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PLACED NO LIMIT BUOY.

Grampus Out Merely To Observe Shipping of Men.

NETS OF AMERICANS STOLEN.

British Cruiser Latona Promptly Takes Up Matter.

For a week past, several of the Newfoundland and also some of the Boston papers have been having a fit about the placing of a buoy on the three mile limit off Bay of Islands, N. F., by the United States fisheries sch. Grampus. The news first came in a despatch from St. John's, and some of the Boston papers, taking the despatch as a fact, proceeded to howl editorially in commendation, without waiting to find out if the despatch was borne out by the facts in the case.

Now, as a matter of fact, the TIMES is in a position to state that the Grampus did not place any buoy to mark the three mile limit. One paper, the St. John's News, through its special correspondent at Bay of Islands, in speaking of the possibility of a buoy being placed as above referred to, says in its issue of November 9:

"According to the contention of Inspector O'Reilly, the proposed action will be unlawful, as the line he contends should be drawn 15 miles distant from South Head. It is expected here that he will make a seizure; if not, all respect for his authority will vanish. If he does the Americans will enter an action for damage, and the government of the United States will protest, as the action of the Grampus is by authority.

If the Grampus lays a buoy three miles from the South Head, and the Carrie W. Babson ships a crew just outside that spot, it will be up to Premier Bond to "make good" or back down. It is fore-ordained that he will do the latter, for backing down has been his forte on this fishery matter.

"The Americans say the three mile limit should be marked in one way; Premier Bond says in another. The Grampus is to be sent out with a chip on her shoulder, and Bond is dared to knock it off; it sounds for all the world like schoolboy doings. Will our Premier take "the dare" or will the cruiser Fiona be ordered to blow the Grampus from the water? Will the Carrie W. Babson be seized, or will Inspector O'Reilly throw up the sponge? In our opinion there is no room for doubt that the Americans will once more do as they please, for that pleases not only them but the British government and the fishermen of Bay of Islands."

These are reprinted simply to show the feeling of the opposition to Sir Robert Bond toward the United States. As a matter of fact, no buoy was placed by the Grampus.

A letter to the TIMES from a friend at Bay of Islands, received this morning, gives some facts in the case. The letter states that the Grampus, as the paper states, was on the ground to mark the three mile limit, but did not put down any buoy. The authorities at Bay of Islands claim that the territorial waters extend beyond a line drawn from headland to headland along the entire coast of Newfoundland, instead of three miles from the shore in bays and indentations where the width is ten miles or more. According to the Newfoundland government American vessels have no

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right to fish on the non-treaty shore between any of the headlands, which practically prevents them from taking fish 20 miles or more from land. Fortunately, Great Britain, as well as other nations, contends that three miles from the coast is at all points not less than ten miles wide.

Sch. Gossip shipped her men 18 miles off shore, which was unnecessary. Sch. Carrie W. Babson received her men and boats about four and a half miles off.

Sch. Dora A. Lawson sailed with a load of salt herring on the evening of November 9, and on the morning of November 11, the Nova Scotia sch. Mariner also sailed for Gloucester, both with a full cargo. The recent arrivals are schs. Avalon, Lottie G. Merchant, Georgie Campbell, Golden Rod and Colonial.

On the morning of November 9, while the Carrie W. Babson was outside the three mile limit shipping men and the Grampus and Fiona were also outside watching the operation, a complaint was made by one of the American skippers to H. M. S. Latona, that a number of his nets had been stolen. The warship immediately got under way and steamed to the Middle Arm, where the trouble occurred. At the time the letter was written, the outcome of the matter was not known at Birchy Cove. The matter is not considered serious and is nothing that will lead to complications.

Herring are not yet plentiful. Last week the vessels got from 40 to 50 barrels a day and this week, 6th to 11th, the average catch has been somewhat less. The fleet is now well supplied with men and boats and the chances are that the American vessels will make as large catches as the Nova Scotia crafts. A few days of "hard weather" will, according to the native fishermen, have a tendency to drive the herring inshore.

Everything is working smoothly and no further friction is anticipated. American captains are now pretty well posted as to their rights and it is probable that they intend to confine themselves to their rights and nothing more.

PECULIAR EXPERIENCE.

Torpedo Boat Cuts Off Fishing Vessel's Cable.

Sch. Flirt Put into Hyannis Tuesday Afternoon.

