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**Nova Scotia Bait News.**

Little Bras D'Or, August 26—Eight hundred caught at North Sydney this morning and some squid at Cape Bonaventure.

Middle West Pubnico, August 26—Five hundred barrels herring taken at Tusket Islands, 200 barrels at Yarmouth, five barrels at Pubnico, scarce Wedgeport.

Wedgeport, August 26—Lockeport, plenty bait in traps and nets; Sandpoint, plenty; none at East Jordan, Newbury and North East Harbor.

Musquodoboit Harbor, August 25—Fifty bbls. herring, Musquodoboit; 25 bbls. herring, Jeddore; seven bbls. herring, Eastern Passage.

St. John's, August 25—Herring at St. John's, one hundred and eight cwt. herring, twenty thousand; Lower St. John's, sixtv.

St. John's, August 25—Baccaro, 11 bbls.; Clarke's Harbor, 22; Wood's Harbor, 11.

St. John's, August 25—Forty bbls. herring at Liscombe; very plentiful at Liscombe.

St. John's, August 25—Fifty bbls. herring taken at Larry's River; 25 bbls. herring at Queensport; 15 bbls. squid, 25 bbls. herring, Canso; few herring at St. John's Harbor, Port Felix and White Bay; 25 bbls. herring at Colboro.

Middle West Pubnico, August 25—Twenty bbls. herring taken at Abbot's Harbor; 40 at Mud Island; 50 at Yarmouth; 150 at Tusket Island; five at Pubnico; nine at Wedgeport.

St. John's, August 25—About 100 bbls. herring at Petite de Grat.

St. John's, August 25—Ten bbls. herring at Tangier; 15 bbls. at Pope's Harbor; 30 bbls. at Spry Harbor; 15 bbls. at Spry Bay.

Wedgeport, August 25—Plenty bait in traps and nets; Sandpoint plenty; East Jordan none; North East Harbor and Newbury not heard from.

St. John's, August 26—Eighty-five barrels bait at Digby; 12 barrels bait at Little Cove.

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**Buoy Makes 18,000-Mile Sea Trip.**

The reported voyage of a gas buoy to its moorings near Lewis, St. Lawrence river, to the coast of New Wales, Australia, a distance of 18,000 miles, is now being widely discussed by mariners. The loss of the buoy was reported early in 1911 during the two years which have elapsed, no vessel ever reported sighted, although the buoy was fully 15 miles out of water.

It was believed that the buoy had been sighted in view of the fact that it had been sighted. Just how the buoy made its voyage is problematical, but local mariners say it must have been caught by the currents along the Atlantic and then have been taken to some southern equatorial point around Cape Horn to Aus-

**Swordfish Fare Sale.**

Swordfish fare of sch. Thalia this forenoon to the American company.

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# SWORDFISH TRIP IS LANDED HERE

## Sch. Thalia, Handliner, Has All the Crafts at T Wharf 21, Beside Her Salt Cod Fare.

Arrivals at this port since yesterday have been few, affairs along the water front this morning being rather quiet.

One salt mackerel fare, that of sch. Rob Roy was here, besides sch. Pythian with a small fresh fare down from Boston.

Sch. Thalia from a Georges handlining has a small fare of salt cod, and 21 swordfish besides.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Rob Roy, seining, 90 bbls. salt mackerel.

Sch. Pythian, via Boston, 18,000 lbs. fresh fish.

Sch. Thalia, Georges handlining, 5000 lbs. salt cod, 21 swordfish.

Sch. Edith Silveria, via Boston.

**Vessels Sailed.**

Sch. Edith Silveria, haddocking.

Sch. Alice M. Gutarie, haddocking.

Sch. Monitor, halibuting.

Sch. Harmony, halibuting.

Sch. Gov. Foss, halibuting.

Sch. Waldo L. Stream, halibuting.

Sch. John Hays Hammond, halibuting.

Sch. Arethusa, shacking.

Sch. Elmer E. Gray, shacking.

Sch. Clintonia, seining.

**TODAY'S FISH MARKET.**

**Salt Fish.**

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

Drift codfish, large \$4.37 1-2 per cwt.; medium, \$3.87 1/2.

Eastern halibut codfish, large \$4.50; medium, \$4.

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

Cusk, large \$2.25; mediums, \$1.75; snappers, \$1.50.

Hake, \$1.50.

Pollock, \$1.50.

Haddock, \$1.50.

Flitched halibut, 8 3-4 cents per lb.

Salt mackerel, \$26 per bbl, for large; \$23.75 for medium; \$10 for tinkers.

**Fresh Fish.**

Splitting prices:

Haddock, \$1 per cwt.

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

Western cod, large, \$2.35; medium, \$2; snappers, 75c.

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

Hake, \$1.10.

Cusk, large, \$1.55; medium, \$1.15; snappers, 50c.

Dressed pollock, 80c.; round 70c.

Fresh herring, \$3 per bbl, for bait; \$1.50 to salt; \$1.60 to freezer.

