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WANT ALL FISH SOLD BY WEIGHT

Master Mariners Assn. Will Send Delegation to Strongly Favor the Bill at State House Hearing Tomorrow —Is Done in Maine.

An important bill pending before the legislature in which every fisherman is interested is one which would compel the buying and selling of all food fish by the pound, similar to a law in operation in Maine.

The sale of mackerel by weight was urged by the Master Mariners' Association two years ago and an attempt was made to bring about an agreement with the New York and Boston

buyers to that end, but nothing was accomplished towards making a hard and fast rule in this direction. Mackerel, however, have been sold by weight in many instances and last fall when the spurt was on, most of the fish sold that way rather than by count.

At tomorrow's hearing, the Master Mariners' Association will send a delegation, including Capt. Peter Grant, president, Capt. James H. Stapleton, secretary, and possibly others.

Take Stock in New Fish Pier.

Despite the supposed "tightness" of money just now, it developed at a meeting of the directors of the Boston Fish Market Corporation, held on T Wharf Saturday morning, that a Boston banking firm inside of one hour sold to Boston investors, Thursday, \$850,000 worth of preferred stock in the new Boston Fish Pier in South Boston, and the Commonwealth Ice and Cold Storage Company, which will run the immense cold storage plant being built there.

Practically every wholesale fish dealer on T wharf owns stock in the two corporations, and now that the two issues of preferred stock have passed into the hands of Bostonians, the two enterprises will have the distinction of being owned and managed by Boston capital and Boston men.

The construction work on the new pier is being finished rapidly, and the 25th of this month the dealers for the past 30 years housed at T Wharf will start to move to the new pier. As the lease of T Wharf held by the old T Wharf Corporation, expires April 1, all the dealers must be in their new quarters by that day.

Although work on the big freezer is being pushed, the recent storms have delayed the machinery, made in Philadelphia, and now in transit here. The machinery will be set up as soon as it arrives, and May 15 the directors expect the new plant to start turning out 200 tons of ice a day. When things get going properly the new freezer plant will not alone provide heat and ice for the dock, ice for the vessels and cold storage for fish, but will also provide room for storing other eatables, and ice will be sold.

Business at the new dock will be conducted quite differently from the methods followed at T wharf. The pier and every store will be flushed down each day; the employees will be neatly uniformed; the wooden handcarts will be replaced by more sanitary conveyances, and the overcrowding, so noticeable on the old pier, will be

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Portland Fishing Notes.

Following sensational stories that have been in circulation for several days to the effect that the Portland lobster dealers were selling lobsters which had been destroyed in the cars by the recent heavy rain storms, a thorough investigation of the wholesale lobster shops was made Friday by the local Board of Health officials. The result of the investigation was the giving of a "clean bill of health" to the wholesale dealers, the officials finding that not a single lobster had been placed on the market which any one of the dealers would not have used on his own table, all found dead in the cars having been dumped into the sea at a safe distance from the city. This report was forwarded to State Commissioner John A. Roberts of Augusta, who had heard the sensational reports referred to and was planning to make an examination himself. The dealers say the loss of lobsters in the recent rain storms has been greatly exaggerated and would not amount to over \$1500 all told.

About 60,000 pounds of fish were brought in Friday by vessels of the local fleet, the majority of them making harbor before the storm commenced. The sch. Eleanor brought in a good fare and also had in tow the fishing steamer Elthier which she had picked up in a disabled condition, the latter's wheel having dropped off when about 10 miles off shore. The steamer had part of her gear hauled in when the accident occurred, but she was forced to leave the remainder

behind by the loss of her wheel, and it was well that the Eleanor caught and every store will be flushed down each day; the employees will be neatly uniformed; the wooden handcarts will be replaced by more sanitary conveyances, and the overcrowding, so noticeable on the old pier, will be

THE FISH TRADE OF PORTO RICO

Says the Halifax, N. S., Maritime Merchant:

