

BIG FARES IN AT PENSACOLA

Fifteen schooners landed 356,735 pounds of red snappers and groupers at Pensacola last week. The biggest fare came in the Clara G. Silva, of the Warren Fish Co.'s fleet. The vessel is commanded by Capt. Charles Holm. His catch was 48,155 pounds, of which 34,365 pounds were red snappers and the balance groupers. The biggest haul made by a vessel of the Saunders fleet was 37,370 pounds of which 22,220 pounds were red snappers and 15,150 pounds groupers.

The total catch of red snappers reached 249,270 pounds, of which 129,000 pounds were received by E. E. Saunders & Company. The total catch of groupers was 107,265 pounds of which 63,625 pounds were received by the Warren Company and 43,630 pounds by Saunders.

The biggest catch of red snappers made by a vessel of the Warren fleet was 34,365 pounds. The heaviest catch of red snappers for the Saunders' firm was 24,605 pounds. The smallest fare by a Warren craft was 3000 pounds of which 2000 pounds were red snappers and 1000 groupers. The smallest catch by a Saunders vessel was 3000 pounds, all red snappers.

The Warren Fish Company were supplied by seven schooners. They were: Galatea, 3000 lbs. red snappers, 7000 lbs. groupers; Halcyon, 2000 lbs. red snappers, 1000 lbs. groupers; Mary B. Greer, 24,335 lbs. red snappers, 14,465 lbs. groupers; Clara G. Silva, 34,365 lbs. red snappers, 13,790 lbs. groupers; Marjorie Turner 15,435 lbs.; red snappers, 2275 lbs. groupers; Clara P. Sewall, 18,135 lbs. red snappers, 8505 lbs. groupers. Totals 120,470 lbs. red snappers, 63,625 lbs. groupers. Grand total, 184,695 lbs.

E. E. Saunders & Company: Flora J. Sears, 22,220 lbs. red snappers, 15,150 lbs. groupers; Ruth A. Welles, 12,740 lbs. red snappers, 2220 lbs. groupers; Favorite, 16,680 lbs. red snappers; Emelia Enos, 22,360 lbs. red snappers, 6140 lbs. groupers; Sea Em, 3000 lbs. red snappers; Thos. J. Carroll, 24,605 lbs. red snappers, 2135 lbs. groupers; Frances V. Silva, 19,690 lbs. red snappers, 2135 lbs. groupers; Angelina, 7675 lbs. red snappers, 6210 lbs. groupers.

Heavy catches of Spanish mackerel are being received each day.

Lockeport Fishing News.

Last week's arrivals:

Nellie Viola, 15,700 lbs. mixed fresh fish; Togo, 4024 lbs. mixed fresh fish; Small Boat, 1009 lbs. mixed fresh fish; Ohio, 13,535 lbs. mixed fresh fish; Lydia May, 16,500 lbs. mixed fresh fish; Valmore, 1,000 lbs. mixed fresh fish; Viola, 2,000 lbs. mixed fresh fish; Julia Opp, 14,620 lbs. mixed fresh fish; Olive R., 1,105 lbs. mixed fresh fish; Gladiator, 2,800 lbs. mixed fresh fish; Blanchard C., 3,000 lbs. mixed fresh fish; Elvah Belle, 2,900 lbs. mixed fresh fish; Louis H., 511 lbs. mixed fresh fish; Small Boat, 120 lbs. mixed fresh fish. All the first part of the week boats and vessels did not get out on account of wind and weather. Bad for lobster fishermen; last part of the week lobsters more plentiful.

HOSPITAL SHIP BILL HELD UP

A hearing was set yesterday morning before the Senate committee on fisheries in the Lodge-Gardner hospital ship bill. Senator Lodge and Representative Gardner both appeared before the committee, but were not permitted to state their views. Senator Thornton of Louisiana, chairman held that the bill properly belonged before the committee on public health and national quarantine. Thereupon the committee on fisheries took up other business, after referring the hospital ship bill back to the Senate. Senator Lodge will press for a hearing before the public health committee in a few days.

If it is not possible to get the provision for a hospital ship through Congress, it is Mr. Gardner's intention to endeavor to accomplish the same result through the revenue cutter service. The congressman says that the first suggestion as to the revenue cutter came to him two years ago from A. Piat Andrew who was then assistant secretary of the treasury.

JORGINA SAVED SIX FRENCHMEN

The Gloucester fishing schooner Jorgina, Capt. Rose, arrived at Liverpool, N. S., yesterday, and reports having picked up in a gale of wind six men and their dories of the French fishing vessel La Normande of St. Pierre, on Bank Quero, May 2.