Fresh mackerel, 29c each for large, 18c for medium 8c per lb. for tinkers.

Fresh bluebacks, \$2.50 per bbl, for bait; \$1 to freezer; 75c to salt.

Bank halibut, 3 1/2c lb. for white, 6 1/2c per lb. for gray.

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# NO GROUND FISH REPORT TODAY

## All the Crafts at T Wharf Have Either Mackerel or Swordfish.

Outside of mackerel and swordfish not an arrival was reported at T wharf, Boston, today.

Yesterday afternoon, two fares, schs. Aspinet and Elva L. Spurling arrived, the former with 36,000 pounds and the latter with 27,000 pounds.

The swordfish fares there today are schs. Dorcas with 62 and Two Brothers with nine.

Wholesalers quoted \$1.70 per hundred weight on haddock, \$3.30 to \$3.85 for large cod, \$2.10 to \$2.25 for market cod, \$2 to \$3 for hake, \$1.75 to \$2.25 for pollock, 15 cents and 12 cents a pound for halibut and 11 cents and 12 3-4 cents a pound for swordfish.

**Boston Arrivals.**

The arrivals and receipts in detail are:

Sch. Elva L. Spurling, 18,000 haddock, 9000 cod, 2000 hake, 5000 pollock.

Sch. Aspinet, 28,000 haddock, 8000 cod.

Sch. Reliance, 3000 fresh mixed mackerel.

Str. F. S. Willard, 3000 fresh mixed mackerel.

Sch. Dorcas, 62 swordfish.

Sch. Two Brothers, 9 swordfish.

Haddock, \$1.70 per cwt.; large cod, \$3.30 to \$3.85; market cod, \$2.10 to \$2.25; hake, \$2 to \$3; pollock, \$1.75 to \$2.25; halibut, 15 cents for white and 12 cents for gray; swordfish, 11 cents and 12 3-4 cents per lbs., fresh mackerel, 8 cents to 10 cents per lb. for medium, 5 cents to 6 cents for tinkers.

**Swordfishermen Harbor.**

A large fleet of swordfishermen are on the coast. The Mary E. Sennett of Boothbay, with 12 fish and the Viking of Gloucester, with 10 fish were in Mosher's Harbor on Tuesday.—Lunenburg Progress-Enterprise.

**Week's Landing at T Wharf.**

The total landing of fresh groundfish at Boston for the week ending August 28 was 1,841,600 pounds from 41 arrivals as compared with 2,515,900 pounds from 62 arrivals for the corresponding week last year.

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# FINE ADVANCE ON SALT MACKEREL

Two small fresh mackerel fares arrived at T wharf, Boston, this morning, which were taken off Chatham yesterday.

They are steamer F. S. Willard and sch. Reliance each with fares of 3000 mixed fish in count.

Wholesalers paid eight and 10 cents a pound for medium and five and six cents for tinkers.

**Advance on Salt Mackerel.**

The salt mackerel fare of sch. Rob Roy, Capt. Lemuel Firth, was put on the market this morning and brought forth some spirited bidding until it was finally bought by the Frank E. Davis Fish Company.

The lot consisted of 11 barrels of rimmed bloaters which brought \$26 a barrel, 33 barrels rimmed mediums which sold at \$23.75 a barrel and 44 barrels of tinkers which brought \$10 a barrel.

**Mackerel Catch and Imports.**

The catch of salt mackerel by the fleet to date is 3738 barrels as compared with 2461 barrels for the same period of 1912.

Imports of new salt mackerel at Boston to date total 4870 barrels. For the same period of 1912, 6672 barrels were landed.

The catch of fresh mackerel by the fleet to date is 38,086 barrels against 19,780 barrels for the same time of last year.

Imports of fresh mackerel received at Boston to August 28 are 10,161 barrels. Last year for the same time, the receipts were 3492 barrels.

The catch of salt mackerel for the week ending August 28 was 1855 barrels of fresh and 438 barrels of salt. For the same week of 1912, 1598 barrels of fresh and 58 barrels of salt.

**Good Stock.**

Sch. Gov. Foss, Capt. Fred Thompson, on his recent trip, stocked \$2800, while the crew shared \$65 to a man clear. Capt. Thompson bids fair to make another phenomenal stock in the season's fishery.

**Fishing Fleet Movements.**

Sch. Lafayette, on a swordfishing trip, arrived at Liverpool Wednesday last and cleared.

**Portland Fishing Notes.**

The beam trawler Crest was in Portland Thursday with 52,000 pounds of fish for the Burnham-Morrill Co.

# FORM A UNION OF LOBSTERMEN

## Crustacean Catchers Choose Officers and Listen to Addresses by State Commissioner Field and Others.

Some 50 lobster fishermen of Gloucester and Rockport gathered at the Fishermen's Institute last evening when preliminary steps were taken towards forming a lobstermen's protective association and officers elected. Melvin H. Parsons of this city was chosen president and Melvin Rich of Rockport, secretary and treasurer.