Sch. Flirt, Capt. Alfred Green, of this port, met with a peculiar mishap on Tuesday afternoon. She was riding at anchor off Hyannis, it being too rough for fishing operations and was waiting for the weather to moderate. The United States torpedo boat McDonough came along and in some manner cut off the Flirt's cable, about 120 fathoms from the anchor. The Flirt put into Hyannis for harbor, while the torpedo boat began the work of grappling for the lost cable and anchor, but up to yesterday forenoon had not succeeded in recovering it.

SQUID AT HAWKESBURY.

Big Hauls Made There by the Local Fishermen.

Advices from Hawkesbury, C. B., says that the local fishermen for the past two weeks have made great hauls of squid at the mouth of the harbor and that thousands of barrels have been landed. The fish have brought a fine price. Each night a fleet of 50 or 60 boats can be seen at work at the mouth of the harbor and the fishing is kept up night and day. Last Friday night fully 150 boats were fishing at the mouth of the harbor and 570 barrels were taken that night. Boats from all over the strait of Canso are fishing there.

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Mackerel News.

Advices from Cheticamp, C. B., state that the fishermen have enjoyed exceptional weather there for the past two weeks, and that mackerel have been in great abundance all the fall, many fair hauls being made. The fish have sold at fabulous prices and many of the fishermen there will be well to do this winter in consequence.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Senator Saulsbury, Quero Bank, deck handling, 50,000 lbs. salt cod.
Sch. Two Sisters, shore.
Sch. Alena L. Young, shore.
Sch. Sachem, shore.
Sch. Petrel, shore.
Sloop Mary E. Stone, pollocking.
Sch. James S. Steele, shore.
Sch. Walter P. Goulart, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, $5.25 per cwt. for large, $4.25 for medium.
Salt trawl Georges codfish, $5 for large, $4.00 for medium.
Salt hake, $1.75
Salt pollock, $1.50.
Salt haddock, $1.75.
Salt cusk, $2.50.
Fresh large codfish, $2.50, medium do., $1.75.
Fresh haddock, $1.20.
Fresh hake, $1.10.
Fresh cusk, $1.75
Large salt mackerel, $24 per bbl.
Salt tinker mackerel, $10.25 per bbl.
Large fresh mackerel, 22 cts. each.
Flitched halibut, 6 cts. per lb.
Fresh bait herring, $2.50 to $3 per bbl.
Salt trawl bank codfish, $4.50 for large, $4.00 for medium, $2.75 for snappers.
Fresh halibut, 12 1-2 cts. per lb. for white and 8 1-2 cts. for gray.

Boston.

Sch. Viola, 4000 pollock.
Sch. Florida, 14,000 pollock.
Sch. Boyd and Leeds, 5000 pollock.
Sch. Selma, 1000 haddock, 4000 cod, 6000 hake, 3000 cusk.
Sch. Shepherd King, 4500 haddock, 2500 cod, 9000 hake.
Sch. Stranger, 2000 haddock, 500 cod, 500 hake.
Sch. Canopus, 20,000 pollock.
Sch. Mary Edith, 6000 haddock, 3000 cod.
Sch. Thomas H. Cromwell, 25,000 haddock, 500 cod, 5000 hake.

Haddock $3 to $3.75, large cod $4.50, market cod $2 to $2.50, hake 90 cts. to $1.75, pollock 90 cts.

DECISION REVERSED.

Lower Duty To Be Assessed on Fish Packed in Ice.

The board of general appraisers of New York has reversed a decision of the collector of the port of Boston upon protest made by F. C. Perry and others against his assessment of duty on several importations of mackerel, halibut and salmon packed in ice. Duty was assessed at one cent per pound as fresh fish. Perry and other Boston importers claimed that duty should be assessed at only three-fourths of one cent per pound as "fish packed in ice."

In reversing the collector at Boston the general board settles a question which has been brought to the attention of the department before. The question concerned was whether the provision for "mackerel, halibut or salmon, fresh," includes such varieties of fish when imported frozen or packed in ice.

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FROM BAY OF ISLANDS.

Sch. Dora A. Lawson Brings First Salt Herring Cargo.

HAD GOOD PASSAGE HOME.

Capt. Murray Makes Interesting Report of Conditions There.

