

FOUR MORE FROM THE CAPE SHORE



GARDNER IS GRAND BANK

Some in at Boston May Go Back—Still Schooling Off Liverpool—First Day Brings Over Half of Fleet Home.

Good fortune continues to smile on the mackerel seining fleet, four more craft arriving from the Cape Shore since yesterday's report, making a total of a dozen sail to arrive to date. And the best of it is, the mackerel are still on the Cape Shore, the Times correspondent at Liverpool wiring that the coast is alive with mackerel and the prospects are good for the return of the fleet there to secure a double Cape Shore fare.

The arrivals in detail at Boston are as follows:

Sch. Ralph L. Hall, Capt. Frank Hall, 35,000 mixed fresh mackerel, 250 bbls. salt mackerel.

Sch. Saladin, Capt. Wallace Parsons, 50,000 mixed fresh mackerel, 30 bbls. salt mackerel.

Sch. Marguerite Haskins, Capt. Reuben Cameron, 50,000 mixed fresh mackerel, 60 bbls. salt mackerel.

Sch. Harvard, Capt. Alonzo Smith, 15,000 mixed fresh mackerel, 200 bbls. salt mackerel.

Sch. Ralph L. Hall and Saladin arrived yesterday afternoon, the former going to T wharf, where she discharged part of her fare yesterday, and will complete this morning. Nearly all of those in yesterday had part of their trips laid over to today.

During the night, schs. Marguerite Haskins and Harvard arrived at the new pier, South Boston, with fares of fresh and salt mackerel.

Prices on large fresh mackerel remained at 16 cents this morning, although mediums dropped to eight cents and small to four cents each.

Still Schooling Off Liverpool.

The prospects on the Cape Shore at present writing are the best in years it would seem from reliable information furnished by D. C. Mulhall, the Times' energetic correspondent at Liverpool. The arrival of the big fares thus far have borne out the advance reports received from him and the season is not yet over, it would appear.

The dispatch from him from Liverpool last evening follows: "Our coast alive with mackerel. The netter Helen C. McLean in again with 20,000 fish. Many boats lost their nets, sunk with fish. Good prospects for seiners here on return of fleet. Fish moving slow. Weather thick and a little rough."

Offer \$8 For Salt Fish.

Up to noon today there had been no sales of Cape Shore salt mackerel. The best offer is \$8 a barrel, which is \$2 a barrel less than the first sales last year. Later trips from the Cape Shore last season sold at \$9.

The reason for the low price this year is attributed to the light demand. A prominent dealer said this morning that there was little or no demand for Cape Shore fish at this time, while some last season's catch was still on hand.

Mackerel School Off Block Island.

A despatch from Newport this morning reported lots of mackerel seen schooling south southeast, eight miles from Block Island, last Thursday and Friday nights.

Edgartown Arrivals.

At Edgartown, Saturday, the following boats arrived with fresh mackerel:

Progress, 3200 fresh mackerel.

Gypsy Maid, 1600 fresh mackerel.

Josephine, 650 fresh mackerel.

The fish represented one night's catch, which was made on the south side of the Vineyard.

Another from Cape Shore.

Sch. Mary E. Harty, Capt. Ambrose Fleet, arrived at Boston at 1 o'clock this afternoon from the Cape Shore, with 30,000 fresh mackerel and 200 barrels of salt mackerel.

Capt. Reuben Burke and Three of Crew Injured When Keg of Powder Exploded—Crew Took to Dorries—All Rescued by Newfoundland Banker and Taken to St. Pierre—Injured in Hospital—Craft With Nearly Full Salt Cargo, Sank Two Hours After Accident

Sch. Senator Gardner of this port, owned by the Gorton-Pew Fisheries Company and engaged in the salt trawl bank cod fishery was blown up by an explosion on board last Sunday, 180 miles off St. Pierre, and sunk two hours afterwards. Capt. Reuben Burke and his crew of 18 men had ample time to take to their dories, but the skipper and one of the crew named McDonald, were severely injured and are in the hospital at St. Pierre. Two others of the crew sustained minor injuries. All hands were rescued by the Newfoundland fishing sch. Mary F. Hyde and landed at St. Pierre.

News of the disaster was received here in a telegram last evening to John A. Johnson, the insurance man, and naturally caused much anxiety, until it was known that there had been no fatalities on board. The men will be sent home by the United States consul.

