

# NO ARRIVALS HERE TODAY

**Gale Held Gill Netters In  
Yesterday—Fleet Is Out  
This Morning.**

It was the quietest day at this port today for several weeks, not a fish arrival being in up to noon.

The heavy gale yesterday held the gill netters storm-bound and no lifts were made. All the boats were out this morning and some of them will lift the first time for two days.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

No arrivals today.

**Vessels Sailed.**

- Sch. Arthur James, south mackerel seining.
- Sch. Benjamin A. Smith, south mackerel seining.
- Sch. Yakima, halibuting.
- Sch. Premier, Cape North shacking.
- Sch. Maxine Elliott, flitching.

**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, 11c per lb. for white, and 9c gray.

# TIME IS NOW RIPE FOR CONCESSIONS

## Moses H. Nickerson Says Fishermen's Case Should Be Pressed at Ottawa— Clear, Concise Citation of How the Modus Vivendi Came About.

The city editor of the Times has received the following interesting letter from Moses H. Nickerson, a personal friend and for years a most noted advocate of the rights of the fishermen, not only the fishermen of his own country, Nova Scotia, but also and particularly of late of the Gloucester fishermen, for whom he is interesting himself greatly in the effort to secure concessions at Canadian ports.

Mr. Nickerson was here Sunday, the guest of Capt. Reuben Cameron, and had the pleasure of attending the reception to the Master Mariners Association given by Hon. A. Platt Andrew at his picturesque Eastern Point home and there had an opportunity to consult with the latter regarding the progress of a plan in which they are both very much interested, that of securing concessions for our fishermen and vessels at Canadian and Newfoundland ports.

Mr. Nickerson's letter gives such a clear idea of the Modus Vivendi and how and why it was adopted, together with some points not generally known that it is here published in full:—

463 Meridian St., East Boston, Mass.  
A. L. Millett,  
Gloucester, Mass.

Dear Mr. Millett:—I was extremely sorry to miss the opportunity of a hearty hand-shake during my late visit to your city. I was at Capt. Cameron's most of the time, but managed to see the skippers on Sunday. I am highly pleased with the friendly greeting I always receive in Gloucester. In fact, I was a guest of Mr. Andrew, by special invitation, during the fishermen's meet on Sunday, at his picturesque estate. Personal acquaintance with Mr. Andrew will stimulate me to stronger effort, if anything, to secure fair treatment for your fishing fleet.

At this stage of the agitation, which was begun in right good earnest, only a little while ago, I am hopeful that our government will be led to revise that fishery license order, which has been renewed yearly ever since the drafting of the abortive Bayard-Chamberlain treaty. In fact, the basis of this agreement, the so-called "Modus Vivendi," as you are aware, was tacked on to the treaty in the shape of a protocol in order that the New England fishing vessels, then ready to sail on the spring trips, might avail themselves, for the time being,

by paying the specified fee, of the privileges and concessions set forth in the treaty, pending its ratification by the three signatory powers, for Great Britain at that period was a party to such conventions.

Well, when the whole scheme fell through, I remember there was some slight resentment in Canada, that is in official circles, but in the maritime provinces and among the people more directly concerned in the fisheries clause of the failed treaty, there was more regret than anything else, for they knew by past experience—under the old reciprocity compact, for instance—that the stipulated port privileges would redound to their own advantage, as well as to that of their best customers. And this conviction was so general, and so openly expressed in some localities, that the Dominion government, although at first inclined to rub out every trace of the negotiations, was finally led, as a matter of prudence to put that protocol on trial for one year, and watch the results.

It must have been acceptable to our shore people. At least there was no complaint, and it became a sort of standing order, though liable to be revoked at any time, without the ordinary notice, as it was not in the nature of a convention, but merely a voluntary act on the part of Canada.

When the Fishermen's Union of Nova Scotia was organized in 1905, that body strongly memorialized the Dominion government in favor of reducing the license fee, so as to prevent freer intercourse, and I have reason to believe their argument had considerable weight with the executive which afterwards made these very concessions a plank in the reciprocity platform.

