

FINDS FAVOR IN NOVA SCOTIA

Andrew's Concessions Plan for Fishing Crafts Would Boom Shelburne.

Says the Canadian Fisherman:

"The reduction of the Modus Vivendi license fee to \$5 per vessel would, in the opinion of Mr. M. H. Nickerson, a competent authority upon fishing and fisheries, be one of the greatest booms to the port of Shelburne.

"The situation of Shelburne would make it the natural and most easily accessible port for the American fishermen fishing on the western Banks. Here they could purchase bait, ice and supplies if we had the facilities, and with a steamship service to U. S. points, American craft could transship their fares without making the long run from the adjacent grounds to American markets. Shelburne's citizens would reap the benefit in every way. Boxes for shipping fish would make a great business alone; men to pack the fares would be given constant employment on the wharves; the outfitters, ice and bait dealers, sail-makers and dory builders would also come in for their share. If the free fish tariff could revive the fish business in Yarmouth, the reduction of the Modus Vivendi would bring a new era of prosperity to Shelburne.

"The question of revising the 'Modus Vivendi' in the direction of granting greater privileges to American vessels in Canadian ports is now receiving some attention on the south shore of Nova Scotia. M. H. Nickerson of Clark's Harbor, who, while editor of the Coast Guard, was a consistent advocate of the idea of modifying the 'Modus Vivendi' has been taking an active part in the present agitation. The aim of the agitation is to secure 'modus vivendi' privileges to American vessels with motor equipment as well as to sail craft, with the additional privilege of mending gear in Canadian ports, and instead of requiring such vessels to pay a considerable amount for a license, to let them off with the payment of a nominal sum, a few dollars a year.

"Several interesting arguments are urged in support of this proposed change. It is said that if the license fee was a nominal one, a larger number of American vessels would call at Canadian ports to purchase bait, ice and other supplies, leaving considerable money among the supply dealers and fishermen. Such vessels too would, it is claimed, take advantage of the opportunity to transship their catches, and forward by rail and steamer to Boston, thus giving employment to transportation companies and workers of various classes.

"At present, it is chiefly the American salt fishermen that take advantage of the 'Modus Vivendi' and they have been declining in number. A considerable number of the fresh fishermen of Boston and Gloucester make their catches on the Cape Shore, and it would be an advantage to them to have the privilege of buying bait or transshipping their fares for a nominal fee. It is said that when these vessels

take out a modus vivendi license, half the fee is charged up to the crew, who are generally Canadians, anyway, while the fact that they make short trips and change crews frequently, make it difficult to get any particular crew to consent to paying part of the license fee. Mr. Nickerson claims that if these fresh fishermen were allowed practically free harbor privileges, ports like Shelburne and Liverpool would benefit greatly, as many American fishing vessels would practically make them a base of operations, instead of running back to Boston or Gloucester every time they made a fare, and thus losing a week or 10 days that they might devote to fishing.

Fisherman Died at Yarmouth.

John Johnson, a seaman, died on Wednesday evening, April 1, in the Yarmouth hospital. The body was sent to Boston Friday evening. He belonged to Everett, and was the cook on the sch. Ethel B. Penney. He was seized with paralysis while on the fishing grounds a few weeks ago.

Baited at Edgartown.

Sch. Natalie Hammond, Capt. Charles Colson arrived and baited for halibut at Edgartown, Wednesday.

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WILL PROTECT MAN IN DORY

New Canadian Fisheries Act Makes Carrying Compass, Food and Horn Mandatory

"One of the laws incorporated in the new Canadian Fisheries Act reads as follows:—"No dory, flat, whaler or other boat whatsoever shall set out from any vessel engaged in deep-sea or bank fishing for the purpose of fishing with hooks and lines, trawls or similar appliances, etc., unless there is placed in such boat, to be retained therein during absence from such vessel, a mariner's compass, nor unless there is placed in such boat at least two quarts of drinking water and two pounds of solid food for each man of the crew of such boat. The owner of such vessel shall supply her at the commencement of her voyage with as many serviceable mariner's compasses as she carries boats, in addition to the vessel's compass, and also with the necessary utensils for holding water and with a serviceable fog-horn or trumpet."