The captain said that in another half an hour those men would have perished. The rescued men were sent to the French consul at Halifax.

New Fish Concern.

The Cape Cod Fishing Co., of Yarmouthport, Mass., has been incorporated with a capitalization of \$15,000. Directors are: Stephen W. Fuller and Grace W. Fuller, of Yarmouthport; George M. Faulkner, of Brookline, and Mary E. Mullen, of Cambridge.

Halibut Sale.

The halibut fare of sch. Prairie sold to the American Halibut Company for 14 1-2 cents for white and 10 1-4 cents for gray.

Former Local Craft Libelled.

Sch. Mary A. Gleason of New York, formerly owned at this port was libelled on April 24 by three members of its crew at Georgia. They contended they are due \$27.44 each as part of the profits. Leslie Nightingale, Tony Nelson and Henry Perry are the libellants. They shipped at Fernandina and Brunswick. They claimed the master of the schooner intended to sail the following day. E. Brix is master and Frank Montanaer of New York owner of the vessel.

Portland Fishing News.

Sch. Edmund F. Black arrived in the harbor Sunday, with her fore topsail torn from its fastenings and otherwise damaged from rough weather experienced while on the banks. The schooner was out from this port 10 days and it was only during the last few days that the schooner was forced to battle against heavy winds. While returning from the grounds, the schooner ran into the stiff wind of the latter part of last week, and it was during her battle with this wind that her fore topsail was carried away. She had one of the largest trips brought in by local fishermen for some time, however, her fare totalling up to about 35,000 pounds, and her crew were at work the greater part of yesterday, taking out the fish.

Porto Rico Fish Market.

San Juan, April 21.—The market here is quiet, but steady. As long as arrivals continue in the present moderate scale we do not apprehend any decline in values. Medium and small cod are in greater demand than the large variety, of which there are fair supplies on hand. The inquiry for pollock still continues with stocks in small supply.

We quote as follows on net ex-wharf: Large and medium codfish, \$35; small codfish, \$34.50 to \$35; pollock and haddock, \$23.50 to \$24.—Reported by S. Ramirez & Co.

We Never Lost It.

The removal from Boston to Gloucester of one of the largest concerns in the world engaged in the fish business is significant, for it is evident that the old city is regaining some of its lost prestige, and the future may see a revival of the fish business in all its branches.—Fishing Gazette.

Going to Cape North.

Capt. Joseph Lacey is fitting sch. Aloha for a Cape North shacking trip.

Fishing Fleet Movements.

Sch. Independence II, arrived at Louisburg Saturday and cleared.

Sch. Flora L. Oliver arrived at Liverpool Saturday and cleared for fishing.

Sch. John Hays Hammond, Clintonia arrived at Canso Saturday.

Schs. Conqueror and James W. Parker arrived at Shelburne Saturday and cleared.

Bait and Ice Reports.

Souris, May 2.—Wind north, north coast clear except strip ice mile wide; eastern coast clear, hundred herring to boat, traps out today.

Amherst Harbor, May 2.—Ice Pleasant Bay still stationary from Sandy Hook to Have-Aux-Basque; strip ice on north side of Eatand Dunord; no bait reported from anywhere; Grand Entry from Grindstone clear of ice.

Going to Bay of Islands.

Sch. Jennie B. Hodgdon is being fitted out for a trip to Newfoundland for a cargo of salt cod and herring for her owners, the Cunningham & Thompson Company.

SHAD NETS.

A Bath fisherman who makes shad nets has used during the past month 81,200 feet of cotton rope, 600 leads and 600 corks on cork rope. The result has been a mile and a half of shad net.

Sixteen Seiners Have Gone South.

The fleet of mackerel seiners now to the southward number 16 crafts, while there are six vessels here at present being fitted for seining.

Following is a list of the fleet and skippers engaged in the fishery:

- Sch. Rob Roy, Capt. Lemuel Firt
- Sch. Lottie G. Merchant, Capt. Ralph Webber.
- Sch. Arthur James, Capt. Archie Devine.
- Sch. Benjamin A. Smith, Capt. Martin L. Welch.
- Sch. Ralph L. Hall, Capt. Frank Hall.
- Sch. Monarch, Capt. John Seavy.
- Sch. Marguerite Haskins, Capt. Reuben Cameron.
- Sch. Victor, Capt. John F. Vautier
- Sch. Constellation, Capt. Charles Maguire.

- Sch. Saladin, Capt. John Matheson
- Str. Thelma, Capt. Elroy Prior.
- Sch. Mary E. Harty, Capt. Ambrose Fleet.