At one time, certain fish firms in our province, from purely selfish interests, insisted on the abrogation of the "Modus Vivendi" altogether, but the Fishermen's Union got the best hearing, and the firms had to drop their weak contention.

It should be noted that when the United States acquired Porto Rico, the Maritime Board of Trade, at its annual convention, speaking for all three of the maritime provinces, put itself on record as willing to offer the ordinary port privileges, free, and also the use of our territorial waters in exchange for free fish in Porto Rico. It does not seem creditable that such a well-balanced body will now go back on its record.

At one time a notion prevailed that if foreign fishing craft were allowed

to land fares or fit out in our port the domestic fisheries would be injured in some unaccountable manner but since the Grimby beam trawlers have been given the free use of our harbors for their base of operation and sell their fares in the domestic markets, competing with the home producers, we have heard very little that cry of "wolf." Altogether, the time is ripe for pressing our case at Ottawa. I notice some of the papers supporting the government, are giving more than usual attention to the subject, and favoring it to some extent.

I set out with the intention of sending my regrets, at not seeing you, and now find that I have gone to great lengths. If there is anything in what I have written which might in any way be worth publishing, go ahead and welcome. Also accept my thanks for referring in former issues, to my humble efforts in a good cause.

Faithfully yours,  
M. H. NICKERSON.

# HAS MARKET ALL TO HIMSELF

## Capt. Thomas Brings Sylvania to New Pier With 100, 000 Pound Fare.

The Boston market was nearly depleted of arrivals this morning, and two fares being reported at the new pier up to 9 o'clock.

Sch. Sylvania, Capt. Jeff Thomas brought a nice trip, hailing for 98,000 pounds mixed fish and 2000 pounds fresh halibut. The other fare was Sch. Stranger from the shore with 500 pounds.

Wholesale prices at the opening were \$3.35 to \$4.50 a hundred pounds for haddock; \$3.50 to \$4.75 for large cod; \$3 for market cod; \$3 to \$5 for hake, \$3.50 for pollock and \$1.75 for cusk.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail are:

- Sch. Sylvania, 45,000 haddock, 26,000 cod, 1500 hake, 25,000 cusk, 2000 halibut.
- Sch. Stranger, 900 haddock, 600 cod, 1100 hake, 2000 cusk, 400 halibut.
- Haddock \$3.35 to \$4.50 per cwt. large cod, \$3.50 to \$4.75; market cod, \$3; hake, \$3 to \$5; pollock, \$3.50; cusk, \$1.75; halibut, 17 1/2 cents for white and gray.

# STORM WRECKED LOBSTER POTS

Much damage it is believed has been done by the storm to the lobster industry, especially at Rockport where the fishermen have their pots well outside. Drifting buoys and slats out in the bay yesterday indicated the destruction done by the elements and many pots it is believed have been lost.

*April 18*

**Dogfish Plant on Puget Sound.**

A dogfish oil and fertilizer expressing plant, the first of its kind on Puget Sound, has been established at the north end of Fox island by R. W. Thompson of Tacoma. The capacity of the plant is 10 barrels of oil and several tons of fertilizer a day. It will later be materially enlarged.

# BIG HANDLINE TRIP OF CLAUDIA

**Capt. Govereau Home—Hails for 47,000 Cod and 7000 Halibut.**

With the largest Georges handline trip of the season, sch. Claudia is here this morning, hailing for 47,000 pounds salt cod and 7000 pounds fresh halibut.

Another of the two-hookers in is sch. Marsala, she having 12,000 weight salt cod and 5000 pounds fresh halibut.