In 1916 Porto Rico will lose the entire advantage she has over Cuba in the marketing of sugar in the United States. We asked a well informed member of the fish trade how he thought this would affect Porto Rico's capacity for fish purchases in this market. He said he thought it would affect it, but just how seriously it was impossible to tell. If, said he, Porto Rico is not able to make money out of sugar under her present opportunity for marketing, she is very likely to make less under the new one. It would be a bad thing for Nova Scotia to lose even a portion of her Porto Rico fish trade, unless she found something that would take its place. At the present time the total consumption of codfish in Porto Rico is about one hundred and seventy-five thousand quintals;—half the Lunenburg catch, perhaps more than half, is sold to Porto Rico. Now, suppose that Cuba is able to produce sugar so cheaply that Porto Rico cannot compete, and as a result her purchasing capacity of fish is cut in halves. This we admit, is an extreme expectation, but suppose it happens; shall we be able to get an increased trade from Cuba to compensate for our loss with Porto Rico? Perhaps we shall and perhaps we shall not, for Cuba seems to be divided upon the question of fish purchases. In the eastern end of the Island, she has a large consumption of Canadian fish, but in the Havana market of late years our fish have been displaced by Norwegian and Scotch fish. The Scotch and the Norwegian shippers seem to use Havana as a dumping market, and the values they supply to purchasers there are very hard to beat. However, we do not think we need lose any sleep over the prospect of a reduction in the purchasing capacity of Porto Rico, for if that should come about, and if it should happen too, that Cuba failed to make good, Porto Rico's deficiency, our shippers would simply need to switch to the United States market, whatever portion they needed to sell in order to maintain prices in the West Indies.

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Pensacola Arrivals.

There were few arrivals from the snapper banks at Pensacola last week, but those coming in docked good catches:

	Snapper	Grouper
Maud F. Silva	30,755	18,660
Ida L. Brooks	29,415	2,430
Mary B. Greer	31,905	10,305
Rena A. Percy	35,915	6,410
Silas Stearns	12,625	5,175
Saladin	30,000	5,000

Lobsters Are Lobsters.

Says the Fishing Gazette: Lobsters are making a record this winter, but 50 cents a pound does not mean much to the fishermen when gear is destroyed in the storm and it is impossible to reach the traps.

CHAMPIONS THE LOWLY FLOUNDER

W. H. Ballou, writing in the York "Pres," champions the flounder in the following manner: "The nearest imitation we have the European sole is our little flounder. To those who don't know the difference, it is just as good as the real sole. The real sole is preferred by epicures, but not all of us regard the fine distinction of flavor, and in consequence any kind of flounder is served by restaurants as filet-de sole. Our restaurants and hotels now follow the pure food laws. Every other restaurant must make their ware correspond to their labels. If their ware is not pure, the producer must label it as such."

"Our little winter flounder (domestica) attains more than three pounds. It loves cold water, and that is why its chief value to the consumer is its size, it is large enough for a family. It is all flesh, save a bone. It lives only in cold water, and is not so liable to parasites as warm water fishes. It is safe, delicious food. One cannot eat a flounder at each meal, three times a day for two months at a stretch without tiring of it at Enos, Forth and N. J. For this small fish men in the coldest weather, and men will chop holes in the ice to supply the evergrowing public demand. Every householder knows here is a really fresh fish in the best weather, that has not been stored, but came direct from the ocean bed, where at a depth of water, he has found a temperature and enough to eat all the hot season, no longer tenured. It knows that the bays are full of practically all other fishes, particularly sharks; that it can be everywhere unmolested and free of its kind of food suspended in water and existing in the brine on the bay floors.

"Right here let me say that contrary to the general view, the flounder loves most little flounders. The summer pursues in our bays the young of the summer flounder, maybe you call it—in preference to other food. Our little winter flounder knows this by heredity through thousands of years of the young of the summer flounder know it by any such doctrine, because its parents, seldom ever having been molested by the activity, have not conveyed the information they do not possess progeny.

"They may be caught around Manhattan and State from the wharves or in rowing the shore. About six feet of the correct depth in which them. Jamaica Bay is another water in which to find them, it is far easier to say where they are found than where not. To them they are omnipresent."

