 fish in count and Veda M. McKown, Capt. Lewis Carritt having 10,000 fish each in count.

Tinkers were schooling to the southward yesterday, both crafts taking their catches off Barnstable Bay. The fish sold this morning at six cents a pound.

Yesterday Heath's traps took eight barrels of tinkers and this morning brought down 20 barrels more, which

sold to A. Cooney & Company at \$4.75 a hundred pounds. The fish were large, weighing a pound each.

Yesterday afternoon, steamer Herbert & Emma took a small school of 2000 tinkers off Rockport, which were landed at Rockport.

This morning sch. Fitz A. Oakes arrived here with 300 large and medium fish and one of the Italian boats brought in 700 fresh tinkers.

Sch. Clintonia arrived at T wharf at 12.30 this afternoon with 6000 small fresh mackerel and 1600 large and mediums.

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PACIFIC FISHERS ON THE FIFTHS

Halibut Catchers Win Recent Strike In Very Short Time.

The strike of the Pacific halibut fishermen has been settled after a short duration, according to information received here, resulting in a victory for the fishermen, whose lay will be on the fifths instead of the quarters as formerly.

The outcome means more money for the fishermen, while the owners still figure a good profit upon their investment in the fishing crafts. While the

owners of the large steamers were firm in their position not to accede to the requests of the fishermen, those of the small sailing and gasoline auxiliary crafts could not afford to let their property remain idle. They soon showed signs of weakening and a settlement was effected.

The owners, however, have formed themselves into an association for mutual protection.

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SHAD AND HERRING SCARCE.

Conditions in the Chesapeake Basin
Worst for Many Years.

Inquiries conducted by the Bureau of Fisheries, Department of Commerce, show that the present fishing season has been the poorest in many years in most parts of the Chesapeake Basin, and the aggregate catch of the principal spring fish, shad and herring, will be much less than in recent years. The effects of the diminished run of fish will be seen from three to five years hence, when the reduced progeny of this season's supply comes back to spawn. The conditions in the Potomac river, which may be taken as typical for all the major streams, are in some respects the worst in forty years. The upper reaches of the river have been almost barren of fish during the entire season, and nearly all the shad and herring fishermen have failed to meet expenses. At Ferry Landing, the largest seine on the river, 1200 fathoms long, has discontinued operations in the middle of the season owing to the scarcity of fish. In former years this celebrated fishing shore with a smaller seine sometimes yielded 200,000 or more herring at a haul and up to ten or fifteen years ago took probably 15,000 to 30,000 fish at a haul on an average. Only a few years back from 1000 to 1500 shad were frequently taken at one set of the seine. This year the largest haul was 3000 herring and 100 shad, while many times only six to twenty shad were taken.

The shad hatcheries operated by the Bureau of the Potomac and Susquehanna rivers have had a very unsuccessful season. Their operations afford a good criterion of the condition of the fishery in the fresh waters, because the whole field is covered and nearly every ripe fish that is caught by the fishermen is stripped of its eggs by spawn takers sent out from the hatcheries. At the shad hatchery on the Potomac river the egg collections amounted to 29,988,000, as compared with 88,727,000 in 1912. The hatchery at the mouth of the Susquehanna river has been able to secure only 6,000,000 eggs to date as compared with 10,000,000 in 1912, which season was regarded as an absolute failure. Shad culture on a scale that is entirely feasible can, with minor protective legislation, maintain the shad fishery in almost any stream; but shad culture under existing conditions is deprived of one very essential requirement, namely, an adequate supply of ripe eggs for hatching purposes.

The immediate cause of the failure of the shad and herring fisheries this year is the diminished run of spawning fish into Chesapeake Bay from the sea, and the enormous quantity of apparatus among which a very limited catch had to be divided. Inasmuch as the bulk of the yield is taken in salt water, the remnant that was able to reach the spawning grounds in the streams was insignificant and wholly inadequate to maintain the supply. The remote cause of the present condition is excessive fishing in former years and the lack of even the minimum amount of protection that is demanded by regard for the most elementary principles of fishery conservation. Fish entering Chesapeake Bay have to run through such a maze of nets that the wonder is that any are able to reach their spawning grounds and deposit their eggs. The mouth of every important shad and herring stream in the Chesapeake Basin is literally clogged with nets that are set for the special purpose of intercepting every fish; whereas a proper regard for the future welfare of the fisheries and for the needs of the migrating schools would cause the nets to be set so as to insure the escape of a certain proportion of the spawning fish.

Adequate protection of the fishes is compatible with the great freedom of fishery and with a large and increased yield. A very slight curtailment of the catch—perhaps as little as ten per cent. in any given year—may be sufficient to perpetrate the species and result in increased production in a few years. To disregard a requirement so small and to permit the continuance of an evil so serious simply invites and encourages the destruction of a most valuable food supply.

June 27.

NEW GLUE CONCERN.

Newfoundland Government Said to
Have Granted Exclusive Concession.

The "Board of Trade Journal" says the Newfoundland Government has granted an exclusive concession to a company for the erection of five factories for the manufacture of guano, fertilizers and glue from fish, one to be erected annually, the first to be in operation this month. The necessary plant and certain articles for use in the factories may be imported free of duty.