Pity the poor cook or a fisherman when each dorymate demands his two pounds of grub to take in the dory with him. He will probably insist that all "mugging up" be done out in the dories in order to avoid having a pile of unused food on his hands. The water regulation will need no enforcing as most bank fishermen fill their dory jar before making a set, but in the fog-horn regulation will the old "conch" hold good?—Canadian Fisherman.

THE FISHERIES OF CANSO N. S.

Speaking of the fishing industry at Canso, N. S. Consular Agent Alfred W. Hart writes:

Canso has practically no industries outside of the fishing business, and, excluding the value of the fishing craft, it is found that the value of the 11 plants engaged in smoking, canning, preparing boneless, dry-salting, pickling, freezing and handling fish amounts to \$200,000. Six hundred men find employment in these establishments, which do an annual business of one-half million dollars. Practically all of the output of these plants is disposed of in Nova Scotia, although more or less finds its way to the United States through Halifax exporters, in addition to the direct exports from Canso. Directly engaged in the shore fisheries are 3600 men, who use 1200 boats, 150 of which are supplied with motors. The use of motors is increasing yearly. The inshore fisheries had an off year in 1913. In line fishing the catch was small, but prices hailed high. The scarcity of fish, rough weather, and prevalence of the dogfish all affected the business adversely, so much so that dealers are unable to fill orders.

Along the Water Front.

Capt. Henry W. Curtis is fitting sch. Mary F. Curtis for a Cape North shacking trip.

Capt. James A. Goodwin is fitting sch. Good Luck for fresh Rips fishing. Capt. Lew Wharton is fitting out sch. Oriole for salt trawl banking.

Capt. Charles Maguire is fitting out sch. Constellation for south seining.

Capt. Reuben Cameron will start to fit sch. Marguerite Haskins for South seining Monday.

Catch of 1913 of Lockeport.

For the year ended March 31st, 1914, the total catch of fresh fish by the Lockeport, N. S., fleet was 6,221,686 pounds. From August, 1912, to March 1914 inclusive the halibut catch was 158,570 pounds.

Motor Bus to Run to New Fish Pier.

Beginning Monday, a motor bus line will carry passengers between the new Fish pier in South Boston and Atlantic avenue by way of Northern avenue. At present there is a long walk to the pier from the nearest car line.

On the Railways

Sch. Patriot and sch. Meteor are on the Rocky Neck ways.

Sch. Elsie and sch. Thomas S. Gordon are on Burnham Brothers' ways.

The Two Brothers is on Parkhurst's ways.

Sch. Arabia Going Seining.

Capt. William Bissert will fit sch. Arabia for a south seining next week.

Put in Engines.

Sch. Volant has had two 36 horse power Lathrop engines installed. She will fit for the fresh halibut fishery under command of Captain Gus Dunsky, who will make his first trip in the vessel.

ONE LONE CRAFT AT THE NEW PIER

This is the smallest day yet, since the opening of the new fish at South Boston, but a single arrival being hand this morning.

Steamer Crest had the trip, halibut for 63,000 pounds fresh haddock, 13,000 pounds cod, 1000 pounds pollock and 400 weight fresh halibut.

Wholesale prices were \$1 to \$2.25 hundred for haddock \$4 for large cod \$2 for market cod \$3 to \$5 for halibut \$2.25 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Crest, 63,000 haddock, 13,000 cod, 1000 pollock, 400 halibut.

Haddock, \$1 to \$2.25 per cwt; large cod, \$4; market cod, \$2; hake, \$3 to \$4; pollock, \$2.25; cusk, \$1.50.

EVERYTHING O. K. ON THE POTOMAC

Capt. Carter Wires From Brig Bay Only Waiting Ice to Slack.

According to the Western Star of April 1, a salvaging crew has succeeded in boarding the abandoned tug Potomac and the tug's engines were working in good shape. The crew were waiting for the ice to slack.

The Star follows:

Mrs. J. H. Carter hands us the following message, which she received on Monday from her husband, on board the Potomac.

"St. John's Bay via Brig Bay, March 30.—Here yet, waiting ice to slack. Everything o. k. Consider ship safe."

Mrs. Carter had another message on Saturday stating that the ship's engines were working o. k.

Bank Fishing in the Old Days.

Capt. Gilbert Ellis, of Digby, N. S., recalls a fishing trip he made 33 years ago in the Provincetown sch. Robert Raikes. On this trip they were five months and 10 days at sea without running in to a port. As a result of the cruise, they brought in a fare of 2400 quintals of salt cod and 100 quintals of flitched halibut. Nowadays it would be quite a job to ship a gang willing to hang out that length of time on a single trip.—Canadian Fisherman.