- Sch. Veda M. McKown, Capt. Louis Carritt.

- Sch. Arabia, Capt. William Bissert
- Str. Lois H. Corkum, Capt. William Corkum.

- Sch. Corsair, Capt. George G. Hamor.

These vessels are fitting:

- Sch. Emperor, Capt. C. Wesley Farmer.

- Sch. Pythian, Capt. Solomon Jacobs
- Sch. Fannie A. Smith, Capt. Wallace Walker.

- Sch. Pinta, Capt. Daniel Grady.
- Sch. Corona, Capt. Wallace Parsons.
- Sch. Romance, Capt. John Hickey.
- Str. Bessie M. Dugan, Capt. Douglas McLean.

AS THINGS LOOK IN SALT FISH

There was little change in the market for salt fish this week, with quotations remaining the same as previously reported, says the Fishing Gazette. Codfish is somewhat stronger with prices stiffly maintained. Shipments to Porto Rico have fallen off during the week, and some jobbers are of the opinion that they will be even lighter later on. Advices from Gloucester, this week are to the effect that the cod fishing is progressing very slowly, due to cold, stormy weather and heavy ice floes. Jobbers say there are practically no new fish in sight yet and that prices will remain stationary for the next 30 days. Reports from St. John's, Newfoundland, say that the balance of last year's stock of dry codfish is slowly shrinking, there is no more to come in from the outports, and clean stores will be in order long before any new goods are available. Considering the extremely high price to consumers, the Newfoundland fish now held in Southern Europe is going out very well and all will be disposed of at paying figures if not unduly pressed on the consumer. In view of the large Norwegian catch this winter, it is a good thing for the Newfoundland fish market that so small a stock is being carried over.

May 7

TWO DRIFTERS ONLY ARRIVALS

Storm Yesterday Kept the Fleet of Gill Netters In Port.

It was pretty quiet in the harbor up to noon, only two fares being in, both coming down from Boston to split. They were schs. W. H. Moody and Lucinda I. Lowell, each having 20,000 pounds mixed fish.

Yesterday's storm interfered with the gill netters, but today most of them are out. Next week will see quite a reduction in the fleet, as several are contemplating hauling out or fitting over for pollock seining.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. W. H. Moody, via Boston, 20,000 lbs. fresh fish.

Sch. Lucinda I. Lowell via Boston, 20,000 lbs. fresh fish.

Vessels Sailed.

Sch. Jeanette, haddocking.

Sch. Mary P. Goulart, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Albert W. Black, haddocking.

Sch. Eleanor, haddocking.

Sch. Mary DeCosa, haddocking.

Sch. Mary E. Sennett, haddocking.

Sch. Rex, halibuting.

Sch. Teazer, halibuting.

Sch. Fannie A. Smith, south seining.

Sch. Monitor, Bay of Islands, N. F.

Sch. Rebecca, haddocking.

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, \$1.15.

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, 14½c lb. for white, and 10¼c for gray.

Will Carry Single Dories.

Capt. John Santos is fitting sch. Gossip for a single dory fresh haddocking trip to the eastward.

Going Drifting.

Capt. William Goodwin will fit sch. Hortense in a few days for fresh drift fishing.

May 7

FARES AT BOSTON ARE VERY FEW

Five Crafts at New Pier Have a Total of 165,000 Pounds.

Arrivals at the new fish pier since yesterday have been few, five sailing crafts and a steam trawler being reported up to 9 o'clock this morning.

The morning's receipts, however, were small, 165,000 pounds in all being in. Sch. Flora L. Oliver from the Cape Shore brought the largest trip, her haul being for 74,000 pounds mixed fish and 2000 weight halibut.

Wholesale quotations were \$2.50 to \$4.50 a hundred weight for haddock, \$2.40 for large and \$1.75 for market cod, \$1 to \$1.50 for hake, \$1.25 for pollock and 14 cents and 11 cents a pound for white and gray halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Spray, 18,000 haddock, 3200 cod, 1700 halibut.

Sch. Rose Dorothea, 6000 cod 4000 hake, 4000 cusk, 3000 halibut.

Sch. Flora L. Oliver, 8000 haddock, 16,000 cod, 40,000 hake, 10,000 cusk; 2000 halibut.

Sch. Waltham, 7000 haddock, 2000 cod.

Sch. Rose Standish, 24,000 cod.

Sch. Flavilla, 6000 haddock, 11,000 cod.