It is the custom of the salt fishermen to carry a keg of gunpowder on the trip, which is used in a small cannon as a warning signal in assisting the dories in locating their vessel in a fog. The sound carries a long distance in the fog, and generally brings the men back on board safely.

In some manner the explosive was ignited, said to have been caused by the sparks from a pipe. The explosion was terrific and the vessel took fire, sinking about two hours later.

Injured Hurried to Hospital.

Capt. Burke and one of his men who are at the hospital in St. Pierre were injured, but just the extent of their injuries is not known. Two others of the crew also received minor injuries.

The accident happened south of what is known as Whale Deep, about 100 miles off St. Pierre, according to dispatch. Not long after the crew took to their dories, the sch. Mary F. Hyde came in sight and took them off.

The Senator Gardner had 210,000 pounds salt codfish on board at time of the accident, which with the vessel is a total loss. The trip was valued at about \$7500, but was not insured. The vessel was insured through the Gloucester Mutual Fish Insurance Company and John A. Johnson's agency for \$10,000 on craft outfits.

The Senator Gardner left here Monday, and was due home soon. She was named for Congressman Gardner, a Senator Gardner of the Third Massachusetts district, and was launched at Edgartown in 1900. The craft was 129.20 feet long, gross and 94.05 tons net and one of the staunch crafts of the local fleet. The destruction is the second disaster to a local craft recently, news of the burning of sch. Aloha, which vessel was also totally destroyed, was learned last Saturday.

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CRAFT IS LOST-- CREW ALL SAVED

Says a St. John's, N. F., despatch of Monday: The fishing sch. Henrietta Francis was found in the mouth of Bonavista bay yesterday by the mail steamer Fogota, badly damaged by the ice and with the 40 persons she was carrying to Labrador missing. It was feared that all had perished until a report came from another part of the coast Monday night that all had been landed safely today by another fishing schooner.

Sails on Maiden Trip.

The new sch. J. M. Marshall, Capt. Manuel Roderick baited at the Cape Ann Cold Storage Company this morning and sailed on her maiden trip yesterday.

Dominion Bait Reports.

Amherst Harbor, June 5.—Some fishing Grand Entry, Grindstone at House Harbor in traps, none at Etanadunord, some in nets at Amherst.

HERRING BOATS HAD BANNER DAY

Little Fellows Landed Over 1600 Barrels Here Yesterday—Many Were Loaded.

Upwards of 1500 barrels of fresh herring were landed here yesterday at the freezer plants and firms, it being the largest day of the season here for the boats. Many of the crafts came in loaded and went out again to be on the fish which are schooling in large bodies off Boone Island. A scattered mackerel was found here and there, indicating the presence of fish hereabouts.

A total of 11 seiners arrived from Boston with their Cape Shore salt mackerel trips to take out here. From off shore is sch. Fannie E. Prescott from a halibut trip, which took out her halibut this morning at the American Halibut company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Saladin, via Boston, 30 bbls. salt mackerel.
- Sch. Benj. A. Smith, via Boston, 145 bbls. salt mackerel.
- Sch. Ralph L. Hall, via Boston, 250 bbls. salt mackerel.
- Sch. Monarch, via Boston, 230 bbls. salt mackerel.
- Sch. Lottie G. Merchant, via Boston, 175 bbls. salt mackerel.
- Sch. Fannie A. Smith, via Boston, 170 bbls. salt mackerel.
- Sch. Victor, via Boston, 140 bbls. salt mackerel.
- Sch. Norma, via Boston, 12 bbls. salt mackerel.
- Sch. Rob Roy, via Boston, 135 bbls. salt mackerel.
- Sch. Marguerite Haskins, via Boston, 240 bbls. salt mackerel.
- Sch. Harvard, via Boston, 200 bbls. salt mackerel.
- Sch. Fannie E. Prescott, Quero Bank, 6000 lbs. fresh halibut, 13,000 lbs. salt cod, 1000 lbs. flitched halibut.
- Str. Giamanico, seining, 75 bbls. fresh herring.
- Str. Joppiate, seining, 109 bbls. fresh herring.
- Str. Mascot, seining, 75 bbls. fresh herring.
- Str. Beatrice E., seining, 100 bbls. fresh herring.
- Str. Lena W., seining, 55 bbls. fresh herring.
- Str. New Boston, seining, 75 bbls. fresh herring.
- Paul Scola, seining, 100 bbls. fresh mackerel.
- L. Scola, seining, 75 bbls. fresh herring.
- Str. Unknown, seining, 7000 lbs. fresh pollock.
- Str. Bryda F., seining, 98 bbls. fresh herring.
- Str. Bessie A. seining, 69 bbls. fresh herring.
- Str. Rough Rider, seining, 71 bbls. fresh herring.
- Str. San Juan, seining, 29 bbls. fresh herring.
- Str. Advance, seining, 110 bbls. fresh herring.