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**SCH. VOLANT ONLY
 OFF-SHORE TRIP**

**Netters Doing Better
 But Fares Still Be-
 low Normal.**

Sch. Volant from Georges was the off shore arrival at this port since yesterday noon. The Volant had 7,000 pounds of salt fish and 5,000 pounds of fresh halibut. The halibut sold to the American Halibut Company for 10 cents for white and 10 for gray. Sch. Cavalier after disposing of her 1,000 pound trip of halibut at Portland, brought 17,000 pounds of salt cod and 2,000 pounds of fletches to this port, which were taken by the Birmingham & Thompson Co., her owners. The Cavalier has been gone since January 19. The gill netters did a little better yesterday, although the fares are still low normal. The Orion had the best trip, 7,000 pounds of fresh fish, mostly cod.

The first of the seasons salt trawl haulers, sch. Independence II., Capt. Norman Wharton, left this morning on her long trip to the Grand Banks.

Today's Arrivals and Receipts.

- The arrivals and receipts in detail are:
- Str. Water Witch, gill netting, 1500 fresh fish.
 - Str. Orion, gill netting, 7,000 lbs. fish.
 - Str. Dolphin, gill netting, 400 lbs. fish.
 - Str. Medomak, gill netting, 1,000 fresh fish.
 - Str. Naomi Bruce, gill netting, 2,000 fresh fish.
 - Str. Anna T., gill netting, 3,000 lbs. fish.
 - Str. Sunflower, gill netting, 1,000 fresh fish.
 - Str. Quoddy, gill netting, 3,500 lbs. fish.
 - Str. Hugo, gill netting, 700 lbs. fish.
 - Str. Quartette, gill netting, 900 lbs. fish.
 - Str. Mystery, gill netting, 300 lbs. fish.
 - Str. Lorena, gill netting, 700 lbs. fish.
 - Str. Nora B. Robinson, shore beam hauling, 8 bbls. flounders.
 - Sch. Volant, Georges, 7,000 lbs. salt cod, 5,000 lbs. fresh halibut.
 - Sch. Cavalier, via Portland, 17,000 salt cod, 2,000 fletches.
 - Sch. Actor, shore.
 - Sch. Ethel B. Penny, shore.

Vessels Sailed.

- Sch. Hattie L. Trask, Georges.
- Sch. Eugenia, Georges.
- Sch. Independence II., salt trawling.
- Sch. Frances P. Mesquita, haddock.
- Sch. Esperanto, haddocking.
- Sch. Fannie E. Prescott, haddocking.

Salt Fish Market.

The advent of the Lenten season, of course, stimulated business for varieties of salt fish says the Fish Gazette. The demand for dried fish appears to be only for immediate needs of buyers, but under moderate stocks the market is firm. Arrivals during the week past have been

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TODAY'S FISH MARKET.

Salt Fish.
 Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.
 Eastern halibut codfish, large, \$5.00; medium, \$4.50.
 Georges halibut codfish, large, \$5.50; mediums, \$4.50.
 Cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.50.
 Haddock, \$2.00.
 Hake, \$2.00.
 Pollock, \$2.00.

Fresh Fish.
 Splitting prices:
 Haddock, \$1.15 per cwt.
 Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
 Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
 All codfish, not gilled, 10c per 100 pounds less than the above.
 Hake, \$1.15.
 Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
 Dressed pollock, 90c; round, 80c.
 Newfoundland bulk salt herring, \$3.50 per bbl.
 Newfoundland pickled herring, \$4.50 per bbl.
 Newfoundland frozen herring, 3 1-2c per lb.
 Fresh halibut, 14c per lb. for white; 10c for gray; 3c for old.

Sch. Premier Stocked \$2500.
 Sch. Premier, Capt. William Morrissey, stocked \$2500 from her recent haddocking trip, from which the crew shared \$51.89 clear.

**ONLY SIX SHORE
 BOATS AT BOSTON**

**Fares Would Make Sorry
 Showing at Commodious New Pier.**

Only six shore boats were at T wharf this morning when the bell rang and as a result firm prices prevail. The total of the fares of these six boats would hardly equal a good off-shore trip.