Haddock, \$2.50 to \$4.50 per cwt.; large cod, \$2.40; market cod, \$1.75; hake, \$1 to \$1.50; pollock, \$1.25; halibut, 14 cents for white and 11 cents for gray.

GERRING AWARD IS CONFIRMED

The American and British Claims Arbitration Tribunal, which has been in session at Washington for several months, adjourned yesterday to reassemble some time in July in Paris, when decisions in some cases recently argued will be announced, says a Washington despatch. Further arguments are to be heard on cases remaining on the docket when the commission reassembles in Washington probably next January.

Decisions were rendered on half a dozen cases, none of which involved any new points of international law. In the claim of the fishing schooner Frederick Gerring, Jr., of this port, for damages sustained at the hands of the Canadian authorities through her seizure the tribunal confirmed a private settlement that had been made on the basis of the payment of \$9000 to the owners of the vessel.

Going Pollock Seining.

Steamer Anna T. will now abandon gill netting and fit for pollock seining.

May 7

BIG FLEET NOW WAITS FOR BAIT

The relation of the bait question to a successful season's fishing is very forcibly demonstrated by the fleet of over 70 vessels harbored at Canso for the past three weeks with about 25 more in other harbors bordering on Chedabucto Bay.

This large fleet in Canso harbor represents a capital of over a million dollars invested in vessels and fittings. With an average of 20 men to a schooner, it will be seen that 1400 men have been idle and have had to be fed for the past three weeks without the opportunity of earning sufficient to cover this cost. This is all because ice conditions in the North Bay and Gulf of St. Lawrence prevents the fleet from reaching Magdalen Islands for the bait which is always to be found there early in the spring.

Owing to the failure of squid last fall very little of this bait was stored by local dealers in their cold storage plants and because of this opportunity has been lost of doing a large business with the fleet.

There has been nothing to prevent continuous fishing on the Canso, Quereau, Misane and Sable Island Banks, only a few hours run from this port had it been possible for the fleet to secure bait.

Among the whole fleet, 70 sail at anchor at Canso, there is not an old or second rate vessel in the lot, but every schooner is of latest, up-to-date model and it is difficult for the landsman to distinguish the Lunenburgers from the Gloucestermen, so much alike are the models.

There is little indication of any immediate change in northern ice conditions and the fleet is daily growing larger until very shortly every vessel on the banks will be hung up for want of bait.

Portland Fishing News.

Big fares are becoming a common occurrence with the Portland fishermen nowadays, and they are taking the opportunity afforded them by the weather and remaining on the fishing grounds for a week or more. Tuesday the sch. Lochinvar, Capt. Toothacker, came in with a fare of about 30,000 pounds after a stay of five days on the banks. He reported good weather the majority of the time although some heavy winds were experienced during the last couple of days. The sloop Crusader also struck good luck at the banks, and the small craft brought in a fare of 10,000 pounds, which is quite large, considering the size of the sloop. The Crusader was on the fishing grounds for one week. The majority of the gill netters were in also, and they brought in the average fare, the total amount being about 25,000 pounds.

The Italian bark Giuseppe d'Alì is now 46 days out from Trapani and her early arrival is looked for. On her last trip at Portland, made two years ago, she came over in 54 days, and has done better than that on previous voyages. She has a cargo of 2297 tons of salt for the W. H. Shurtleff Co., it being the largest cargo of the kind ever landed here.

May 7

Hardly a Ruler of Europe But Has Them Among the Crown Jewels.

Of all the valuable articles of adornment, perhaps the pearl is the most widely distributed over the earth. It has been an article of great price for ages, and it is as practically useless, as perfectly beautiful and as outrageously expensive today as it ever was. The fact that pearls were found in the New World by Columbus had much to do with its subsequent development.

It was in 1498, when on his third voyage, that Columbus sailed into the Gulf of Paria, inclosed between the northeastern coast of Venezuela and the Island of Trinidad, where "the natives came to the ship in countless numbers, many of them wearing pieces of gold on their breasts, and some with bracelets of pearls on their arms."

These, they told Columbus, had been procured along the coast in their own neighborhood, and that is the first we hear of the celebrated "Pearl coast," that portion of the Venezuelan waters which has recently been leased to one of its citizens by the Venezuelan Government for a period of three years.

The concession is said to give the exclusive right to fish for pearls off the Island of Margarita and in the sea along the northeastern coast of the Republic. The lessee is to pay the Government \$800 per month during the fishing season for the privilege.

The principal pearl oyster beds of the region are located around the Island of Margarita (Spanish for pearl) at Cubagua, El Tirano, Gulf of Paria (called "El Golfo de las Perlas" by Columbus) Porlamar, Maracapano, and Macanao. These fisheries were very rich when found by the Spaniards but during the 50 years following their discovery were almost ruined by overfishing.

