March 6

BIG FRESH FISH FARES.

Receipts at Boston Today Are Largest of Season.

Several of the Vessels Have 100,000 Pounds Each.

This is the banner fish day of the season at T wharf, Boston, there being 35 fares there aggregating 1,500,000 pounds. Many of the vessels are from off shore and some have monster fares.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, and sch. Monarch, Capt. Griffin, are the high liners with 120,000 pounds each. Sch. Preceptor, Capt. Miles S. Somers, has 100,000 pounds and sch. Mary F. Curtis, Capt. Henry A. Curtis, has 80,000 pounds. Sch. Manhassett, Capt. H. Dexter Malone, has 90,000 pounds, and sch. Tartar, Capt. Thoms Somers, has over 100,000 pounds.

Considering the large amount of fish in, the prices are good, $1.50 and $2 being paid for haddock, the dealers evidently stocking up for Lent, which begins Wednesday.

Sch. Latona is at this port this morning with a big fare, 80,000 pounds of fresh fish.

MIRACULOUS ESCAPE.

Ocean Liner Shaves by the Big Haddocker Regina.

Fishermen Say They Heard No Whistle from Steamer.

A miraculous escape from being cut down at sea by the big White Star liner Baltic with the loss of 23 fishermen, is recounted by Captain Jeremiah Shea of East Boston, master of the large and fast clipper schooner Regina, which arrived at Boston yesterday.

The vessel was heading east by north under foresail, with her wheel in the bocket, on the southeast portion of Georges a week ago last Tuesday morning, jogging, waiting for the weather to clear and moderate so that the crew could have a chance to make sets of their trawls, being in 49.09 N., in a northeast gale, when out from the thick snowstorm the great steamer Baltic, from Liverpool for New York, loomed up and towered over the schooner, and passed her by some 25 feet.

The Regina's forhorn was blown continuously at regulation periods, but those on board failed to hear any whistle from the Baltic.

According to the testimony of the fishermen on the Regina, three men were seen on the bridge of the towering Baltic, and one of the officers, as the ocean liner passed swiftly on its course, nodded his head to those on board, indicating that it was a hairbreadth escape for them.

March 7

A New One.

The Fishing Gazette says: "Newfoundland threatens to retaliate on Gloucester by way of levying on all herring exported in American bottoms. The proposition is viewed with considerable disquietude by those interests most active in blocking reciprocal trade arrangements with the colony."

This is a new one. That "considerable disquietude" is not in evidence here however even with the aid of the strongest kind of glasses.

March 7

FISHERMEN'S UNION.

Bill Put in Nova Scotia Legislature for Incorporation.

Nova Scotia has its labor unions and its Provincial Workmen's Association for its ten thousand miners. On March 1 a bill was introduced by M. H. Nickerson into the legislature to incorporate fishermen's unions in Nova Scotia, and the measure got its second reading. Mr. Nickerson pointed out to the house of assembly that there are in this province 25,000 men who devote nearly all their time the year round to the fisheries. The fishing fleet numbers 550 vessels and there are 1400 boats, and 70,000 fishing traps for lobsters and other purposes are in use. The lobster canneries number 240, and there are 242 ice houses and freezers. Fifty small steamers are employed collecting and carrying fish to places of manufacture or shipment. The aim of the fishermen's unions will be to seek improvement of boats and gear, methods of fishing and curing, the obtaining of information regarding markets and the most expeditious methods of transportation. The fishermen's union will also seek to promote common interests and to elevate their standing materially, intellectually and socially. No subsidy or any financial assistance is asked from the government, but a request will be made for government grants in aid of regattas to bring out the best fishing models.

Bait and Shipping Privileges Asked at Canadian Ports.

Thss week's Fishing Gazettee in its "Maritime Provinces" column says:

"Transportation companies and dealers in fishing supplies would like to see Americans given free bait and shipping privileges in Canadian ports. Some of the owners of fishing vessels, however, are opposed to the proposition on the ground that if American fishing vessels were able to buy bait in Canadian ports without taking out a license, many Canadian vessels would be unable to obtain a sufficient supply of bait to successfully prosecute the deep-sea fisheries. Advocates of the change say that the increased demand for bait would lead shore fishermen to give more attention to the capture of bait fish, and so assure a large and steady supply."

TO EVEN UP.

Newfoundland Government Inquiring Into Modus Vivendi.

With View of Proceeding Against American Fishermen.

A despatch from St. John's N. F., yesterday says that in view of the fact that the Bond treaty has not been ratified by the United States senate, local fishing interests are urging the colonial government to cancel the modus vivendi and enforce the provisions of the bait act against American fishermen during the present season. The government is inquiring into the whole question with the view of adopting the most effective means of proceeding against American fishermen.

BIGGEST OF ALL.

Sch. Ella M. Goodwin Brings Season's Largest Fare.

Sch. Ella M. Goodwin, Capt. James Goodwin, arrived from La Have bank during the night with the largest fresh fish fare of the season, 130,000 pounds, mostly haddock, and including 2000 pounds of halibut. Capt. Goodwin is generally "there with the goods" when big trips are being brought in.

IN SINKING CONDITION.

British Sch. Mizpah Arrived Here This Morning.

Bound for Boston and Went Ashore on Thacher's Island.

In a sinking condition the British sch. Mizpah of Digby, N. S., was towed into this port about midnight by the tug Priscilla and now lies at Stanwood & Co's wharf, with the tug pumping on her to keep her free.

The Mizpah, in command of Capt. Irwin Ingalls, was bound from Grand Menan, N. B., for Boston with 3000 boxes of smoked herring consigned to Lynn Dupre & Co. Last evening, just after dark, while standing in between Thacher's island and the Londoner, the craft went too near the island and struck on the end.

She soon came off, and it was found that she was leaking badly. Sail was kept on her in an effort to make this port, but she filled so badly that the captain and crew, when up off Eastern Point, took to the boat and rowed ashore at the lighthouse.

From there they telephoned to Capt. Heberle of the tug Priscilla for assistance, and then rowed back and stood by their craft, which was rolling sluggishly along.

Capt. Heberle got the Priscilla underway and was soon alongside the craft, and got a line to her and brought her in here about midnight.

Capt. Whitmore of sch. Annie Kimball, which arrived here during the night, reported speaking the craft coming along and later saw her go ashore as he thought. As it was smooth and the tide just beginning to flood, he supposed she would come off all right. He hailed her but found there was nothing he could do and proceeded.

MORE BIG TRIPS.

Came Piling In at T Wharf This Noon.

Sch. Slade Gorton Has One Hundred Twenty Thousand Pounds.

More good trips came piling into T wharf, Boston, after the bell rang this morning. Sch. Slade Gorton, Capt. George E. Heckman, had 120,000 pounds, 40,000 pounds of which were codfish, sch. Lucania, Capt. Martin Welch, has 90,000 pounds and schs. Robert and Arthur and Fanny Belle Atwood also brought in big fares.

The fresh fish receipts for the day at T wharf aggregate over 2,000,000 pounds.

Sch. Golden Rod Arrives.

Sch. Golden-Rod, Capt. Thomas Bohlin, which sailed some weeks ago for Port au Basques, N. F., to bring home if possible the cargo of herring of the sch. Lewis H. Giles, arrived home this afternoon.

It was found impossible to get the cargo of sch. Lewis H. Giles to Port au Basques from Birchy Cove, and so the Golden-Rod returned without it.

After leaving Port au Basques, the vessel was forced into Rose Blanche by the ice and was frozen in for five days before getting clear.