

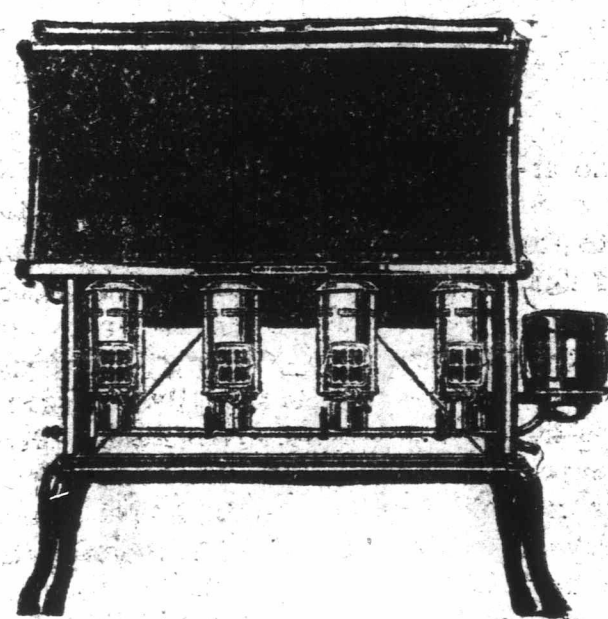
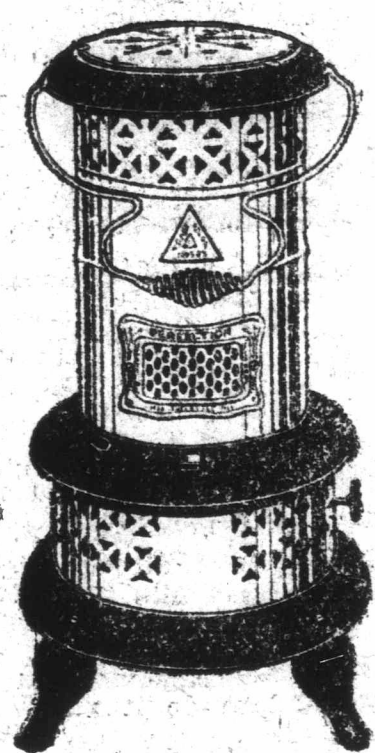
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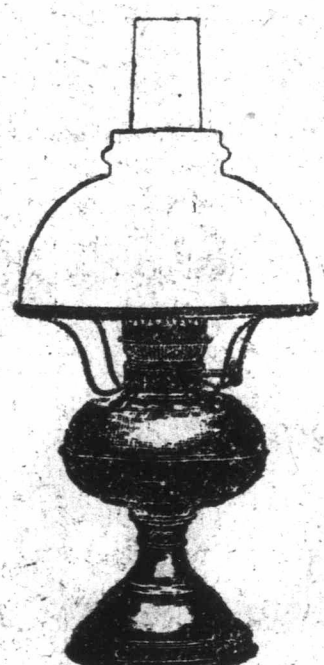
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## THE SOURCE OF CAPABLE SEAMEN

By J.J. Harpell In Canadian Fisherman.

### RELATIONS BETWEEN FISHING FLEETS AND SEAMANSHIP.

The United States is a large producer of fish, but the greater part of it is made up of salmon and shell-fish—branches of the industry that do not produce seamen, as these are largely fish which either inhabit the rivers and bays, or come up into them from the sea to spawn, when they are easily trapped, netted or dipped out with fish-wheels. The deep-sea and lake fisheries of the United States are comparatively small, and account for less than 100,000 tons yearly. Moreover, many of her fishing vessels are manned by Canadians, Newfoundlanders and Scandinavians. The United States in 1913 had a merchant marine of five million tons, but the seamen navigating these were mostly English, Canadian, Japanese, Norwegian or Newfoundlanders. A recent statement of the registration of seamen sailing out of the United States ports discloses the fact that 74 per cent. of them are foreigners; 9 per cent. are naturalized citizens and only 17 per cent. are native born citizens of the United States.

Newfoundland, in proportion to her population, is the largest producer of deep-sea fish, and proportionately the most important producer of capable seamen. But these seamen when they leave the fishing industry, have to seek employment in the fleets of other countries, because Newfoundland is neither building or providing a merchant fleet sufficiently large to absorb them. Thus these excellent citizens and the beneficial influence of this citizenship are lost to their country.

(We hope succeeding years will remedy this—ed.)

Germany, in 1913, had a merchant marine aggregating a tonnage of about the same as that of United States; and, taking into consideration the special effort that she made during recent years to encourage German citizens to

go into it and into the navy, also the fact that the native-born Germans in the German deep-sea fishing fleet is from two to three times the number of native-born United States citizens in the deep-sea fishing fleet of the United States, the percentage of native-born German citizens sailing out of German ports is proportionately equal to native-born citizens of United States sailing out of American ports.