During the past century the fisheries has been revived from time to time, and in recent years has again become profitable. The Government exercises a rigid supervision over the industry and is making every effort to conserve this source of revenue.

During the fishing season more than 400 sailing vessels and about 2000 men are constantly at work along the pearl coast and among the islands. The annual product of the beds in the vicinity of Margarita alone is estimated to have a value of \$600,000.

Perhaps the richest pearl fisheries in the America at present are those of the Gulf of California, centering around La Paz, and along the outer coast of Lower California in Mexico, and along the entire west coast of the Gulf from La Paz to above the island of Loreto and Tiburon, on the east side.

Pearls are also found along the southern coast of Mexico and in Nicaragua, and in the Gulf of Campeche on the eastern coast of Mexico. The principal fisheries of this section are, however, among the Islas del Rey, or King's Island, now known as the Pearl Islands, lying in the Gulf of Panama about 50 miles from the city of Panama.

Some beds are worked along the Atlantic and Pacific coasts of Colombia and on the later coast as far as Ecuador and Peru. The Costa Rica, Panama and Colombia fisheries are famous for their black, green and bluish tinted pearls, while many beautiful delicate pinks have been found.

With hardly an exception, there are American pearls among the crown jewels of every European nation.

Progress on Anti-Beam Trawling.

At a recent meeting of the Essex County Associated Boards of Trade Secretary Henry Brown of the Gloucester Board of Trade, read the following reports on the progress of the anti-beam trawling measure and the continuation of work on the Sandy Bay breakwater:

Report of Beam or Otter Trawlers Committee.

The following bill, H. R. 13939, was introduced by Congressman Augustus P. Gardner in the House of Representatives, February 26, 1914.

"A bill prohibiting the importing and landing of fish caught by beam trawlers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter no fish of any kind shall be imported into the United States or landed upon its shores which have been caught by the method known as beam trawling, or by any method of fishing which essentially consists in the dragging of a net or cage along the bottom of the sea by a vessel in motion.

Section 2.—That each fishing license and each certificate of registry issued to vessels of the United States shall contain these words: "This license (certificate of registry) does not permit its holder to engage in beam trawling or in fishing by any method which essentially consists in the dragging of a net or cage along the bottom of the sea by a vessel in motion."

Section 3. That the penalty for the violation or attempted violation of this act shall be forfeiture of license or certificate of registry on the part of the vessel engaged in said violation, if a vessel of this country, and the forfeiture to the United States, according to law, of the fish imported or landed, or sought to be imported or landed.

Section 4.—That nothing in this act shall be held to apply to any method adopted for the purpose of catching shellfish only.

The committee wishes to report that the beam or otter trawler committee of Gloucester consists of men interested in the fishing business and have taken a very active part in this matter for some time and are still continuing along these lines.

The committee on Merchant Marine and Fisheries have carried on an investigation held at Washington at which the Anti-Beam trawler committee attended and gave all the information which they had gathered by interviewing practically all the men engaged in line fishing. At this hearing the evidence furnished by the beam or otter trawler tendered to show that the cost of fish to consumer would be lessened, but instead it has continually advanced, while the production itself decreased 20,000,000 pounds last year in spite of the fact that during this time they have increased their ships from 7 to 11.

During the summer steamers coming through the south channel where the beam or otter trawlers fish at this time of year report the water literally covered with small dead fish and at first were at a loss to understand the meaning. On inquiring were informed it was the waste from the beam or otter trawlers.

Before the advent of the beam or otter trawler Georges banks was considered the most prolific fishing bank in the world and Boston received 90 per cent. of its fresh fish supply from these banks. During the past two years the Georges Banks have been almost exterminated through the use of the beam or otter trawlers and not over 10 per cent. of Boston supply now comes from that source, therefore our vessels are forced to go on longer and more costly voyages, and bring an older and inferior grade of fish to market. If they are allowed to continue operations fresh fish will be a luxury within the next 10 years.

Very recently a Lunenburg, N. S., vessel had its entire fishing apparatus swept away by an American beam trawler. We understand that they are going to enter claim against the government.

The Anti-Beam trawler committee conferred with Mayor Curley of Boston a few days ago and he has offered some very favorable suggestions to this Board.

This committee urgently request all members of this organization to interview their congressmen and senators and bear all weight possible toward the preservation of our salt water fish.