Down from Boston are schs. Adeline with 80,000 pounds fresh fish and Flora L. Oliver, 60,000 pounds.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

- Sch. Claudia, handlining, 45,000 lbs. salt cod, 7000 lbs. fresh halibut.
- Sch. Marsala, Georges handlining, 12,000 lbs. salt cod, 5000 lbs. fresh halibut.
- Sch. Adeline, via Boston, 80,000 lbs. fresh fish.
- Sch. Flora L. Oliver, via Boston, 60,000 lbs. fresh fish.
- Sch. Sylvania, via Boston.
- Str. Venture, gill netting, 3500 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 3500 lbs. fresh fish.
- Str. Rough Rider, gill netting, 7000 lbs. fresh fish.
- Str. Carrie and Mildred, gill netting, 3200 lbs. fresh fish.
- Str. Philomena, gill netting, 5000 lbs. fresh fish.
- Str. Dolphin, gill netting, 4000 lbs. fresh fish.
- Str. Ibsen, gill netting, 2000 lbs. fresh fish.
- Str. Evelyn H., gill netting, 3000 lbs. fresh fish.
- Str. Ethel, gill netting, 12000 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 6000 lbs. fresh fish.
- Str. Gertrude T., gill netting, 3000 lbs. fresh fish.
- Str. Orion gill netting, 3000 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 5000 lbs. fresh fish.
- Str. Mystery, gill netting, 1500 lbs. fresh fish.
- Str. Medomak, gill netting, 4000 lbs. fresh fish.
- Str. Alice, gill netting, 1600 lbs. fresh fish.
- Str. Randolph, gill netting, 600 lbs. fresh fish.
- Str. Julia May, gill netting, 1800 lbs. fresh fish.

**Vessels Sailed.**

- Sch. Atlanta, fished halibuting.
- Sch. Ralph L. Hall, south seining.
- Sch. Monarch, south seining.
- Sch. Mary F. Curtis shacking.
- Sch. Richard, shacking.
- Sch. Oriole, salt shacking.
- Sch. John R. Bradley, St. Pierre, Miquelon.
- Sch. Louisa R. Sylvia, haddocking.
- Sch. Ralph Brown, haddocking.
- Sch. Squanto, Boston, in tow of tug Vella.

**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, 11c per lb. for white, and 9c gray.

## ONE BIG TRIP AT NEW PIER

**Sch. Harriet Hails for 103,000 Pounds—Prices Rule Low.**

The weekly market at the new fish pier closed quietly today, a few shore fares being at the dock. Yesterday afternoon, sch. Harriett arrived with an offshore fare, her haul being for 103,000 pounds.

Prices ruled low, wholesale quotations being \$1.25 to \$3 a hundred pounds for haddock, \$3 to \$3.50 for large and \$2 to \$3 for market cod, \$2.50 to \$4.50 for hake and \$1.50 for cusk.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail are:

- Sch. Harriett, 70,000 haddock, 30,000 cod, 1000 hake, 2000 cusk.
- Sch. Pearl, 500 cod.
- Sch. Lillian, 400 cod.
- Sch. Eva Avina, 1500 cod.
- Str. Enterprise, 23,000 haddock, 1000 cod, 500 pollock.
- Haddock, \$1.25 to \$3 per cwt.; large cod, \$3 to \$3.50; market cod, \$2 to \$3; hake, \$2.50 to \$4.50; cusk, \$1.50.

**Lay on Long Line Trawlers.**

On March 12 the Canadian Fish & Cold Storage Company, of Prince Rupert, British Columbia, which operates the steamer James Carruthers in long line fishing for halibut, and the Halibut Fishermen's Union, through P. D. Gill, secretary-treasurer of the union, had a conference and came to the following agreement on the division of the fish caught on such trawlers: Where dory fishing is done, each dory takes its own fish, the same arrangement that has been in force for some time. Where the long lines—trawls hauled from the deck of the vessel by power—are used there are to be twelve fishermen on a boat and the catch is to be divided equally among the twelve at 1 1/2 cents per pound. The captain does not share in the catch, but one of the twelve fishermen acts as mate.

# THIRD MISHAP WAS HER FINISH

**Sch. Harmony Twice Almost Wrecked Since New Year Came In, Now Total Loss at St. Pierre—Crew Saved —Craft Was In Tow.**

Sch. Harmony, Capt. Christopher Gibbs of this port, one of the fresh halibut fleet is ashore and a total loss at St. Pierre, Miquelon, according to a despatch received last evening from the skipper. All hands were saved.