Str. Jeffery, seining, 40 bbls. fresh herring.
Str. Naomi Bruce, seining, 100 bbls. fresh herring.

Vessels Sailed.

- Sch. Robert and Richard, halibuting.
- Sch. Monitor, halibuting.
- Sch. Leonora Silveira, shacking.
- Sch. J. M. Marshall, shacking.
- Sch. Rose Standish, swordfishing.
- British sch. Protector, Lunenburg.

TODAY'S FISH MARKET.

Salt Fish.
 Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.
 Georges halibut codfish, large, \$4; medium, \$3.50.
 Drift codfish, large, \$4; medium, \$3.50.
 Cape North codfish, large, \$3.50; medium, \$3.25.
 Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.
 Cape Shore mackerel, \$8 per bbl.

Fresh Fish.
 Splitting prices:
 Haddock, \$1 per cwt.
 Western cod, large, \$2; medium, \$1.60; snappers, 75c.
 Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.
 Drift codfish, large, \$2; medium, \$1.60.
 All codfish, not gilled, 10c per 100 pounds less than above.
 Peak cod, \$1.80 for large; medium, \$1.40.
 Hake, \$1.
 Cusk, large, \$1.40; medium, \$1; snappers, 50c.
 Shore pollock, round, 90c; dressed, \$1.
 Fresh halibut, 8c per lb. for white, 6c for small gray, 3c for large gray.
 Fresh halibut, 10c per lb. for white, 8c for small gray, 5c for large gray.

BOSTON STORY IS VERY BRIEF

Outside of two mackerel fares from the Cape Shore, Boston reported four groundfish fares this morning. One was the steam trawler Ripple, and three sailing crafts. Of the latter, sch. Elizabeth W. Nunan had 86,000 pounds, mostly hake.

Quotations, wholesale, were \$3.50 to \$5 for haddock, \$7.30 for large and \$4.50 for market cod, \$2 to \$4 for hake and \$4 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

- ARRIVALS AT BOSTON FISH PIER.**
 Str. Ripple, 50,000 haddock, 1800 cod.
 Sch. Gladys and Nellie, 15,000 haddock, 12,000 cod, 4000 pollock.
 Sch. Waltham, 10,000 haddock, 3000 cod.
 Sch. Elizabeth W. Nunan, 5000 cod, 75,000 hake, 6000 cusk.
 Sch. Veda M. McKown, 25,000 fresh mixed mackerel, 160 bbls. salt mackerel.

ARRIVALS AT T WHARF.

- Sch. Corona, 30,000 fresh mixed mackerel, 160 bbls. salt mackerel.
- Haddock, \$3.50 to \$5 per cwt.; large cod, \$7.30; market cod, \$4.50; hake, \$2 to \$4; pollock, \$4; fresh mackerel, 17 cents each for large, 9 cents for medium, 4 cents for small.

SALT CAPE SHORES BRING \$8 BARREL

At Boston this morning are two more mackerel seiners, making a total of 15 to arrive to date. They are as follows:

- Sch. Veda M. McKown, Capt. Lewis Carritte, 25,000 mixed fresh mackerel, 160 bbls. salt mackerel.
- Sch. Corona, Capt. David Keating, 30,000 mixed fresh mackerel, 160 bbls. salt mackerel.

The Corona took out her fresh fare at T wharf, while the Veda M. McKown discharged hers at the new fish pier.

Wholesale fresh quotations this morning were 17 cents each for large, nine cents for medium and four cents for small.

The first sale of Cape Shore salt mackerel was made to George Perkins & Son, who purchased the fare of sch. Monarch at \$8 a barrel.

Sch. Arthur James disposed of her trip in Boston, it is understood, to received the market price.

The above trips and that of sch. Ralph L. Hall, are the only outside ar-

rivals to date, and the others will be taken by firms at \$8 a barrel, it is understood.

Crews Not Satisfied with Cull.