It was an enthusiastic gathering and previous to the business session, it

ham, Dr. Belding, state biologist, and Carl C. Grant, deputy fish and game warden for the local district.

Clifford G. Corliss, superintendent of the United States government hatchery at Ten Pound Island presided and introduced the lecturer and other speakers.

### Dr. Field's Address Interesting.

Dr. Field's address was very interesting as well as instructive. Dr. Field showed the lobster in all his stages of growth from infancy to maturity. The speaker urged not only the protection of the small lobsters under nine inches but favored a law that would protect the females over 14 inches in length as well which it is admitted are the most valuable for seed bearing purposes.

Dr. Field gave his hearty approval of the formation of an association such as the lobstermen of Cape Ann contemplated and assured the fishermen of the hearty support and co-operation of the fish and game commission, even to the extent of recommending new legislation that might be necessary to meet conditions.

Commissioners Adams and Graham gave their views in approval of the movement and pledged their support and assistance.

### Steps Toward Organization.

It was nearly 9.45 o'clock before the speakers had concluded, after which initial steps were taken for the formation of an organization, which will be known as the Cape Ann Lobstermen's Association. After the election of officers, the meeting adjourned subject to call, when a constitution, by-laws and other details will be adopted for governing the association.

The association starts out under the most favorable auspices. In addition to the 50 members present last evening, the signatures of 10 others were also secured as being desirous of joining the organization.



MELVIN PARSONS.

President of the New Lobstermen's Union.

was the privilege of those present to listen to a highly instructive address on lobster life by Dr. George W. Field, chairman of the Massachusetts Fish and Game Commission. Accompanying Dr. Field were Commissioners William C. Adams and George F. Gra-

# URGE CLOSE TIME ON PACIFIC BUT NOT ENTITLED TO ANY SALVAGE

Fishing is one of British Columbia's leading industries. The production for the Province for 1912 was over one-third of the total production of the Dominion, for the first time leading its rival, Nova Scotia. It had an output of 25 per cent more than any other province and was the only one having an increase over the preceding year of more than \$1,000,000.

Of a total of \$34,667,872 worth of fish caught in the waters of the Dominion, British Columbia furnished \$13,667,125, an increase for the Dominion over 1911 of \$4,702,439 and for the province of \$4,513,890.

The increase for the province is attributed almost entirely to the increased demand and value of the cheaper varieties of salmon. While there was a considerable increase in the value of the output of herring, oysters, clams and whale products, there was a noticeable falling off in the halibut catch.

The halibut catch is second in importance in the fishing industry. The catch during 1912 was smaller than usual on account of an extended strike of the fishermen. Following the strike of the Puget Sound halibut fishermen for an increase of two cents per pound, the local fishermen struck for an increase. They had been receiving one cent per pound.

A representative of a large American fishing company states that it would be a benefit to the halibut industry if there was a closed season for about three months during the winter. During this period the catch is small, and in consequence it must in the majority of cases be sold at a loss. In addition, it is during the winter months that nearly all accidents and losses of life and fishing gear occur. A closed season would also no doubt tend to conserve the fish to a great extent. During the winter season, on account of the fish not remaining in the shallow waters, as during the balance of the year, it is necessary for the boats to fish in deep water. For this reason the fish are caught in their natural spawning beds, thus preventing their natural increase. This, together with the increasing number of vessels in this trade, is gradually decreasing the catch and it is only a matter of time that a closed season will be necessary to conserve this species.—Fishing Gazette.

## Recent Decision of Sea Judge Is of Very Great Interest Here.

Fishermen, who go to sea on schooners to ply their trade of fishing, are not as members of the crew, can recover salvage although they save the vessel from destruction. This was the decision of Judge E. E. Cushman in the federal district court at Seattle last month in the libel brought by Martin Nelson and six other fishermen against the San Juan Fishing Packing Co.'s schooner Comet. This was the first decision in this district on this point and aroused considerable interest among fishermen.

While the Comet was 40 miles from Cape Flattery, July 2, 1912, her engine broke down. The seven fishermen volunteers, in the ship's dory, with the only compass, rowed 40 miles to Tatoosh island and summoned government vessel Snohomish at Bay. They claimed salvage for the Comet. They did not belong to the crew but sold the fish they caught to the owner of the vessel. Judge Cushman in his decision said:

"It makes no difference whether they were members of the crew or not, with the owner and crew were common enterprise, the success which depended on the safety of the schooner. When they helped the vessel they helped themselves.

"It is not necessary to consider the effect of using the ship's dory with only compass, although that fact would defeat their right to salvage under the ruling of the supreme court. A passenger is not, as officers of the crew are, bound to stand by the vessel to the last; he may leave her at any time and seek his own safety; for extraordinary services and sacrifices of extraordinary means not furnished by the equipment of the vessel herself by which she is saved from imminent danger, he may have a share in the salvage."