It is interesting to think how the new fish pier will look when such days as this happen. T wharf always looks busy whether large trips are being taken or not, but the new pier with its much larger accommodations would look pretty dull on a day like this.

Wholesalers quoted this morning haddock, \$6.50; large cod, \$6.50; markets, \$4; hake, \$4 to \$8; pollock, \$5; cusk, \$3.

Boston Arrivals and Receipts.

- The arrivals and receipts in detail are:
- Sch. Elizabeth W. Nunan, 5000 haddock, 1000 cod, 1200 hake.
 - Sch. Genesta, 4500 haddock, 600 cod, 3000 hake.
 - Sch. Virginia, 4500 haddock, 3500 cod, 3000 hake.
 - Sch. W. M. Goodspeed, 8000 haddock, 16,000 cod.
 - Sch. Tecumseh, 5500 haddock, 700 cod, 1000 pollock.
 - Sch. Mary Edith, 2000 haddock, 600 cod, 2500 hake.
 - Haddock, \$6.50; large cod, \$6.50; market cod, \$4.00; hake, \$4 to \$8; pollock, \$3.50; cusk, \$3.

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**CAPT. MORRISSEY
 STOCKED \$43,900**

Crew of Sch. Arethusa Shared \$915 for Their Season's Work.

Capt. Clayton Morrissey has added another fine year's work to his already big seasons, stocking nearly \$44,000 during the year 1913, which is one of the best made in recent years. To be exact about it, from January 8 to the end of the year, sch. Arethusa's stock was \$43,900, from which each of her crew of 25 men realized \$915 clear as their part of the season's operations at fresh haddocking and shacking.

**FISH SITUATION
 AT HALIFAX, N. S.**

Speaking of the fresh fish situation at Halifax, the Maritime Merchant says:

We had a talk with Mr. Boutlier about the fresh fishing out of Halifax this winter. He says that it has been very poor during the month of February. The weather was bad, bait was scarce and consequently fishermen were indifferent about their work. These conditions, however, are not unusual at this time of year and are no indication whatever that they will not be all right in the course of a few weeks. We asked Mr. Boutlier what progress had been made in the shipments of smoked fish to the United States since the removal of the duty. He said fairly good progress, but so far as his firm were concerned this season they had been seriously handicapped by the loss of their big plant at Port Hawkesbury. We are, however, he said, making shipments as far west as Seattle and to most of the towns en route, and expect our new plant at Hawkesbury to be ready for another season. One of the impediments to the growth of the fresh fish trade is the unevenness of the catch from day to day and week to week. One for two or three days afterwards they have not enough. Mr. Boutlier endeavors to equalize this as much as he can with his storage facilities but there is no doubt that things would be very much easier if he could get an equal supply from day to day.

Now that the fishermen are getting ready for the banks, we asked Mr. Boutlier what news he had about the supply of bait. He said that bait was scarce but that his firm had booked a good many orders which they hoped to fill. We asked him if the story was true that a good many fishermen last year had placed their orders and afterwards refused to take deliveries. He laughed and said: "Who told you about that?" and then added: "Yes, it was true enough, but we shall be wiser this year."

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Provincetown Fishing Notes.

The following flounder catches were made by the sloops last week: Leah C., 32 bbls.; Bonita, 37 bbls.; Reliance, 64 bbls.; Jessie, 25 bbls.; Pearl, 68 bbls.; Katherine C., 42 bbls.; Briganza, 41 bbls.; Harry and Thelma, 4 bbls.; Torpedo, 29 bbls.; Nancy, 4 bbls.; John W. Caswell, 74 bbls.; Annie and Cecelia, 45 bbls.; Barbara, 2 bbls.; Jessie D., 66 bbls.; Delphine, 52 bbls.; Active, 45 bbls.; Iris, 58 bbls.; Vesta, 82 bbls.; Golden Eagle, 5 bbls.; Magnolia, 58 bbls.; Albert Brown, 41 bbls.; Mary G., 45 bbls.; Hobo, 23 bbls.; Mildred and Agnes, 67 bbls.

Sch. Mary C. Santos' crew, Captain Santos, shared \$36 on a recent trip.

