

**Sch. Gerring Case on at Washington.**

Hearing of the case of sch. Frederick Gerring of this port, which was seized in 1896 for alleged fishing within the three-mile limit off the Nova Scotia coast began yesterday before the international tribunal of arbitration and is expected to occupy all day tomorrow.

The amount of claim is \$12,000 and interest since May, 1896. The contention of the owner is that the craft was illegally seized. Argument in behalf of the United States government was made yesterday by J. Reuben Clark, former solicitor of the state department and Frederick H. Tarr of this city, while Canada was represented by E. L. Newcomb, deputy minister of justice.

**APRIL 1.**

**Yarmouth Fish News.**

Captain Norman Robbins of Tiverton, with a crew of 20 men, arrived Thursday to take charge of the schooner Nelson A., and Friday they were busy bending her sails. Big things are looked for from this schooner. She has an able crew picked from the best fishermen in Nova Scotia. They expect to get away on Monday for their first trip.

The schooner Nathalie, Captain LeBlanc, sailed on her first trip Tuesday afternoon and returned yesterday with 755 pounds of halibut and 1500 pounds shack. The fare was sold to the Consumers.

The schooner Kernwood, Captain John Sims, arrived Thursday with about 50,000 pounds haddock and 10,000 cod. The fare had not been sold Friday noon, and Captain Sims thought he might have to take it to Eastport.

The schooner Angie B. Watson, Captain Skolfield, arrived Thursday with 6,000 pounds halibut and 9,000 pounds shack.

Fish prices are down just at present the quotations running from 1 1-2 cents at Lockeport, to 2 1-2 cents at Digby.

**Stocks of Haddockers.**

Sch. Frances S. Grueby stocked \$1870 from her recent haddocking trip, the crew sharing \$31 clear to a man.

Sch. Sylvania, Capt. Jeffery Thomas, stocked \$1533 on his haddocking trip, from which the crew cleared \$27 a piece.

Sch. Arethusa, Capt. Clayton Morrissey at Boston Monday, would not take out until yesterday. Capt. Morrissey profited by holding over, securing \$1.80 for his haddock, an advance over the previous day's figures. The craft stocked \$1440.

**Rockport Arrivals.**

Only four boats of the Rockport fleet were out yesterday. All generally fared poorly, landing about 500 pounds of cod each. The arrivals were sch. Melicia Enos and sloops On Time, City of Everett and Lena May.

men. The parade visited all the stores and shops and made the occasion a sort of "housewarming." Mr. Carey delighted the old salts with some songs, making a specialty of deep sea ditties, rendered in a profound basso voice, with tenor embellishments.

The new market demonstrated the acute need of such place for years. There is plenty of room and the dignity gained by the modernity of the shops contributes to make the new wharf one of the finest in the country. The wharf's bank, situated at one end of the pier did a thriving business in deposits the first day.

**Things Went Smoothly.**

Teaming and carting operations on the new pier were carried on smoothly, and teamsters and handcart pullers did not get into the tangles which so frequently marked the transaction of business on T wharf.

Incidentally T wharf was one of the loneliest places on the water-front today. Only a few wagons visited it during the day, to take away the last property belonging to fish dealers. A few schooners, weather bound or waiting for supplies preparatory to starting for the fishing grounds, lay at the wharf, but Sunday quiet prevailed. Half a dozen Sicilian fishermen did a dull retail business at the old stand, near the head of the wharf; while on Atlantic avenue in the vicinity of the wharf congestion of teaming was noticeably lacking.

Shortly after operations began on the new pier a group of about 25 Italian motor dory fishermen called upon William K. Beardsley, manager of the New England Fish Exchange, to ratify an agreement previously made concerning their privileges at the pier. The party included owners of the larger motor-boats in the fleet, who have organized as the Massachusetts Fish Men's Association. They will continue to do business with the wholesale dealers at the new pier. G. R. Fodale is president of this organization. The owners of smaller boats will continue independent operations, and most of them will berth at the Eastern Packet Pier, which lies between T and Commercial wharves.

Dealers received hundreds of telegrams from different parts of the country congratulating them upon their occupancy of the \$3,000,000 plant.

**Craft Driven Off From Port.**

Sch. Fannie Belle Atwood, which tried to enter Boston Harbor during the northeast storm Saturday, found herself off Grand Point Nantucket, when she took her bearings yesterday. The schooner, which has a catch of 70,000 pounds of cod and haddock aboard, lost her mainboom and gaff during the storm. She was towed in at Vineyard Haven by the revenue cutter Acushnet yesterday and will be towed to Boston by a tug.