SCH. O. F. KILLIAN SOLD TO DIGBY

The schooner Snow Maiden, Captain Charles Hicks, has sailed from Digby for Vinal Haven. Besides 29 1-2 tons fish skins, she took the following cargo of pickled fish: 27,800 pounds haddock, 9,400 cusk, 6,200 hake, 236 sounds, 1,400 medium cod, 2,635 large cod, 600 small cod. The Snow Maiden returns to Digby for a similar cargo. Ernest Caseborn is making the shipment. He is representing an American firm.

With 15,000 pounds first haddock for the Maritime Fish Corporation, the schooner Cora Gertie arrived recently at Digby from Freeport. This is Captain Croker's first spring trip to Digby and he bought up the first from boat fishermen down the bay. The Cora Gertie had just landed a cargo of salt at Freeport from Yarmouth.

After leaving Digby on her halibut trip to Anticosti island the schooner Albert J. Lutz will call at Shelburne for a new fit out of dories.

The fishing schooner Dorothy M. Smart, Captain William Snow, sailed from Digby for St. John after bait and from there will proceed on a halibut trip off Cape Sable.

The American fishing schooner Oliver F. Kilham purchased at Yarmouth by Captain John W. Snow, arrived at Digby. Her register is to be changed and she will hail from Digby. She is the second American fishing vessel purchased by Digby parties within a month, the other being the Grace Darling.

Gorton-Pew Co. Buys Vessel.

The Boston sch. Elva L. Spurling has been purchased by the Gorton-Pew Fisheries Company of this port. The craft measures 74.25 tons gross and 50.72 tons net and was built at Essex in 1904.

Was a Big Halibut Day.

A year ago yesterday trips of halibut aggregating 175,000 pounds were in port and the selling price was 7 cents for white and 4 cents for gray.

RELIEF PARTY BOARDS POTOMAC

Tug in Good Shape Despite Hard Winter in the Ice—Expedition Had Rough Stormy Trip Up Gulf in Little Power Schooner.

The United States naval tug Potomac, which was abandoned in the ice in the Gulf of St. Lawrence last winter and it was feared would be a total loss has been remanned and it is expected that she will reach port safely. Yesterday the craft was boarded by an engineer, U. S. Consular Agent Gould and a party of Newfoundlanders who have taken possession.

The party which left Curling Bay of Islands, N. F. have had a rough time of it. They made the journey which took them three weeks in the power Sch. Bessie Jennox.

In the dash northward heavy ice floes, severe gales and snow were encountered. The men were obliged to make many detours, and covered 250 miles before reaching the tug.

Several members of the fireroom force, who had remained at Curling with the engineer, were carried on the Jennox, and were transferred to the Potomac. A supply of coal and provisions was placed on board. The Potomac was reported as practically safe, and it was expected she would reach port in a few days.

Reports Vast Fields of Ice.

Reporting vast fields of ice east of Cape Race, the Furness freighter Tobasco arrived at Halifax Monday morning, and after discharging explosives, docked at the Furness pier. For two days the Tobasco was almost surrounded by ice, which compelled her to stop during the night. Some of the bergs were estimated to be 200 feet in height and a quarter of a mile in length and breadth. During Friday and Saturday the vessel met heavy snow storms, which combined with the ice menace, caused her to shape her course to southward. She reported ideal weather up to the time of meeting the ice and snow. On her last voyage, from London to Philadelphia, the Tobasco met with very severe weather, which battered her violently, causing her bows to leak badly.

Ice and Bait Report.

Souris, May 4.—North coast, board ice only; eastern coast clear; few herring.

Queensport, May 4.—Nets hauled on account of drift ice.

Amherst Harbor, May 4.—Ice in Pleasant Bay breaking up; very little ice north of islands, none in sight to south; few herring reported. At House Harbor, none anywhere else; four vessels in at Grindstone.

That the Potomac could be saved seemed almost a miracle. The tug was sent to the Bay of Islands in January to release three herring craft that had been caught in the ice, after an appeal has been sent to Washington for assistance. Those familiar with the situation recognized that the government was taking long chances, especially in view of conditions at the time of the year and the failure of the department to send along a pilot. The Potomac arrived at the Bay of Islands and started to break a passage through to the vessels, but before she could release them, was herself caught and later carried up the Gulf by the ice floe.

The ice fields carried the Potomac up and down the Gulf for several weeks the crew finally abandoned her and made their way to shore over the ice. It was expected that the tug would be crushed in during the spring thaw, but she was frequently reported and the expedition to recover her started on April 16.

The Potomac is one of a very few vessels that has been able successfully to withstand the pressure of the Gulf of St. Lawrence ice floes.