According to the crews of the seiners which arrived here yesterday from Boston where they disposed of the fresh fares, they feel that they received a "raw deal" from dealers at the Boston fish Pier. They claim that in culling the fish, those which would usually be classed as "large," were called "mediums." They further state that in order to be "large" it was necessary for the mackerel to weigh two and one-half pounds. This fish that would run 140 to the barrel when salted were classed as "mediums." It was also learned from some of the crew last evening that after agreeing to buy the fresh trip of sch. Arthur James at 5 cents per pound right through, the dealers, after getting out two or three thousand pounds, changed over to the system of large, mediums and small.

RECORD PORTLAND HERRING CATCH

On account of the thick fog and rough weather Monday the fleet of herring catchers did not venture outside, but expect to make a fresh start today. Advantage of this was taken by the two Central wharf cold storage plants, at Portland, who were enabled to clean out their fish freezing rooms and make ready for another big inflow of fish as soon as the fog lifts. During the past nine days over 12,000 barrels of herring have been landed at Central wharf, a record catch. The storage rooms at both plants are filling rapidly and another fortnight will probably see them filled to their capacity, which is in the neighborhood of 30,000 barrels.

Another big catch was landed Monday at Portland, by the beam trawler Long Island, which brought in 170,000 pounds of fish, mostly haddock. Some 20,000 pounds of cod were sold to local dealers, the balance going to the Burnham & Morrill factory. The catch was made in the South Channel, fish being reported fairly plenty.

The sch. Dorcas was the first of the local fishing fleet to start out in search of swordfish, she getting away on Saturday last. Some half dozen others are practically ready for sea with their stores on board and will sail as soon as the weather clears. Up to yesterday no catches of swordfish have been reported.

Good Stock.

Sch. Robert and Richard, Capt. Robert Wharton, stocked \$3200 and the crew shared \$56 on the recent trip.

BUCKSPORT BOAT IS TOTAL LOSS

The Bucksport fishing sch. William Matheson, owned by T. M. Nicholson and well known at this port, is a total wreck at the Magdalen islands, according to reports brought into Port Hawksbury by fishermen coming from the islands. All the crews were saved. The vessel, which was at the islands for a cargo of salt herring, was built in Essex in 1875 and was 75 net tons.

LOBSTER EXPERTS TO MEET.

Conference of Representatives and Federal Officials on July 12.

Secretary of Commerce William C. Redfield has written Gov. Walsh from Washington to say that the Federal Government desires the co-operation of this and other states in preserving the lobster industry, and that on July 12, at 10 a. m., a conference will be held at Woods Hole. In his letter Secretary Redfield says:

"The Commissioner of Fisheries has suggested to me the desirability of having a conference with representatives of the states having important lobster interests and with lobster experts, in order that the entire situation may be canvassed, the needs of the fishery may be set forth, and the policy of the Federal Government with reference thereto may be fully discussed and determined.

"I am in hearty accord with this suggestion, and I am writing you at this time to ask your favorable consideration of the matter, to the end that Massachusetts may be properly represented at the conference."

LUNENBURG FISH NOW ON MARKET

Cod Are Offered For \$6.50 a Quintal to Halifax Dealers.

The Lunenburg Fleet.

The early spring catch of the Lunenburg fleet is now being offered on the Halifax market and is bringing \$6.50 per quintal for cod and \$4.50 for haddock. It is said to be of a remarkably fine quality and the expectation is that the market will be able to take all there is of both cod and haddock at the prices mentioned. We are sorry to say that the total results of the Lunenburg spring fishery this year are likely to be disappointing, some say the most disappointing for many years, notwithstanding the high prices quoted. The weather has been unfavorable. Ice prevented the vessels from getting to the Magdalens for bait and also prevented the Magdalen fishermen from catching as much bait as they would have caught under more favorable conditions. Taking one thing and another therefore the Lunenburg banker has been having a pretty tough time of it, and if he were like most of us would be feeling a bit discouraged. But fishing is an occupation which develops one's bump of expectation to splendid proportions. No matter how bad today may be one is always buoyed by the hope that tomorrow will be better and so as there is a long time yet until the end of the season, the average Lunenburg fishermen will keep at it believing that at the close of the summer trip he will find his labours amply rewarded. There is no denying that it is an unusual bit of hard luck to have run into such a bad spell of weather as we have had during May, just at the time when we are feeling the need of all the sunshine and warmer temperature we could get. Let us hope that it is but a prelude to the better conditions soon to arrive.

The Markets.