Sch. Delphine Cabral's crew, Capt. Joseph Enos, shared \$26 on the trip of the week.

The two fishermen, the safety of whom had caused much anxiety, John Button and a man known as Christopher in the Portuguese colony, set trawls early in the morning off Race Point. Their power boat broke down and as they were without sails and at the mercy of the northeast snow storm, which was raging at the time, they drifted out to sea. The revenue cutter Gresham went in search of them and landed them safely.

The Mackerel Market.

There is no change in the domestic mackerel situation, says the Fishing Gazette. Stocks are in very small compass and are held firmly up to quotations. Some Nova Scotia mackerel reached the city early in the week, but the quantity was not sufficient to alter prices. There is said to be plenty of mackerel available at Halifax.

Norway is very strong, and it is harder to buy at inside quotations. Stocks here are getting low, and the primary market is closely cleaned up. More attention is given to Irish mackerel, and holders are less disposed to make concessions. Stocks of this fish are ample for present requirements.

Liverpool, Feb. 28.—Fishing fair to good. Shipments this week were: to Boston, 803 bbls.; to all other ports, 150 bbls. Count 300 to 350.

PORTLAND FISHING NEWS.

Sch. Claudia In Port With Handline Fare.

Among the few fishing vessels making harbor on Saturday was the Gloucester schooner Cavalier, Capt. Robert Porper, returning from a seven weeks' cruise on the Georges Banks, she having 20,000 pounds of halibut and 75,000 pounds of salt cod. The skipper reports very rough weather, the conditions on the banks for the month of February being about the worst he ever experienced, heavy gales and snow blizzards being of almost daily occurrence. One of the worst gales of those encountered took place on Feb. 17, the schooner on that day being boarded repeatedly by heavy seas she losing an anchor and 300 fathoms of cable, besides breaking foregaff and smashing several dorles.

Another Gloucester schooner also made harbor Saturday, the handliner Claudia returning from a three weeks' cruise on Georges, she having 500 lbs. of halibut and 12,000 pounds of salt cod. She came in with foreboom spliced, having broken it in a heavy gale. Rough weather was reported nearly the whole trip.

Fulton Fish Market Notes.

The present week being the first of the Lent, there was a fairly good demand for fish in the New York market. Most of the stock moved was frozen, the supply of green fish being high in price generally, because of the scant supply.

Halibut was one of the cheapest fish to be had during the week. In all three cars arrived, one being consigned to R. F. Hall & Co. and Robert W. Cole. Their fish was exceptionally fine in quality. Western white halibut during the week sold at seven to nine cents per pound.

Both steak and market cod was very much lower in price than the preceding week. Whereas a week ago, steak cod sold at 14 to 17 cents a pound, it was possible to buy same stock, on Thursday of this week at 6 cents per pound. This was the lowest price on steak cod, while the top figure was 10 cents. Market cod was quoted during the entire week at from 4 to 5 cents a pound.

Haddock was fairly low priced, selling at 6 to 7 cents a pound. There was not very much of it in the market. There was no hake in the market.

Arrivals were as follows:

- Saturday, Feb. 28—E. H. Burke, 650 codfish.
- Sunday, March 1.—Earl & Nettie, 2,200 codfish.
- Wednesday, March 4.—Annie Godfrey, 1,700 codfish.
- Theodore Fletcher, 1,700 codfish.
- Geneva Mertis, 850 codfish.

Porto Rico Fish Market.

San Juan, Feb. 24.—Since our last 17th inst., we have to report the following arrivals of fishstuffs:

- At San Juan: Borinquen, 94 tcs. and 36 bxs. codfish, 65 tcs. fish. Coamo, 50 small drs. haddock, 25 bbls. pickled fish, 860 bxs. bloaters. Carolyn, 30 tcs. and 55 bxs. cod, 15 tcs. pollock.
- At Ponce: Borinquen, 51 tcs. fish, 1 bbl. mackerel. Coamo, 25 tcs. cod, 215 bbls. bloaters. Carolyn, 25 tcs. and 16 bxs. fish.
- At Mayaguez: Borinquen, 10 tcs. fish. Coamo, 30 tcs. cod, 61 bbls. pickled fish. Carolyn, 25 tcs. cod, 5 bbls. mackerel.
- At Aguadilla: Borinquen, 10 bbls. mackerel. At Fajardo: Carolyn, 5 bbls. herring.