**Potomac Four Miles Off Shore.**

Says the Bay of Islands, N. F., Western Star of March 25: A message to Mrs. Carter on Monday evening from her husband who is on the Potomac, stated that they had succeeded in getting up steam, that the ship was then off Port aux Choix, and that they expected to work her into that port as soon as the ice slackened. The latest report of the Potomac gives her position four miles off Ferrolle.

**QUARTETTE GOT BIG HALIBUT**

**Little Gill Netting Steamer Brought In One Weigh- 250 Pounds.**

Three more vessels brought down fish from Boston to split, schs. Premier and Priscilla Smith having 70,000 pounds each and sch. Mary F. Goulart, 50,000 pounds.

Gill netting receipts yesterday totalled over 150,000 pounds. It was the first lift that the boats have made since Friday, and several of them did well. The largest hauls were steamers Jane M. Gifford, 17,500 pounds; Orion, 19,000 pounds; Gertrude T., 14,000 pounds; Enterprise, 13,000 pounds.

Steamer Quartette in addition to her 1350 pound catch, landed a nice halibut, which tipped the scales at 250 pounds.

**Today Arrivals and Receipts.**

The arrivals and receipts in detail are:

- Sch. Premier, via Boston, 70,000 lbs. fresh fish.
- Sch. Priscilla Smith, via Boston, 70,000 lbs. fresh fish.
- Sch. Mary P. Goulart, via Boston, 50,000 lbs. fresh fish.
- Str. Bryda F., gill netting, 1000 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 2000 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 600 lbs. fresh fish.
- Str. Bessie A., gill netting, 1500 lbs. fresh fish.
- Str. Dolphin, gill netting, 1600 lbs. fresh fish.
- Str. Enterprise, gill netting, 13,000 lbs. fresh fish.
- Str. Venture, gill netting, 10,000 lbs. fresh fish.
- Str. Philomena, gill netting, 6000 lbs. fresh fish.
- Str. Seven Brothers, gill netting, 5000 lbs. fresh fish.
- Str. Orion, gill netting, 19,000 lbs. fresh fish.
- Str. Ethel, gill netting, 11,000 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 8000 lbs. fresh fish.
- Str. Gertrude T., gill netting, 14,000 lbs. fresh fish.
- Str. James M. Gifford, gill netting, 18,000 lbs. fresh fish.
- Str. Medomak, gill netting, 2800 lbs. fresh fish.
- Str. Water Witch, gill netting, 4500 lbs. fresh fish.
- Str. Sawyer, gill netting, 4000 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 2000 lbs. fresh fish.
- Str. Alice, gill netting, 2250 lbs. fresh fish.
- Str. Quoddy, gill netting, 6000 lbs. fresh fish.
- Str. Hugo, gill netting, 1750 lbs. fresh fish.
- Str. Mystery, gill netting, 1100 lbs. fresh fish.
- Str. Randolph, gill netting, 1400 lbs. fresh fish.
- Str. Rough Rider, gill netting, 2400 lbs. fresh fish.
- Str. Quartette, gill netting, 1850 lbs. fresh fish, 250 lbs. fresh halibut.

- Str. Mary L. gill netting, 6 fresh fish.
- Str. Carrie and Mildred, gill netting, 5200 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.
- Str. Bethulia, gill netting, 50 fresh fish.
- Str. Lorena, gill netting, 17 fresh fish.
- Str. Evelyn H., gill netting, 350 fresh fish.
- Str. Ibsen, gill netting, 500 lbs. fish.
- Str. Julia May, gill netting, 30 fresh fish.
- Sch Fitz A. Oakes, shore.

**Vessels Sailed.**

- Sch. Manomet, haddocking.
- Sch. Mary Edith, haddocking.
- Sch. Elk, haddocking.
- Sch. Jorgina, haddocking.
- Sch. Russell, haddocking.
- Sch. Mary F. Sears, haddocking.
- Sch. Edith Silveria, haddocking.
- Sch. Laverna, shacking.
- Sch. Teazer, halibuting.
- Sch. Rhodora, halibuting.
- Sch. Catherine Burke, halibuting.
- Sch. Pauline, Georges.

**TODAY'S FISH MARKET.**

**Salt Fish.**

- Handline Georges codfish, \$5 per cwt.; medium, \$4; pers, \$3.
- Eastern halibut codfish, large medium, \$4.50.
- Georges halibut codfish, large, \$4.50.
- Cusk, large, \$2.50; medium, snappers, \$1.50.
- Haddock, \$2.00.
- Hake, \$2.00.
- Pollock, \$1.75.