Shipments of old cure Lunenburg cod are being made to the West India market at a loss to exporters. Prices there today give a net return of about \$6 Halifax, a slight improvement on values at the time we wrote our last report. One of the things that is keeping the Porto Rico and Trinidad markets so depressed is the receipt of numerous consignments; and very little improvement can be hoped for so long as these continue. It is said that there are still about 15,000 quintals of fish in Lunenburg to be disposed of, until these are out of the way, we can not expect very much change for the better. It will probably take a period of six weeks to see the market thoroughly cleared of this stock. Aside from Porto Rico and Trinidad the trade say that West India markets are not congested. Jamaica is a liberal buyer of certain kinds of fish, and so is Cuba, but they do not want the same variety that goes to Porto Rico. When we go further south, away down the coast of South America to

Northern and Southern Brazil, we find things very different from Porto Rico. There they want all the fish we can give them. But alas, we as yet have only a limited supply, as they want the small, lightly salted, hard shore codfish such as are caught by the shore fishermen of Nova Scotia, Cape Breton, the Gaspé Coast and Newfoundland. No doubt we shall catch up with the needs of this market later on, unless the weather is too bad for the boats to get out.

In Oporto, the market is practically bare of Newfoundland fish and while the demand is not remarkably active, extreme prices are being paid for what purchases are made. In late years what shipments have been made to Oporto from Halifax have usually been by steamer, but at present, owing to lack of space on out-going boats and the delay at Liverpool of cargo in transit, to say nothing of the increased cost of transportation, it is rather doubtful if there will be any shipments go by this route this year.

The local trade are today speculating on what the effect of Italy's entrance into the war will have on the fish trade. The feeling seems to be that the Italian consumption will decline because of the enormously increased cost of the article to the consumer. The freight charges to Naples today are more than three times as great as they were when the war started; and in addition there is the increase due to the risk in exchange. It seems clear that the Italian consumer must either pay more or we must take less for our catch. It does not seem at all likely that we can reduce our prices enough to offset the increase he has suffered by the higher freight charges referred to.

The news from St. John's, Nfld., is that stocks there are very light and very strongly held. The weather at St. John's and elsewhere on the Newfoundland coast has been very backward during the month of May.—Halifax Maritime Merchant.

N. F. WESTERN FISHERY IS GOOD

The Portia brings word that the operations of the western bankers fishing in the Gulf are being attended with more than an average amount of success, and the vessels, without exception have secured good fares, varying from 400 to 1300 qtls. Those with the smaller catches have returned for bait and expected to load up in a short time. Capt. Tom Hollett who was reported for 1300 qtls. for the spring catch now hails for another 1300 haking him high liner with some 2600 qtls. It is estimated that the three Hollett brothers have in the vicinity of 6000 qtls. ashore and afloat to date. St. John's N. F., Herald, June 1.

Newfoundland Spring Herring.

The first arrival of West Coast Newfoundland herring for the spring season arrived in Halifax a few days ago, and sold at \$3 per barrel, which is 25 cents a barrel less than last year. The catch this spring is said to have been from 12,000 to 15,000 barrels, which is an average catch.

M. H. Nickerson Writes For Modus Vivendi Extension

M. H. Nickerson, the well known Nova Scotian advocate of the extension of Modus Vivendi privileges to American gasoline auxiliary equipped fishing vessels has written the following communication to the Shelburne Gazette and Coast Guard:

To the Editor Gazette and Coast Guard.

Sir:—If the gentleman who came out in your columns an opponent of the modus vivendi reform, had been absolutely sure of his ground, I do not believe he would have shrunk from signing his name. In discussing a business proposition, such as we are now dealing with, everybody is entitled to the free expression of his opinion provided he has one; and he need not feel abashed if that opinion is proved to be wrong. Boards of trade in several of our seaboard towns, beginning with Halifax and ending at Yarmouth, besides the leading fish-dealers and outfitters all along the South Shore, have lately put themselves openly on record as strongly supporting my views on the subject in hand. While I feel perfectly safe with such an influential backing, I cannot help wondering why our unknown friend should be moved to raise a dissenting voice at this late hour. However, without stopping to cast a suspicion on his motives, as he does on mine, I will proceed to examine his arguments.