Our local market is decidedly lower, owing to the fact that some holders have been effecting sales at lower prices than the market really warrants, thus establishing reduced values. Demand is fairly active and we quote about as follows on usual "Net ex Wharf" basis:

Small codfish, \$31.00 to \$31.50; medium codfish, \$31.50 to \$32.00; large codfish, \$33.00; pollock and haddock, \$21.00 to \$21.50.—S. Ramirez & Co.

Fleet Tied up at Fernandina..

The fishing business at Fernandina is at a standstill, there having been a succession of gales for the past two weeks, mostly from the northeast, so the Times correspondent at that place writes. Monday, March 2, was by far the coldest day of the year, the mercury going down to 29 degrees, which is very cold there for any winter day.

A number of the fleet have been outside for a day at a time. There has been a few fish caught, just enough to encourage the fishermen that there will be some fish in a short time.

Favor Selling Fish by Weight.

A number of master mariners of this city are attending the hearing at the State House this morning on the question of the advisability of passing a law which would compel the buying and selling of all food fish by the pound, similar to the law in force in the state of Maine.

The sale of mackerel by weight was urged by the Master Mariners' Association two years ago and an attempt was made to bring about an amendment with the New York and Boston buyers to that end but nothing of importance was accomplished.

Those who are attending the hearing today to lend their support to a measure providing that all fish be sold by the pound are Captains Jacob Barrett, George W. Peeples, Peter Grant, Jos-

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Ask Privileges Offered in Reciprocity Pacts.

The Times presents herewith a copy of the letter signed by the committee of the Master Mariners' Association and Board of Trade which was filed by Hon. A. Piatt Andrew with Secretary Bryan of the state department at Washington this morning. It very ably sets forth a concise draught of the concessions which the local fishing interests are hopeful that the administration may be successful in securing from Canada and Newfoundland in exchange for the considerations that this country has given the fishermen of the provinces in admitting their fish products free of duty.

It is as follows:

March 9, 1914.

The Hon. Wm. Jennings Bryan, Secretary of State, Washington, D. C.

Dear Mr. Secretary:—Pursuant to your suggestion made during the interview in your office on February 26 with Hon. A. Piatt Andrew, Captain George Peeples, Capt. William Thomas, Master Mariners, and Thomas J. Carroll, President of the Gloucester Board of Trade, a joint meeting has been held of representatives of the Master Mariners Association and of the Board of Trade of Gloucester to consider the specific questions in regard to the privileges of our fishermen in Canadian and Newfoundland ports in which we are most anxious to enlist your assistance. As you doubtless are aware, the fishing interests of Canada and Newfoundland have for many decades sought to secure equal privileges with our fishermen in the way of free entry of their fish in our markets and our fishing interests on the other hand have tried to secure for our fishermen in the ports of Newfoundland and Canada equal privileges, not for selling fish in their markets, but for entering their ports to secure bait, supplies and equipment, and for the shipment of crews.

Under the last reciprocity treaty operative between the British provinces and this country, which was in force between the years 1771 and 1885, the provinces extended to our

fishermen not only this, but other privileges such as the right to fish in waters within three miles of the coast in exchange for the free entry of their fish in this country. The Bayard Chamberlain Treaty of Mr. Cleveland's first administration to which the British and Canadian Governments assented, offered practically the same privileges in exchange for the free entry of fish in our ports. This treaty, however, failed of passage by the United States Senate. The Hay Bond treaty negotiated in 1902 between this government and that of Newfoundland contained a similar interchange of privileges. This treaty also failed of passage in the Senate. In connection with the reciprocity treaty negotiated by President Taft with the Canadian Government in 1910 it was also agreed that in exchange for the remission of United States duties upon fish the Canadian Government would extend licenses to American fishing vessels to enter the Canadian ports for supplies, bait, etc., on a nominal charge of \$1 per vessel. This was regarded as satisfactory by the Canadians, but the treaty was rejected by them upon other grounds. In other words in all of the reciprocity treaties between this country and Canada and Newfoundland, which have been operative or which have been under negotiation during the past half century, our British neighbors have offered equal privileges in their own harbors and ports in exchange for the remission of the duties which this country has levied upon their fish.