**Fresh Fish.**

- Splitting prices:
- Haddock, \$1.10 per cwt.
- Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
- Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.
- All codfish, not gilled, 10c per pounds less than the above.
- Hake, \$1.10.
- Cusk, large, \$1.75; medium, snappers, 50c.
- Pollock, 90c.
- Fresh halibut, 7c per lb. for white, 5c for gray.

**Pigeon Cove Arrivals.**

The boats out at Pigeon Cove yesterday were the Nautilus, Gracie F. man, Sylvester, Florida, and Mark. The combined catch was 4000 pounds. The dory fishermen landed 600 white.

**Sailed Shacking.**

Sch. Laverna, Capt. John McLean sailed this morning for the Peak shacking trip.

**Portland Fishing News.**

The Boston beam trawler Brea arrived Monday with 35,000 pounds of fish for the Burnham & Morrill factory, she being the first boat of the kind to land fish here this season. Two others of the steam trawlers join her in bringing in fish for local factory, and will probably bring in one trip a week while engaged in the business, the season being expected to last about three months. This is the first time Breaker has been here, she has been launched only last fall.

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# FRED'K GERRING CASE IS ARGUED

## Strong Plea Made by U. S. Gov't Counsel For Capt. Edward Morris—Fred H. Tarr of This City Presented Other Local Cases.

The arguments before the British Arbitration Claims Commission at Washington in the case of the sch. Frederick Gerring, Jr., of this port, for reimbursement to the owner, Capt. Edward Morris to the amount of \$14,000 and interest, on account of the alleged false seizure of the vessel by the Canadian Government was commenced at 10.30 o'clock Monday morning at Washington.

A large number of distinguished people were present, as well as a number locally interested, including Congressman Gardner, Frederick H. Tarr, Esq., who is to argue other cases later in the week, and Miss Constance G. Knapp, who is preparing a magazine article with the Gerring case as its subject.

The Commission consists of Monsieur Fromageat of France, the chairman and neutral member of the Commission, Sir Charles Fitzpatrick of Canada, representing the British government and Chandler P. Anderson of New York, formerly Counselor of the State Department, and Agent for the United States government in the North Atlantic Coast Fisheries Arbitration at the Hague, in 1910.

J. Reuben Clark, Solicitor for the State Department and also agent for the United States before the Tribunal, made the argument in behalf of Capt. Morris, commencing at 10.30 and concluding at 3 o'clock. Mr. Clark was congratulated on all sides when he concluded on the convincing and almost unanswerable way in which he presented his case. He was followed closely all the way through by Monsieur Fromageat, and especially did Mr. Fromageat evince great interest in the case.

Mr. Clark's argument was based on two main contentions as follows:—  
First.—The Frederick Gerring, Jr. was outside the three mile limit at the time she was seized by the British officials.

Second.—That even though the schooner was within the three mile limit at the time she was seized, nevertheless, the vessel was never within her rights granted by the Treaty, as it was not contended that she was engaged in catching fish at the time Mr. Clark claimed that the Gerring had drifted inside the limit while finishing her catch; but that the British gave her the right to be in this position, admitting the British contention, so long as she was not actually engaged in fishing.

Mr. Clark was followed by Edward Newcomb, Esq., of Canada, Assistant British Agent before the Tribunal. He had completed one hour of his argument when the Tribunal adjourned for the day. Mr. Newcombe resumed his argument yesterday and concluded during the afternoon.

Today, Frederick H. Tarr, Esq., the well known Gloucester lawyer, and one of the Assistant Agents before the Tribunal, will make arguments before the Tribunal in the cases of the Schooners Argonaut and Jonas H. French. On Friday Mr. Tarr will argue the case of the schooner Tattler. Mr. Tarr has been in Washington for the past week preparing his arguments in these several cases.

On Thursday, the case of the schooner David J. Arams, owned by the late Capt. Jesse Lewis, will be argued. This is the second largest case on the list, and the argument in this case will also be made by J. Reuben Clark, Esq., the Agent for the United States before the Tribunal.

Both Congressman Gardner and Mr. Tarr, who listened to Mr. Clark's argument today, were well pleased with the excellent way in which he presented the case, and feel that the chances are good for the Tribunal to find in favor of Capt. Morris.

## PUSH CART MEN BACK TO WORK

Striking push cart men on the new fish pier at South Boston returned to work again yesterday afternoon, most of them winning their demands from the wholesalers on the pier. The demand was for a minimum wage of 10 cents per cart load for hauling from vessels to stalls on the near side of the wharf and 20 cents per cart for hauling to the far side.

**Pickled Fish.**  
There would be a good business in barrelled herring these days if it were possible to obtain supplies, but as we previously advised, there is a great shortage in herring stocks just now. The mackerel situation shows no improvement; stocks are heavy and prices continue low.—Halifax Maritime Merchant.