The opposition in Seattle to the opening of the British Columbia ports, came wholly and solely from the five big outfitting firms in the said city, the principal of which was The Pacific Net & Twine Company. Of course those mercantile concerns did not like to see the trade in ship-stores and fishing supplies transferred to a Canadian port; but the vessel owners gladly welcomed the opportunity, and proceeded to make use of it, as their large Eastern shipments from Prince Rupert already abundantly proved. Why, it stands to reason if the Seattle fishing interest does not wish to patronize Prince Rupert, the vessels need not go there. The Canadian order-in-council cannot compel them to do so, and I fancy our dissenting friend unluckily overlooked this little point. Again, the situation is exactly similar on this coast of Canada, and the agitation by no means comes from the Americans. On the contrary, the supply merchants both in Boston and Gloucester look with marked disfavor on the movement, just as their brethren in Seattle did; and though they are powerless to prevent, they have already cautioned their politicians not to give countenance to it in the least. Hence it comes that such great guardian angels of New England fishing rights as Lodge and Gardner are not only discreetly silent, but the latter, at all events, confesses to sudden change of mind on the subject. He was interviewed at his home in Hamilton, Mass., not ten days ago and he did not hesitate to declare himself hostile to a scheme that would enrich the Provincial ports at the expense of Boston and Gloucester. There need

be no mistake with regard to the trader sentiment in those two cities. If any one doubts, let him write some of the prominent citizens. The port privileges are of more value to domestic trade in Nova Scotia than British Columbia, for in addition other necessary gear, we can offer them a superior build of dories, a few of which Shelburne ought to be proud of. Certainly, the skippers and crews of the Bay State fleet would prefer to base handy to the fishing banks and to their own homes, for that matter, since the great majority of them are Nova Scotians. But after reading the resolutions of the various boards of trade, how could my critic conscientiously say that the agitation was largely on the part of the Americans. Can he name one of them?

There is a curious mistake about the American lobster-smacks fishing on the Cape Shore. These craft require no modus vivendi licenses. Canadian permits of any kind, as the fish beyond the three-mile limit, and use our harbors only for shelter. They bring their bait and traps with them and being fitted with wells to keep their catches alive, they do not want to tranship them by steamer or any other method. If the discrimination against auxiliary vessels were made to prevent this practice, it completely failed of its object. But as a matter of fact, American motor-boats were excluded by way of retaliation to some smart trick of Sol Jacobs. They had nothing to do with lobster-fish-smacks. Their number has increased since that date. I wish they could stop altogether; but no modus vivendi change can do it.

It is absurd to talk of the disabilities imposed on our vessels in American ports, by the late ruling of the United States treasury department. Our fresh trip schooners never did a single fare to those ports direct from the banks, and they certainly never will, even if every custom hindrance should be removed. The grounds are at an average distance 400 miles from Boston, and as only boats of low tonnage are equipped with engines, it would take the fish two weeks, at the least calculation, to place one week's trip and return to the grounds; by which awkward proceedings, they would waste two-thirds every season. And suppose they were allowed to clear from an American port for the fishing grounds, what then? They would most likely have to take cold storage bait and buy the ice at \$5.00 a ton, when they could get it at home for \$2.00 or \$2.50. The small stores would be bought in Boston, and the home grocers would just that much out. Worst of all, our fishing vessels should turn freighters, as our friend thinks they want. What would the numerous fish companies in all our sea-board towns do for their regular supply? It would be extremely unpatriotic, not to say ruinous, for our vessels to give a foreign Fish Exchange the handling of their business and cut off their own countrymen next door. The aim is exactly the opposite: It is

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secure for our local dealers the foreign trade (the domestic trade being a matter of course, as already shown) while our somewhat thoughtless opponent labors to shut out the former and also to divert the latter to a foreign shore. There is something unnatural in such a course. Perhaps he is interested in the beam trawler which he alludes to; but Nova Scotians in general do not worry over the obstacles in the way of those alien craft; quite the contrary. They are steamers and can make speedy trips. They buy neither bait, hooks, trawl-lines nor nippers. They carry alien crews, and the general stores are taken on board in Ireland. They may go to the United States, or any other place, for all this country cares.

The supply of bait for home use is no longer a bogey. There are more than 20 herring traps from Yarmouth Bar to Sandy Point every season. Besides endless strings of nets. There is no fear of a shortage these days. And remember, you get just as much money for one round barrel sold out of the trap or net, as you get for four salted barrels with all the time and labor it takes to cure them.