The destruction of the Harmony is the third mishap that this craft has sustained since the first of the year. The first time, after being dismasted, she was towed into Halifax for repairs. Several weeks later she ran into another storm, which swept her decks and caused considerable damage. She

put to sea again for another trip meeting with the third mishap as stated.

No particulars of the accident were received, other than the craft went ashore while coming into port behind a towboat.

The Harmony was built in Essex in 1903 and measured 119 tons gross. She was owned by Eastern Fisheries Company of which Arthur E. Row is resident manager and Capt. Carl C. Young, vessel manager.

The Harmony was valued at about \$12,000 for vessel and outfits and insured for \$8000. She carried a crew of 20 men.

## LATE REPORT FROM MAGDALENS

Queensport, April 15—Heavy wind; no nets hauled today; no ice.

Amherst Harbor, April 15.—Amherst, no change since yesterday; Etanguid Nord, seven miles shore ice, stationary; House Harbor, no change since yesterday; Grand Entry, ice 10 miles off harbor, clear; no bait anywhere.

**TWO FISHERMEN SAVED.**

**Bewildered in Gale and Sloop Is Torn to Pieces at Race Point.**

Tom Sharkey and Adam Luke, two New Bedford fishermen, who left Vineyard Haven Wednesday morning in the sloop Secret, for a trip to Nantucket Shoals, became bewildered when the gale arose, and, heading north along the Cape shore in an effort to reach home, brought up early Thursday on Race Point, more than 100 miles off their course. Before their sloop was torn to pieces on the bar, the men were rescued by the Race Point life-savers.

**Will Seek New Halibut Banks.**

The United States Fish Commission steamer Albatross is now at the Moore & Scott shipyard in Oakland, California, undergoing repairs preparatory for her cruise in search of halibut banks off the Oregon and Washington coasts. After this work is finished she will make a cruise to Alaska.

## DORIES IN PLACE OF LIFEBOATS

Frank Twichell, manager of the San Juan Fishing & Packing Co., recently called the attention of George Uhler, supervising inspector general of the steamboat inspection service, Washington, D. C., to the fact that if the halibut vessels operating on the Pacific coast had to carry the life boats prescribed by law it would be impossible to find room aboard the vessels for the large number of dories carried for the use of the fishermen, and made the point that the dories take the place of the life boats and would be more than ample for the use of the whole crew in case of accident.

As a result of Mr. Twichell's able presentation of the case of the halibut vessel owners, the Bureau has waived the requirement of lifeboats aboard halibut fishing vessels and hereafter the fishing dories will be all that are needed.

**Fish Culture Station.**

Representative Treadway has obtained from the Committee on Merchant Marine and Fisheries a favorable report on his bill for the establishment of another fish culture station in Massachusetts.

As the two present stations in the state are on the coast, one at Gloucester and one at Woods Hole, Mr. Treadway proposes that the new one shall be established in the western part and this understanding prevails in the committee. Fifty thousand dollars is appropriated for the purpose.

Wants the Original Plan Followed.

A. Piatt Andrew is hopeful that the administration at Washington will proceed along the lines originally discussed in the fisheries concessions matter, which he believes are more likely to have substantial results. In a letter to Hon. Dudley Field Malone, collector of the port of New York yesterday, Mr. Andrew urges the latter in his coming conference with Secretary Bryan to revive the original project, that is to treat directly with the governments at Ottawa and St John's by sending a representative there.

He writes as follows:

April 17, 1914.

Hon. Dudley Field Malone,  
New York City.

Dear Mr. Malone:—In our recent conversation about the petition of the Gloucester Board of Trade and the Master Mariners' Association, you offered to take up again with Secretary Bryan the desirability of proceeding along lines which we originally discussed with him, and which he seemed inclined to agree were most likely to have substantial results. It appears since our conferences with Mr. Bryan Congressman Gardner of this district has shown a very kind interest in the matter, and has corresponded with Mr. Bryan about it and has discussed it with Canadian officials, who chanced to be in Washington, such as "the Military Secretary of the Governor-General," and that various extraneous matters such as special legislation by the Canadian Parliament and the amendment of the treaty which we and the petitioners had never asked for have been brought into the discussion. It would be very unfortunate if on this account the Secretary were to conclude that the Gloucester petitioners have abandoned their original desire that a special envoy be sent directly to the Canadian officials particularly concerned with these matters, to ask merely for an Order in Council concerning the matters of the petition.