First Spanish Mackerel Fare.

The first large catch of Spanish mackerel brought to port this season was unloaded Tuesday afternoon at the fish house of the E. E. Saunders Company. The smack Sea 'em arrived during the morning from off Port St. Joe with 5000 pounds of this choice fish. Other small catches have been recorded this season, but Tuesday's is the first of any size to arrive at this port.

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YAKIMA HOME WITH HALIBUT

Capt. Bob Wharton Has 22,000 Pounds From Three Weeks Gully Trip.

With a nice fare of halibut and fresh and salt shack besides, sch. Yakima, Capt. Robert Wharton, arrived this morning from "The Gully." She immediately disposed of her halibut to the New England Fish Company at 12 cents a pound for white and 10 cents for gray. Capt. Wharton reports cold and blustery weather most of the time out, but met with no damage.

In from Brown's bank is sch. Tacoma, Capt. Frank Silva, with 65,000 pounds fresh fish. The Tacoma had her main boom and two dories smashed and put in here with her fare instead of running to Boston. Besides the crew lost 40 tubs of trawl.

The receipts from the gill netters dropped again yesterday, the boats lifting 45,000 pounds. Catches ran small, the largest fare being 4700 pounds.

Today's Arrivals and Receipts.

- The arrivals and receipts in detail are:
- Sch. Tacoma, Brown's Bank, 65,000 lbs. fresh fish.
- Sch. Yakima, "The Gully," 22,000 lbs. fresh halibut, 15,000 lbs. salt cod, 25,000 lbs. fresh fish.
- Str. Ibsen, gill netting, 200 lbs. fresh fish.
- Str. Alice, gill netting, 900 lbs. fresh fish.
- Str. Quoddy, gill netting, 4700 lbs. fresh fish.
- Str. Rough Rider, gill netting, 1100 lbs. fresh fish.
- Str. Enterprise, gill netting, 2000 lbs. fresh fish.
- Str. Julia May, gill netting, 1000 lbs. fresh fish.
- Str. James M. Gifford, gill netting, 3000 lbs. fresh fish.
- Str. Anna T., gill netting, 3400 lbs. fresh fish.
- Str. Evelyn H., gill netting, 1000 lbs. fresh fish.
- Str. Ethel, gill netting, 2000 lbs. fresh fish.
- Str. Carrie and Mildred, gill netting, 4400 lbs. fresh fish.
- Str. Geisha, gill netting, 1500 lbs. fresh fish.
- Str. Quartette, gill netting, 1150 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 3000 lbs. fresh fish.
- Str. Mystery, gill netting, 900 lbs. fresh fish.
- Str. Lorana, gill netting, 500 lbs. fresh fish.
- Str. Bryda F., gill netting, 2000 lbs. fresh fish.
- Str. Seven Brothers, gill netting, 1200 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 800 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 33,000 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 2000 lbs. fresh fish.
- Str. Gertrude T., gill netting, 3000 lbs. fresh fish.

- Str. Water Witch, gill netting, 2500 lbs. fresh fish.
 - Str. Medomak, gill netting, 1200 lbs. fresh fish.
 - Str. Dolphin, gill netting, 800 lbs. fresh fish.
 - Str. Venture, gill netting, 1200 lbs. fresh fish.
 - Sch. Rose Standish, shore.
- Vessels Sailed.
- Sch. Leonora Silveira, haddocking.
 - Sch. Edith Silveira, haddocking.
 - Sch. Manomet, haddocking.
 - Sch. Hattie A. Heckman, drifting.

TODAY'S FISH MARKET.

- Salt Fish.
- Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
 - Eastern halibut codfish, large, \$5; medium, \$4.50.
 - Georges halibut codfish, large, \$5.50; mediums, \$4.50.
 - Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
 - Haddock, \$2.00.
 - Hake, \$2.00.
 - Pollock, \$1.75.
- Fresh Fish.
- Splitting prices:
- Haddock, \$1.10 per cwt.
 - Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
 - All codfish, not gilled, 10c per 100 pounds less than the above.
 - Hake, \$1.10.
 - Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
 - Pollock, 90c.
 - Fresh halibut, 12c per lb. for white, 10c for gray.