The tariff act of 1913, however, has removed the duty on all green smoked and dried fish, in fact on fish in every form except the manufactured product, thus giving the Nova Scotian and Newfoundland skippers the privileges of entering all such fish at our ports on the same terms that hitherto have been reserved for our own skippers, and we feel, therefore, that our fishermen should receive in return such privileges in the Canadian and Newfoundland waters as have previously been offered in exchange for free fish by the Canadian and Newfoundland governments in the various reciprocity treaties. We do not ask for all of the same rights and advantages in their ports that their own fishing vessels enjoy. We do not ask for in-shore fishing rights although their lack frequently offers a serious handicap for certain kinds of fishing. Nor do we ask for the privilege of selling fish in their markets free of duty, nor the privilege of entering their ports to salt and store down fish, privileges enjoyed by the Canadians that on many occasions would also be greatly prized by our own skippers. Mention might also be made in this connection of the bounty amounting to about one hundred and fifty thousand dollars annually which the Canadian government pays its own fishermen.

In Canada we should, however, like the free privilege of entering their ports to buy bait, ice, and fishing supplies, to trans-ship fish, to repair fishing gear, (including dories, seine boats, nets and the like) and to ship crews, and we feel that this privilege should be extended to all sailing vessels engaged in fishing whether or not they are equipped with auxiliary power. Under the present arrangements a fishing schooner equipped with an auxiliary engine is refused altogether the right to enter a Canadian port for any other pur-

pose, than shelter in time of storm for water or for wood (which does not include coal) or for repairs necessary to bring the vessel to its home port. As one captain of a well equipped fishing vessel has described it, "to fish in Nova Scotian waters under these conditions is like being an enemy's country in war time. I cannot buy ice, bait, food or even a chart without being liable to seizure. In these matters the discrimination is exercised only against our American fishermen for the French fishing vessels are allowed to get coal and supplies at the Nova Scotia ports without any charge whatever.

In Newfoundland we should substantially the same privilege which would amount to a renewal of the privilege granted under the *modus vivendi* which was cancelled in 1906, an arrangement which all fishing vessels to purchase license for bait, ice and supplies and for shipment of crews. It was cancelled soon after our refusal to adopt the Hay Bond treaty under which commercial and fishing privileges in Newfoundland waters were offered in exchange for the privilege of entry of fish in this country. We should not consider it advisable to ask for all of the privileges Newfoundland offered under the Bond treaty. But we should like the privileges with the British fishing vessels in the matter of entering their ports for bait, ice and supplies, repairing fishing gear and for the payment of crews, and we should like that such privileges might be extended to all of our sailing vessels equipped with motor power without more than a nominal charge.

One cannot exaggerate the seriousness of the situation which confronts the New England fisheries. We given our Canadian rivals even that they have been seeking for and we have asked for nothing in return. And now if something more equal footing with the fish of Canada and Newfoundland is to be a matter of time when the American fishing vessels are transferred to British ports a fishing business which is one of the oldest practiced in the New England seaboard cities will become of little importance. It has already disappeared from Marblehead and Newburyport, New Bedford and other England towns, but Gloucester remains one of the greatest if not the greatest fishing center in the world.

We hope therefore that you are interested in preserving this industry, and that you will act through diplomatic channels for our fishermen some equal privileges in the Canadian ports in exchange for the equality of privileges which we have given to the men in our markets. Unlike such concessions can be obtained by another generation many branches of the American fishing industry have disappeared.

Portland Fishing News

The fishing steamer Ethel is lost her wheel overboard and is tied up at Central wharf. The arrival of a new wheel has been ordered from Boston. Capt. Fred M. Hart, aged 60, of the New England Fish Company, has ordered the halibut fare of the schooner Cavalier, which was sold Saturday night, paying 9 a pound.

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Contd above