We all hope that the much appreciated and well intentioned activities of our Congressman will not lead the State Department to set aside the originally contemplated and more regular, if perhaps somewhat slower method of procedure, and if you can in your conference with the Secretary help to revive the original project your friends in Gloucester will greatly appreciate it.

I am enclosing a copy of the Gloucester Times, containing a letter from Moses H. Nickerson, a Canadian editor who has long been interested in the fisheries, and is thoroughly conversant with the situation, and who urges that "the time is now ripe for pressing our case at Ottawa."

Sincerely yours,  
A. PIATT ANDREW.

**Halibut Sales.**

The fares of schs. Marsala and Claudia sold to the American Halibut Company at 10 and 7 cents per pound for white and gray.

# GARDNER SENDS CORRESPONDENCE

## Furnishes Board of Trade and Master Mariners With Full Facts on Concessions Matter, Also His Opinion to Secretary of State.

Congressman Gardner has submitted to Secretary Bryan of the Department of State, the opinion Mr. Bryan requested of him in the form of a letter expressing the views of the Congressman on the subject of concessions for American vessels engaged in the fisheries of the North Atlantic coast.

The matter has become one of correspondence between the State Department and the British embassy, and Mr. Bryan informs Mr. Gardner that it is his intention to follow the memorandum already submitted with a further communication to the British ambassador. Congressman Gardner being familiar with the conditions in the fishing industry, Mr. Bryan desired his views. They have been submitted.

**Mr Gardner's Views**

Congressman Gardner has forwarded to the Board of Trade and the Master Mariner's Association copies of his letter to Secretary of State Bryan and also inclosed copies of the other correspondence between Mr. Bryan and himself and the British Ambassador and himself, wherein in the former Mr. Bryan asked him to furnish the head of the state department with an expression of his views on the subject, and also in the latter where Sir Cecil Spring Rice, the British ambassador, requested the congressman to come to the embassy and exchange views on the subject with Colonel Farquhar, military secretary to the Governor-General of Canada, in accordance with a suggestion from Robert Lansing, counsellor of the state department.

**The Correspondence.**

The correspondence follows, beginning with the letter from the congressman to the Board of Trade and Master Mariners association:

April 15, 1914.

Gentlemen:—I submit for your consideration a copy of a letter from the Secretary of State, Hon. William J. Bryan, together with a copy of my answer thereto.

I also submit likewise a copy of a letter from the British Ambassador. The substance of my interview with His Excellency has already been reported in the press, but I shall communicate it to you officially in a day or two.

Very truly yours,  
A. P. Gardner.

Gloucester Board of Trade,  
Gloucester, Massachusetts.

**Letter from Secretary of State.**

Department of State,  
Washington,  
April 10, 1914.

Hon. Augustus P. Gardner,  
House of Representatives,  
Washington, D. C.

My Dear Mr. Gardner:—Referring to your previous correspondence between the Department and yourself on the subject of the fishing licenses for American vessels engaged in the fisheries of the North Atlantic Coast, I

beg to inform you that, on the 7th instant, the Department presented to the British Embassy, for transmission to the British Government and to the governments of Canada and Newfoundland, a memorandum embodying certain requests in behalf of citizens engaged in the fishing industry. It is my intention to follow up this memorandum with a further communication to the British Ambassador and, in view of your familiarity with conditions in the fishing industry, I shall be glad if you will kindly furnish me with an expression of your views on the subject.

Very truly yours,  
(Signed) W. J. Bryan.

**Congressman Gardner's Reply.**

Committee of Ways and Means,  
House of Representatives,  
Washington, D. C., April 15, 1914.