# LIGHT RECEIPTS TODAY'S STORY CLEAN HANDLING AT NEW FISH PIER

## Dealers at New Fish Pier Had Trio of Trips After the Big Glut.

Three fares made but little showing at the new fish pier this morning, the total combined receipts being 175,000 pounds.

Sch. Fannie Belle Atwood brought 72,000 pounds fresh fish and 3000 pounds halibut and sch. Conquerer, 70,000 pounds and 3000 weight fresh halibut. The Spray, the only beam trawler in, had 26,000 pounds.

Wholesalers paid \$1.25 to \$3.25 a hundred pounds for haddock, \$2.80 to \$6 for large and \$2.50 to \$3.50 for market cod, \$4 to \$6 for hake, \$3.25 for pollock and nine cents a pound for fresh halibut.

### Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Spray, 22,000 haddock, 2500 cod, 2000 lemon sole.

Sch. Conquerer, 58,000 haddock, 6000 cod, 4000 cusk, 3000 halibut.

Sch. Fannie Belle Atwood, 55,000 haddock, 11,000 cod, 5000 cusk, 1000 pollock, 3000 halibut.

Haddock \$1.25 to \$3.25 per cwt.; large cod \$2.80 to \$6; market cod \$2.50 to \$3.50; hake \$4 to \$6; pollock \$3.25; halibut, 9 cents for white and gray.

## EXPECTS PIER TO HELP PORTLAND

In the opening of the fish pier at South Boston the Portland Evening Express Advertiser sees a bright hope in the future of Portland's fresh fish business.

Says Mondays' issue:

That the completion of Boston's new mammoth fish wharf will result in a boom for the wholesale fish business at this port, is the opinion expressed by one of Portland's largest dealers today. This dealer is thoroughly convinced that many of the "fishing vessels which have made Boston the headquarters in the past, will now make many trips to Portland. He says that the reason for the coming of these vessels to this port is readily explained from the fact that the fishermen are the men who will eventually pay for Boston's new pier.

"When I say that the fishermen will pay for the pier I mean that lower prices will be paid to the fishermen for their fares than are offered in Portland," said the dealer.

"The fishermen realize this feature and already a few of the old T wharf fleet have started making trips to Portland from the fishing ground. Naturally higher rents must be paid by the Boston fish dealers having quarters on the new pier, and it is up to the fishermen to pay a heavy part toward the running expenses of the more elaborate markets."

Changes in the methods of handling fish will be introduced at the new Boston fish pier. Efforts will be made to avoid forking the fish any more than is absolutely necessary, and the gurry and scale-coated wooden handcars which have so long been in use at T wharf may be replaced by conveyances of a type more easily kept clean. Experiments have been made with a metal handcart with a removable body that can be placed upon the scales for the purpose of weighing fish and then replaced on the wheels. Such a cart would do away with much unnecessary handling of fish. Another innovation is to have employees who handle fish wear uniforms which shall be spick and span each day, instead of wearing for indefinite periods clothing caked with fish scales and other dirt.

### News From Norway.

The latest reports from Norway are to the effect that the spring catch of codfish is considerably ahead of this date last year, the Halifax Maritime Merchant says. The fishermen are now expecting at least 100,000,000 fish for the season. The large catch up to the present has, however, not affected prices, because none are ready for the market. Just as soon as they are a drop in values will not surprise us. Norway's great progress in the cod-fish industry in the last few years is largely accounted for by the increased use of motor boats.

### Cape Breton Fisheries.

The total amount of fish and fish products shipped to the United States from the district of Sydney, C. B., in 1913, exceeded that of 1912 by over \$50,000, but the amount of fish caught in actual weight was far below the average yearly catch of the district. The reasons for the increase in the value of the fish exported to the United States are the high price of fish in the home market brought about by taking off the duty on fish entering the United States, and by the decreased amount of fish caught.

Unfavorable weather conditions, lack of bait, and the sure income of other employments are the reasons given for the smaller catch and the lessened number engaged in the industry for the year 1913.

April 2.

### Will Resume Command.

Capt. Joseph P. Mesquita will take sch. Frances P. Mesquita on a shacking trip and Capt. Freeman Crowell who has had the vessel haddocking all winter will now fit out sch. Fannie Smith for shacking.

### Arrivals at Rockport

Only three of the Rockport boats were out yesterday, landing these fares: Geraldine, 500 pounds; Klondike, 500; J. F. McMorrow, 100.

### Alewives at Edgartown

The traps at Edgartown took 40 barrels of alewives, Tuesday.