In a similar manner the number of capable native born seamen that are being produced in France, Denmark, Sweden, Holland and other countries are proportionate to the size and importance of the deep-sea fishing fleets of these countries.

Canada, next to Newfoundland and Norway, possesses the largest deep-sea fishing fleet, proportionate to her population. It, however, does not bear the same proportion to the British deep sea fishing fleet which her total annual catch of fish would indicate, because, like the United States, the four hundred thousand tons above quoted include her salmon and shellfish catch. Her deep-sea fishing fleet is larger than that of the United States, and both on the Atlantic and Pacific is manned invariably by native born Canadians, who come mainly from New Brunswick, Nova Scotia and Prince Edward Island. But the Canadian deep-sea fishing fleet is still small as compared with her deep-sea fishing resources. In the past the fishing industry of Canada has not been sufficiently profitable to retain the services of the men who received their initial training therein, and the merchant marine of Canada has likewise not been receiving the attention it should, with the result that large numbers of Canadian seamen have had to look to other countries for profitable employment. They found it principally in the fishing fleets and merchant marine of the United States.

(To be continued)

### St. George's Bay Notes

Since my last notes, St. Patrick's Day was kept in some places on the 17th and more places on the 18th. At Stephenville on the 17th they had a most enjoyable time. At St. George's on the 18th the concert was a credit. Mr. J. Delaney took the house by storm. "Well done, Jack."

Messrs. Tull & Flett had two carloads of planking sticks from Robinson's the other day. Work on the ship is progressing favourably, every one who sees the ship says she will be a beauty.

The Anglican people of Crabbes and Robinson's sent their Rector (Rev. E. A. Butler), two car loads of wood last week.

Mr. Geo. T. Pieroway, who was on a business trip around Cape George last week, returned overland to Sandy Point. He reports everything about the same out around there. He leaves for Bank Head on business in a few days' time.

We welcome to St. George's the Rev. Father Brennan. Before studying for the Priesthood he was station agent at St. George's.

Pte. Jas. McPartridge, who has been discharged from the Army, is going to Robinson's to spend his Easter holidays.

Captain E. C. Perry, "the hero" who took the first survivors off the wrecked Florizel, is spending a few days with his family. He leaves by first train to join his ship at St. John's, sailing from there to New York.

Men who have been in the country report caribou very scarce. Two men who were travelling for ten days never saw one.

Rabbits are selling at 50 cents a brace, wood by the cord is selling at \$5.00.

Lieut. Com. Carter and Mrs. Carter are both visiting St. John's.

Mr. Messervy had a wire today from his son, Lt.-Corp. Arthur Messervy, saying he was on furlough in London.

CORRESPONDENT:  
March 21st, 1917.

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### Praise For Captain Dalton's Good Work

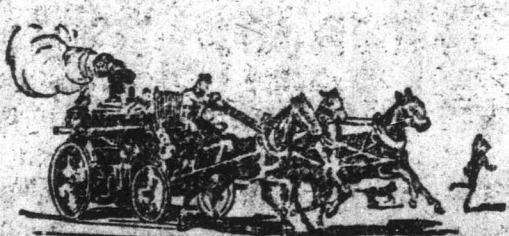
(To the Editor.)

Dear Sir—As this makes my forty-first spring at the seal fishery, and this spring I sailed with Captain Dalton in the Baby of the Fleet, there are a few words I would wish to say regarding the Captain and the crew. The first seals which were taken were a few days, but if we had a powerful boat we would not have trouble for the harps, as the course which our Captain intended to steer was in my judgment not a half point out, and, Sir, I was surprised to see what a grand idea our Captain had in regard to the seals. And in picking up seals became almost take a man off a match box, and I hope next spring he will have a good boat to make a path for some of the captains that have been at it all their life time, for some of the captains this spring could not find the harps any more than a school boy. We had a first class, second hand, his equal is hard to find, and our bosun, who he was always there, strapping on

or killing, he never stopped, he and his mate. The chief steward stood to the winch in thick and thin, while the engineers and firemen were the finest workers ever. I saw to the seal fishery. We had a rather hard time getting to land, and our master watches and bridge masters did not trouble about the salt water coming over them, while our captain told me he felt just as safe as he did at anchor in Pool's Island Harbor. As for myself, I did not worry about it, for I have been a sea dog since I was nine years of age, and the Fogota is the best sea boat that ever I put a foot on board, for it was only a pleasure to see how she used to handle the rolling waves, and if the ships had not come in with half a load of fat we would have been the first ship in through the notch. I was in the first ship which arrived in port last year, and I would consider the one I was in was the first in this year. May God protect Captain Dalton wherever he goes upon the rolling wave, where the stormy winds do blow.

WILLIAM ABBOTT,  
Of Pool's Island, B.B.

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