My Dear Mr. Secretary:—I am in receipt of your letter of April 10, 1914. In it you do me the honor to ask for an expression of opinion with regard to a certain memorandum which on the 7th inst. the State Department presented to the British Embassy. This memorandum was prepared in behalf of American citizens engaged in the fish industry. Substantially, it embodies requests for certain privileges in Canadian and Newfoundland waters as specified in a letter presented to you on March 11, 1914, by Hon. A. Piatt Andrew, who acted on behalf of the Board of Trade and the Master Mariners' Association of Gloucester, Mass.

You were good enough on Friday last to show me a copy of this memorandum which you had presented three days previously to the British Embassy. I expressed myself as highly pleased with its form and anxious for a fruition of my constituents' desires.

I feel some hesitation in giving a formal opinion on this subject inas-

much as circumstances have precluded any consultation between me and my Gloucester constituents with regard to the matter. However, under the circumstances, I think it best to make the following comment: The Gloucester, Mass., fish interests in a letter to you on March 9, 1914, called attention to the fact that by the terms of various proposed reciprocity treaties in the past, Canada and Newfoundland have shown their willingness to grant our fishermen certain privileges in their waters on condition of the admission to the United States of their fish free of duty. This letter pointed out that the treaties were rejected, but that nevertheless Canada and Newfoundland have now obtained substantially all which they sought, inasmuch as the Underwood Tariff Law has recently provided for the entry free of duty of many classes of fish into this country. Accordingly, it is argued, Canada and Newfoundland ought in all propriety freely to grant American fishermen the privileges which were formerly offered us by treaty on conditions that we would consent to admit Canadian and Newfoundland fish free of duty. This position has my entire sympathy and yet I might not have dared to adopt it if the responsibility had been mine.

The fact is that in respect to an extremely important fish product, the

Underwood Law is by no means so liberal to Canada and Newfoundland as were the various rejected reciprocity treaties. Skinned or boned fish of Canadian or Newfoundland origin were admitted free in the United States by the terms of those treaties, but are subject to a duty of 3-4 of a cent per pound under the Underwood law. Now, if Canada and Newfoundland yield to our requests, and if they accord us those privileges in their waters which formerly they offered us in sundry proposed treaties, I fear lest in return they may ask us to grant them the concessions which by the terms of those same treaties were accorded to them. These concessions, of course, included free entry into the United States for their fish, skinned and boned. In other words, I fear lest we may be asked to give up the duty of 3-4 of a cent per pound which protects our skinned and boned fish, inasmuch as the treaties in question provided free entry into the United States for that product.

Should such a situation arise, which I trust will not be the case, I am apprehensive that there may be a marked difference of opinion among the fishery interests as to the advisability of giving up the protection which we have retained for skinned and boned fish. It should be borne in mind that Gloucester's product is skinned and boned fish. Rightly or wrongly, many of my constituents dread destructive competition if Canadian or Newfoundland skinned and boned fish are admitted into the United States free of duty.

I sincerely trust that it may prove possible to conclude an arrangement by which Canada and Newfoundland will consent to accord us all the privileges offered us in the former proposed treaties without in return asking us for all the concessions which those treaties accord to them.

Very respectfully,  
A. P. Gardner.

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Hon. William Jennings Bryan,  
Secretary of State,  
Washington, D. C.

From the British Ambassador.

British Embassy,  
Washington,  
April 11, 1914.

Dear Congressman:—I called today at the State Department with Colonel Farquhar, Military Secretary to the Governor-General of Canada, in order to discuss with the Counsellor certain representations made by the Department of State on the subject of a request received from the Fishery interests of the North East Coast. Colonel Farquhar intends leaving for Canada on the 13th and it was agreed that it would be convenient if, before he left, he should have a conversation with someone conversant with the local conditions. Mr. Lansing suggested that I should ask you to call at the Embassy, and I accordingly communicated at once by telephone, requesting you to be good enough to come here to confer with Colonel Farquhar. I have the honor to confirm this message and to ask that if possible you could come here at 10 on Monday morning, as he leaves at 12 and is anxious to explain the circumstances to the Canadian government, who are already in receipt of a copy of the State Department's note.