I have now traversed every point of any consequence raised by our good friend. It only remains to say that the conclusion of his article flatly contradicts the opening which declares that "in the present case, the agitation is largely on the part of the Americans;" and then we find him saying that the Americans, for the most part, hold that the benefits are not worth much any how. I would also remind him that the "strong card" of the modus vivendi has been greatly weakened by the recent concession without reserve in the case of British Columbia. A dual policy would be hard to justify where the conditions are precisely the same. In my view, a full enquiry by a special commission would be the proper initial step towards a satisfactory settlement of the question now before us.

M. H. NICKERSON.

Steamer Ploughed Through Mackerel.

The waters in the vicinity of Yarmouth are swarmed with mackerel, says a despatch to the Halifax Herald, dated Sunday. The Prince George which sailed for Boston last night did not get away until about midnight, although due to leave about 6, taking with her about 3500 barrels, the largest shipment for years. They came principally from south shore points, the coastal steamers bringing in 1300 barrels during the afternoon and the Halifax and South Western train, which was delayed about four hours, bringing in 2000 barrels.

It was the heaviest train which ever pulled into the South Western station here, consisting of two locomotives, nine large box cars and three passenger coaches. On account of lack of locomotive power and cars the train could not bring all the mackerel that offered and one or two of the coastal steamers will have to make special trips to Boston.

The government steamer Aberdeen arrived from St. John late in the afternoon and one of the officers said that between Petite Passage and Yarmouth they ran through immense schools, the fish being so plentiful that the steamer turned them aside with her bow, as a plow turns the furrow. He said in all his years of going to sea he never saw the fish so plentiful.

NEWFOUNDLAND MARKET REVIEW

Says the St. John's, N. F., Trade Review:

The entry of Italy into the European war is likely to affect our fish markets somewhat; from now till the end of hostilities, Italy and Greece will be in the war zones, and as therefore inaccessible to our fish. Fortunately we are only carrying a small stock of dried codfish in Newfoundland at present, and, by the time the new goods are ready, the war will be ended. In the western end of the Mediterranean our fish markets in Spain and Portugal are not likely to be affected, and these countries are able to absorb all the fish we have available from last year's voyage.

On the whole, the Western fishery shows bigger returns to date than it did this time last year, but, from Cape Race north, there has been practically nothing done to this writing. The men of the upper reaches of Trinity Bay have taken considerable fish with jiggers, and there seems to be plenty of fish on the ground in that neighborhood, but the presence of ice in the mouth of the bay makes it impossible to use either trawls or hook and line. Farther North, no fish have yet been taken, even on jiggers.

The Northern Coastal Boats and the Northern Bay Boats are still hampered in their movements by ice. An occasional slant of off-shore wind is taken advantage of to push the boats along, but, from present outlook, it will be up to the first of June before either of these services can be in full swing. Taking one year with another, these services open the first week in May, so that the business season, as far as the Northern part of the Island is concerned, is, at least, three weeks later than usual. Hundreds of schooners are now ready in northern ports awaiting favorable conditions to sail for St. John's for spring supplies, and under the most favorable conditions, many of these will not reach here till about the middle of June.

Halibut Sale.

The halibut fare of sch. Fannie E. Prescott sold to the American Halibut company for 10 cents per pound for white, 8 cents per pound for small gray and 5 cents per pound for large gray.

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Halibut Sale.

The halibut fare of sch. Mystery sold to the American Halibut company for eight cents per pound for white, six cents for small gray and four cents for large gray.

Good Stock.

Sch. Gladys and Nellie, Capt. James Dwyer, four days out, stocked \$1550 on her recent haddocking trip, each of the crew sharing \$43 clear.

Port aux Basques Weather.

Port aux Basques weather report today: Temperature 46, cloudy; wind east; 20.24 miles.

June 10

ARCHIE MCLEOD HAS BIG CATCH

Popular Young Hustler Brings Banner Fare In Sch. Bay State.

With one of the largest halibut and salt fish fares brought in for a long time, sch. Bay State, Capt. Archie McLeod, arrived yesterday afternoon from the Gulf of St. Lawrence with 40,000 pounds fresh halibut, 10,000 fitches, 30,000 pounds fresh fish and 100,000 pounds salt cod. The craft did not remain many hours in port, selling her halibut to the New England Fish Company to take out at Boston. The Bay State towed to Boston at 9 o'clock last night.

Another arrival yesterday afternoon was sch. Mystery, Capt. James Mason, with 12,000 halibut, and 35,000 pounds salt cod and 20,000 pounds fresh fish. The halibut fare sold to the American Halibut Company.