Straits of Canso Full of Ice.

The strait of Canso and St. George's Bay are full of heavy ice. Carribou Cove clear and a large fleet are there awaiting a chance to get north. Among them are the schooners Ingo-mar, Premier and Elk of this port.

Fishing Fleet Movements.

Schs. Conqueror, Squanto and James W. Parker were at Canso, Monday.

Sch. Independence II was at Louisburg, Sunday with 70,000 pounds fresh fish.

Sch. Arethusa, arrived at Halifax Friday.

Solid Body of Ice at Scatterie.

No ice can be seen from the pilot station at Louisburg, but reports from Scatterie Station say that a solid body of ice extends from Eastern Point north.

May 7

DECISION FAVORS FISH INTEREST

Board of Appraisers Sustains Protest of Gorton-Pew Concern on Assessing Duty on Cargo of Salt Herring From Treaty Coast.

The Board of United States General Appraisers has just handed down a decision of the protest of the Gorton-Pew Fisheries Company on account of the assessment of duty on a cargo of herring brought into Boston by sch. James A. Garfield in July, 1912. This decision would have been of very great importance under the old Tariff Act, and is still of interest because it is an official decision giving a liberal interpretation of the law and a disposition on the part of the courts to concede to the American fishing interests on the treaty coast of Newfoundland the fullest enjoyment of their rights, and the fullest development of American interests in those waters.

The main question at issue in the case was whether, under the modern method of conducting the herring fishery whereby a fleet of vessels working together under the control of one agent and employing a large number of men, landing their fish sometimes on the vessel and sometimes on the shore, was an American fishery within the meaning of the law. In the case of sch. Garfield, some of the hearing in question were landed on the vessel, some were carried directly to the shore and placed in storehouses, others were placed in the hands of the fishermen along the shore, and others were sent from Bay of Islands to Bonne Bay to be brought to the United States by another schooner. The court ruled that these fish were nevertheless the product of American fisheries, and that the fact that they were landed upon the shore rather than upon the vessel makes no difference in their character.

Fish Ruled Dutiable.

The hearing in the matter was first held before Collector Curtis in Boston, who ruled flatly that the fish were dutiable, and the hearings on the protest were held afterwards before the Board of Appraisers in Boston, and later continued before the Board of Appraisers in New York. Frederick H. Tarr of this city, was attorney for the importer, the Gorton-Pew Fisheries Company, and the United States, was represented by Leonard N. Wood, Esq., Assistant Attorney General of the United States.

The Decision in Full.

The decision in full was as follows: Waite, General Appraiser. The importation in question in this case is fish (herring) imported by the Gorton-Pew Fisheries Company, a corporation under the laws of the state of Maine with headquarters at Gloucester, Mass., from which place they conduct fishing operations by means of vessels going to and from Gloucester and other ports in the United States with the products of their fisheries. The fish were assessed at 1-2 cent per pound under paragraph 272 of the act of 1909. It is claimed by the importers that the fish are entitled to free entry by reason of their being the product of American fisheries, relying upon the provisions of paragraphs 567 and 639 of said law.

The evidence in the case reveals the fact that this corporation was carrying on fishing operations by means of a number of vessels, among which was one known as the James A. Garfield, an American vessel documented under the laws of the United States at the port of Gloucester and owned by the said Gorton-Pew Fisheries Company. The fish in question were caught at a place known as the Bay of Islands off Newfoundland, in what is known as "treaty waters," where Americans are at liberty to take fish by virtue of treaties entered into between the United States and Great Britain.

The questions raised here are: (1) what constitutes an American fishery; and (2) were these fish the product of such a fishery?

There is nothing in the statute which defines specifically of what a fishery shall consist. The evident intent of the statute, however, is that Americans engaged in fishing in foreign waters, by means of a fishery maintained and supplied by American money and enterprise, shall be placed upon the same footing as Americans engaged in the same occupation in domestic waters, so far as the duties upon the fish are concerned.

Our understanding is that a fishery may be what may be termed an "off-shore fishery," where the fish are taken in deep water by means of a large boat attended by smaller boats, nets and tackle; or may be an "in-shore fishery," conducted by means of the same apparatus and appliances, or by means alone of smaller boats, nets and tackle.

We are not disposed to hold that a fishery, as the word is used in the

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statute, may not consist of what is known as a "strand fishery," that is, one conducted by means of small boats in connection with shore appliances, buildings and apparatus. And it is possible that a fishery might be conducted without the means of boats at all, simply by the use of seine and shore appliances.

Not Intention to Limit Scope.