I trust that you will agree with me that a full and free exchange of views between you and Colonel Farquhar will be of service in promoting an understanding satisfactory to both parties.

I am, dear Congressman,  
Yours Sincerely  
(Signed) Cecil Spring Rice  
The Honourable A. P. Gardner,  
etc., etc., etc.

# "DON'T GIVE AWAY RIGHTS"

Says the Harbor Grace, N. F., Standard editorially under the caption of "Equal Privileges":

The Trade Review has an interesting article on the movement Gloucester is making to obtain more privileges than they at present enjoy in Newfoundland and Canadian waters. The Review, we are pleased to find, take the same view that we do. No privileges should be granted Gloucester men that would hamper our own industry. They, as their letter to Secretary Bryan shows, want—and that for little or nothing—"equal privileges" with our fishermen in the matter of entering our ports for bait, ice and supplies, for repairing fishing gear, and for the shipment of crews, and they hope that such privileges might be granted to all their vessels whether sailing or not without a nominal charge. Whilst we do not want to be ungracious, we must strongly deprecate anything that will put Gloucester in a better position than she now occupies by reason of her established position, her nearness to market, the privileges she already enjoys in British waters. Remove anything merely vexatious, but don't give away our fishermen's rights. —Harbor Grace Standard.

# PACIFIC COD FISHERS SCARCE

## San Francisco Firms Spar for Crews and Raise Wages 25 Per Cent

During the month of March, the cod-fishing firms of San Francisco have devoted their attention mainly to the outfitting and dispatching of the summer sea-fishing fleet, and all the vessels are now well on the way north. Aside from the schooner Allen A. and the power schooner Golden State, employed in bringing fish from the stations, the fishing fleet going direct from San Francisco this year numbers six vessels; the Sequoia and Galilee of the Union Fish Company, the City of Papette and the Glendale of the Alaska Codfish Company, and Ottilie Fjord and the Bertha Dolbeer of the Pacific States Trading Company. The schooner Vega, which left here February 17, completed her outfitting at Seattle, leaving that port March 10. The first of the sea-fishing boats to get away was the Bertha Dolbeer, leaving March 10, followed on the 18th by the Ottilie Fjord. The Sequoia left on the 21st, the Glendale and City of Papette both on the 23d, and the Galilee ended the procession on the 24th.

Alfred Greenbaum of the Alaska Codfish Company, says: "We have dispatched the schooners City of Papete and Glendale for codfishing in Bering Sea. The schooner Allen A. sailed from San Francisco March 2, with supplies for the stations. The local demand for codfish has been very limited, partly on account of the unusually hot weather that has prevailed about the middle of March.

"There has been unusual rivalry this year in obtaining fishermen for the codfishing vessels, and this has resulted in great benefit to the fishermen, who are paid this year 25 per cent. more for their catch than any previous year to fishermen out of this port. The same advance applies to men on wages. This condition should not be attributed to complaint on the part of the fishermen, but is entirely the result of the unwritten law in this business that owners of codfishing vessels show a spite and vicious feeling toward each other, which it seems impossible to overcome whenever outfitting time comes around. The outfitter who is the trailer, gets the worst of it, as the leader in offering high wages will have first pick of the high liners, while the trailer gets the trash, some not worth the food they consume. Under present conditions, the pay received by cod fishermen will be more than double that of a similar class of men employed as sailors along the coast."

C. P. Overton, of the Union Fish Company, says: "Once more the codfishing fleet from this port has all towed to sea and is winging its way northward, bound for the Bering Sea, and once again the owners give a sigh of relief at the let up of the strain incident to the outfitting and the shipping of the crews.

Contd above

"This season all the vessels were 'off in a bunch,' practically all having departed within a week.