Portland Fishing News.

Only one schooner arrived Thursday with fish, and that was the Gloucester fisherman Hattie Trask, with about 6000 pounds of halibut and 15,000 pounds of salt fish. The gill netters fared well, however, and there were eight of them arrived Thursday. Included among the gill netters was the handsome new Cape Porpoise fisherman Marriner, which was recently built for Capt. Hatch and which brought in its first fare, that being 5000 pounds. The other gill netters arriving were: Alicia, 6000; Joanna, 5000; Nashawena, 8500; R. J. Killick, 2000; Elthier, 4000; Mary F. Ruth, 4000; Harold, 1500; Huff, 7000.

Digby Shipments.

A good idea of the fish traffic between Digby and the upper provinces is given by the shipments made from there during the month of March. The correct figures show that 410,000 pounds of finan haddies and 200,000 pounds of fresh fish went by the St. John boat to Ontario, Quebec and markets further west. Besides this, there were several big shipments of boneless dry fish. The demand for this kind of table fish is increasing every year.

First Drifter Away.

Sch. Hattie A. Heckman, the first of the drift fishermen to get away sailed this morning to Boston for bait. She will be commanded by Capt. Stillman Hipson in the fresh Rips fishing.

Sailed from Edgartown.

Sch. Natalie Hammond sailed from Edgartown yesterday for a Georges halibuting trip.

SCH. KINEO HOVE DOWN IN BIG GALE

Craft at Halifax After Terrible Experience—All Hands Safe—Same Sudden Blow Brought Death to 250 Newfoundland Sealers.

A despatch to the Gorton-Pew Fisheries Company from Halifax this morning states that sch. Kineo, Capt. Nathaniel Greenleaf has arrived there with her deck swept and other deck damage as a result of having been hove down on Grand Banks. All hands are safe and the craft will make repairs there.

The Kineo has been up against it since resuming halibut fishing this year. Bad weather interfered with the craft on her last trip and this time out, Capt. Greenleaf struck some more hard luck.

Capt. Greenleaf, in a wire to the owners, states that two dories were

smashed, the foresail blown away and considerable other damage done about deck. Details of the accident are lacking, the skipper stating that they were hove down on Grand Banks in a gale which raged on March 31, the same one in which the sealer Southern Cross with her crew of 173 men was lost and which brought death to 70 of the sealing steamer Newfoundland's men, who were caught on the ice floe.

While Capt. Greenleaf's friends regret his luck, they feel greatly relieved that no lives were lost, nor any one on board hurt. Being hove down is one of the most ticklish experiences that a fisherman can undergo, the experience having many times in the past resulted in loss of vessel and fatalities among crews.

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World's Largest Trawler.

The steam trawler Maroc, the biggest trawler in the world, now lies in the Queen's Dock at Hull, where she is being fitted with engines and machinery. The vessel is 175 feet between perpendiculars and 29 feet breadth of beam, and she has a gross tonnage of 634 tons. The vessel has been built to the order of a firm at Boulogne, and she is destined for fishing operations in far distant waters. The vessel is equipped throughout with electricity, and will accommodate a crew of 48 hands. A spacious chamber has been provided insulated with cork, which will keep the fish in good condition for a long time, and which is a new departure in steam trawlers.

Week's Receipts at Boston.

Receipts of fresh groundfish at Boston for the week ending April 9 was 1,924,950 pounds from 64 fares as compared with 2,638,230 pounds from 93 arrivals for the corresponding week of 1913.

Salt Mackerel Imports.

Imports of salt mackerel of the 1913 catch received at Boston to date total 32,267 pounds as compared with 31,019 barrels of the catch of 1912.

C. & T. PLANT AT L. E. PUBNICO

A boom is promised our neighboring community of Lower East Pubnico this coming season. The American firm of Cunningham & Thompson will establish a plant there for the purpose of chasing of fresh fish at Gloucester, prices minus the transportation charges to that port. To receive spot cash for their labor every week will mean quite an innovation for the crews of the 10 vessels that sail from Pubnico, for in the past a settlement was postponed until very late in the season. It is anticipated that this opportunity to sell for cash will boost the motor boat fisheries.—Yarmouth Times.

Halibut Sale.

The fare of halibut of sch. Stiletto sold to the American Halibut Company this morning at 11 cents a pound right through.