Sch. Jubilee, from off shore, arrived with 55,000 pounds salt cod, while the British sch. Edith F. S. from Yarmouth had 250,000 pounds salt cod for the Cunningham & Thompson Company.

The herring seiners lost track of the fish again yesterday, and only one fare was landed here, in addition to three small pollock trips.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Bay State, Gulf of St. Lawrence, 40,000 lbs. fresh halibut, 10,000 lbs. fitched halibut, 30,000 lbs. fresh fish, 100,000 lbs. salt cod (went to Boston).

Sch. Mystery, Anticosti, 12,000 lbs. fresh halibut, 35,000 lbs. salt cod, 20,000 lbs. fresh fish.

Sch. Veda M. McKown, via Boston, 160 bbls. salt mackerel.

Sch. Jubilee, salt drifting, 55,000 lbs. salt cod.

Italian boat, seining, 12,000 lbs. fresh pollock.

Str. Unknown, seining, 3000 lbs. fresh pollock.

Str. Gertrude, seining, 3000 lbs. fresh pollock.

Italian boat, seining, 75 bbls. fresh herring.

British sch. Edith F. S., Yarmouth. N. S., 100,000 lbs. salt cod; 150,000 lbs. salt cusk.

Sch. Corona, Cape Shore seining, via Boston, 160 bbls. salt mackerel.

Vessels Sailed.

Sch. Saladin, Cape Shore mackerel seining.

Sch. Rob Roy, Cape Shore mackerel seining.

Sch. Monarch, Cape Shore mackerel seining.

Sch. Marguerite Haskins, Cape Shore mackerel seining.

Sch. Lottie G. Merchant, Cape Shore mackerel seining.

Sch. Arthur James, Cape Shore mackerel seining.

Sch. Teazer, halibuting.

Sch. Actor, haddocking.

Sch. Russell, shacking.

Sch. Rose Standish, Boston.

Sch. Bay State, Boston.

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TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.

Georges halibut codfish, large, \$4; medium, \$3.50.

Drift codfish, large, \$4; medium, \$3.50.

Cape North codfish, large, \$3.50; medium, \$3.25.

Cusk, large, \$2.50; medium, \$1.75 snappers, \$1.50.

Hake, \$1.50.

Haddock, \$1.75.

Pollock, \$1.75.

Fitched halibut, 6c per lb.

Cape Shore mackerel, \$8 per bbl.

Fresh Fish.

Splitting prices: Haddock, \$1 per cwt.

Western cod, large, \$2; medium, \$1.60; snappers, 75c.

Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.

Drift codfish, large, \$2; medium, \$1.60.

All codfish, not gilled, 10c per 100 pounds less than above.

Peak cod, \$1.80 for large; medium, \$1.40.

Hake, \$1.

Cusk, large, \$1.40; medium, \$1; snappers, 50c.

Shore pollock, round, 90c; dressed, \$1.

Fresh halibut 8c per lb. for white, 6c for small gray, 4c for large gray.

Dominion Bait Reports.

Amherst Harbor, M. I., June 7.—Herring at Grand Entry, House Harbor and Grindstone. Scarce at Etang du Nord and Amherst.

Portland Fishing Notes.

One of the biggest fares of market fish landed at Portland for a long time was that of the Boston sch. Lillian, which came in Tuesday with a catch of over 60,000 pounds, caught off Monhegan, most of the fare being new fish. The schooner came here to land one of her crew, named Frank Moco, a Portuguese, belonging in Gloucester, who was suffering from blood poisoning in his hand, which had been injured by a rusty hook. The schooner was becalmed yesterday morning outside the lightship and the sailor being in a very dangerous condition three of his shipmates took him in a dory and rowed all the day to the city, a distance of 14 miles. On arriving at Portland he was taken to the Marine hospital quarters at the custom house, where he was given attention by Dr. A. F. Stuart, and will probably be able to resume work in a day or two. By a singular coincidence another Gloucester fisherman with a precisely similar disability was also given assistance by Dr. Stuart at the custom house, Tuesday forenoon.

Crafts Spoken.

Capt. James Mason of sch. Mystery arriving here yesterday afternoon reports speaking sch. Laverna, Capt. John McInnis, and sch. Ingomar, Capt. Wylde, in the Gulf of St. Lawrence, recently. Sch. Elk, Capt. John Glynn is reported as having 100,000 pounds of salt cod aboard.