It was not, in our judgment, the intention of Congress to limit a fishery in its operations to the deck or hull of a vessel. It is conceivable that the operations might be so extensive as to make it impossible either to take, cure or prepare the fish on board the vessel. We are, therefore, of the opinion that a fishery includes the operation of taking, preparing, curing and packing fish, and making them ready for market, whether conducted by means of a large boat and small boats independent of the land, or by means of the same connected with the land, where the fish are cleaned, dried, prepared and packed for the market.

The facts in this case show, we think, that the Garfield, at the time these particular fish were taken, was at the scene of the operations, to wit, at Bay of Islands, and had at that time a crew of some 30 men, the master being an American citizen, the fishermen being hired, either Canadians or citizens of Newfoundland, to do the fishing in the ordinary way, receiving their pay by the pound, the tackle, nets, etc., being supplied in the first instance by the fishery, sometimes owned by the fishermen and sometimes by the fishery. All of the fish were not taken on board the Garfield, the boat employed as the center of operations in this instance, but were taken to the sheds, docks and landings, owned by this Fisheries Company, where they were prepared, and put into barrels and made ready for shipment, from which place the testimony shows, we think, they were subsequently loaded upon the Garfield and brought to the United States to wit to the port of Boston, where entry was made.

It is true that some of these fish were placed on board the Garfield in July, 1912, at Bonne Bay, where they had previously been taken by the superintendent and master of the fishery operations for the importers, for the purpose of loading them upon another vessel or vessels belonging to the Fisheries Company. For reasons explained in the testimony, however, they were not disposed of. Remaining at Bonne Bay, they were, as stated above, loaded upon the Garfield and brought to the United States. We do not think this precludes their free entry if they were the product of an American fishery. We find under the evidence in this case that they are the product of an American fishery; that the vessel which was the center of operations, and from which the operations were conducted in the catching of these fish, was an American vessel owned by the importers, and was one of a large number of vessels used by the Fisheries Company in connection with their fishery at the Bay of Islands, where these fish were caught. We think everything has been shown necessary to constitute an American fishery under the statute.

We therefore sustain the protest.

(Signed)

BYRON S. WAITE.
EUGENE G. HAY.

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Will Have Branch at Pubnico. The Cunningham and Thompson Company has enlarged their field of operation. They have located a branch at the D'Entremont fish plant at Pubnico, Nova Scotia, and will carry on a fish buying business there. Sch. William H. Rider is now being fitted out at the firm in this city, preparatory to being used in conjunction with this new addition to the plant.

Another Seiner Away.

Another of the seining fleet, sch. Fannie A. Smith, Capt. Wallace Walker, sailed today for the south.

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The Dogfish Menace.

The devastating dogfish has made its way into Maine politics. It is moreover, the only thing on which all the parties in Maine agree. In their platforms this year they call on the government to do something to rid the coast of the dogfish nuisance for they consider the job big enough for the National, rather than the state, government. Senator Johnson has introduced a bill providing for a dogfish bounty and for the establishment of reduction works by the government to take care of the fish on which the bounty is paid, but there is probably a long road ahead of the bill before enactment, especially as the Bureau of Fisheries is lukewarm in its interest.

Yet all fishermen agree that from Quoddy Head to Mexico the dogfish, doing vast damage to the fishing business. The Maine coast has particularly suffered, and its fishermen—who no have to spend a whole day five or six miles off the shore in order to catch two 30 or 40 pound codfish, where the used to catch 500 to 1000 pounds on one tide in their own dooryard, so speak—are envious of their Canadian brethren who are profiting from government protection. Canada has paid a bounty of \$4 a ton on dogfish for a most a decade, and the government has established three reduction plants on the New Brunswick and Nova Scotia shores, which have a capacity of about 50 tons daily. The dogfish, and all the sharks and skates are made into fertilizer for which there is a ready sale. At the Clark's Harbor plant alone more than 1,000,000 dogfish were transformed into useful fertilizer last year and the dogfish are so well thinned out in the neighboring waters that the fishermen are complaining now less of the depredations of the dogfish than of the low bounty on them. The proposed American bounty is twice as high, and the agitation for it began years before the Canadian government took action.—Boston Herald.

Bait and Ice Report.

Amherst Harbor, May 5.—Ice in Pleasant Bay yet; Grandentry report, plenty herring; Grindstone seine herring in trap; Etang du Nord plenty herring in seines; House Harbor, no herring, no ice in sight south early.

Queensport, May 5.—No nets out today on account of drift ice. Souris, P. E. I., May 5.—North coast board ice only eastern coast. In scattered ice very few herring.