"Codfishermen are scarce at this port these days, and wages and lays proportionately high. The Union Fish Company, however, has drawn but lightly upon the local resources, leaving this field practically to other people. We did not even bring one of our vessels alongside the wharf in San Francisco, doing our outfitting partly in Oakland, and the rest at Union City, where we took aboard the Sequoia the only crew that we shipped from this neighborhood. Our schooner Vega went early in the year to Seattle, where Captain Aune gathered his fishing crew from among his old friends and acquaintances, and the Galilee we manned with captain, a full crew, and a dress gang all brought direct from the far extremity of Cape Cod.

"The Portuguese fishermen in this importation were impressed with the size and the liberal outfitting of our San Francisco codfishing vessels. One of them remarked fervently 'By gar! I never seen so mooch grub in all my life!'"

"We believe that by doing this the Union Fish Company has pioneered a movement that will help relieve the famine in fishermen out here.

The outfitting of so many big vessels on this coast has put the cost of the fish away up high and may have the effect of putting the selling price away down low. Actually we are all gambling on a demand from the Atlantic, and we are playing pretty high stakes. It will take a good big Eastern demand to keep us from showing a loss this season.

"Just now the market is steady but there is a notable falling off in the demand, due to the late very warm weather. There will be a little spurt for the last week in Lent, after which we look to see the trade lapse into the usual summer dullness. Stocks in first hands are light but ample for all the usual seasonal demands.—Pacific Fisherman.

### Herring Shy at Eastport.

The sardine canning season on the Maine coast began on Wednesday, but the little herrings were lacking, and none of the canneries at Eastport was able to commence work. Inquiries all along the coast, so far west of Eastport and on the shores of Passamaquoddy Bay and the Bay of Fundy, failed to locate any fish. Veteran weirman say that they have seen no signs of herrings this year.

This is the first time in many years that no herrings have been landed at Eastport on the opening day of the season. Ordinarily, several hundred hogsheads arrive.

Some of the packers fear that the herrings have left Eastern waters, influenced by the late, cold spring weather and adverse winds, and will not return until warmer weather sets in.

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### Another Power Line Trawler.

The power schooner Joe Baker, of Prince Rupert, B. C., has been fitted with machinery for hauling trawl lines from its deck. The vessel has made one trip since so fitted up, and met with excellent success.

# POST CONDEMNNS BEAM TRAWLING

Speaking of beam trawling, the Boston Post in an editorial of recent issue makes the following comment:

The movement in Congress to abolish by federal enactment the practice of steam trawling ought to have serious consideration. Every consideration requires that an industry so destructive, ultimately, should be restrained.

Very likely the use of the steam trawl upon the fishing grounds of the North Atlantic increases the supply of sea food for our people. It may perhaps hold down to some extent the price of such food in our markets. But whatever advantage is gained today must be paid for by cruel loss in the future.

Our fisheries will last forever under reasonable use as a source of food supply. Ploughed over by the murderous device of the steam trawl, they may yet pass as the buffalo ranges of the West have gone.

### NEARLY WENT ON ROCKS.

#### Schooner Vere B. Roberts Had Close Call Off Here During Gale.

By scant margin the British schooner Vere B. Roberts, from Clementsport, N. S., avoided going on rocks off this port, during the northeast snowstorm and gale, Thursday afternoon. The schooner came into Boston after having been anchored below during the night. Capt. Benjamin was at the wheel when the rocks were sighted dead ahead, the thick weather having obscured them until the vessel was dangerously close. The helm was put over and the Roberts swung out of danger. During the storm waves that broke over the schooner's bows flooded the cabin and threatened momentarily to carry away the deck-load of pilings.

### Injured Fishermen Home.

S. K. Chase and Simon Henderson, two of the crew of sch. Kineo which craft was hove down in a gale on the Grand Banks arrived on the Plant Line steamship A. W. Perry from Halifax at Boston, recently.

Chase and Henderson, who were asleep in the fore-castle, were thrown from their bunks and were injured so badly that they were sent to the hospital at Halifax as soon as the vessel reached that port. The American consul furnished them with transportation on the Perry. The Kineo is now at Halifax repairing the damage she received.

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No paper on account of State Holiday