Sch. Dora A. Lawson, Capt. Joachim Murray, of this port, arrived this noon from Bay of Islands, N. F., with the first cargo of salt herring of the season, the fare consisting of 600 barrels in bulk and 600 barrels of barrelled herring.

The Lawson sailed from here under a register on September 26 and proceeded to Bay of Islands. As soon as he arrived there, Capt. Murray started in fishing and says that he has had little or no trouble. In fact, he says the fleet has had no trouble and the only vessel which had any semblance of it was his own.

After he arrived and began fishing, Inspector O'Reilley in the Fiona came along, and in answer to his questions about the vessel's papers, Capt. Murray told him that he was under register. The inspector told him that this would not do, as he should have a fishing license, and told him to send to his owners and get one, for if he did not have a fishing license he could not report him as all right.

Capt. Murray told the inspector that his register was the highest form of vessel paper and included a fishing license. He then also told the inspector that he knew that his papers were all right, and that Mr. O'Reilley could not tell him anything about that part of it. If however, he had anything to tell him about Newfoundland regulations, he was willing to listen, but that his crew should keep on fishing under his register.

The inspector said there was nothing he could tell him, but advised him against fishing under register, and then went off, and that was the last Capt. Murray saw of him for the voyage.

Some time after this, the officer next in commond to Inspector O'Rielley on the Fiona came aboard the Lawson in a boat and began aeking how many barrels of herring the vessel had taken and other questions about the trip. Capt. Murray told him that if it was news and information he was looking for, he would not get it from him and to get into his boat and depart, but if he had come for a friendly visit and a quiet smoke, he was welcome on board. The officer asked no more questions but got into his boat and was rowed away.

Capt. Muraay says that outside of these two incidents, which could not be considered serious, there was so far as he knew not a sign of trouble among all the vessels of the fleet.

Capt. Murray said that the vessels were now well supplied with men and boats, but the only drawback was that herring had been scarce thus far this season. There would be days when the fishing would be quite good and then for several days there would be hardly any. The vessels were mostly in the Middle Arm when he left. The natives were expecting a good run of herring as usual, after having a little bad weather.

The English cruiser Latona was lying at Birchy Cove and the Fiona was around the bay constantly. The Grampus was there with the fleet all the time and the work of Mr. Alexander and those on board had been of value to the American vessels.

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There were 11 Nova Scotia vessels there to herring when he left and one of them, sch. Mariner, was loaded and ready to sail when he left. Most of the other vessels were getting their fares for the Halifax market, as they were ripping and barrelling their catch.

When he left, schs. Edna Wallace Hopper and Dauntless had in his judgment the most herring of any of the vessels of the fleet. All the fleet had some herring, and if there was a run of herring, all would load easily. Capt. Murray said that in his opinion there would be no difficulty about freezing herring there this winter.

The natives all sympathized with the Americans and did not hesitate to show it by word and deed, at the same time they were out spoken against Sir Robert Bond and his Bait Act.

Capt. Murray left for home last Thursday evening, and as he arrived here this noon, certainly had a good passage along.

The Lawson has hauled in at Shute & Merchant's, to whom part of the fare has been sold, and it is understood that the rest will be divided between several firms.

Both Messrs. David B. and Benj. A. Smith are in Boston today, so the price could not be learned from them, but it is understood that the price is $5 per barrel for the bulk herring, which is one of, if not the highest price, ever paid for this kind of fish.

THIRTY-SIX VESSELS.

Now at Bay of Islands for Herring Cargoes.

A dispatch from Birchy Cove, Bay of Islands, N. F., received at the Boston Fish Bureau yesterday says that the American schooner Dora Lawson and the Canadian sch. Mariner, with about 1500 barrels each of salt herring, are the only vessels sailed to date. Both are bound to Gloucester. The best vessel there now has about 800 barrels. Herring are scarce. The vessels in port seeking cargoes are the American schs. Tattler, Gardner, Maxine Elliott, Carrie Babson, Gossip, Jennie B. Hodgdon, Dauntless, A. M. Nicholson, Corsair, Parthia, Ralph Hodgdon, Lewis H. Giles, Henry M. Stanley, Atlanta, Golden Rod, Lottie Merchant, Avalon, Arabia, Parker, Arbutus, Arkona, Robin Hood, Colonial, Independence, Georgie Campbell, and Canadian schs. Roanoke, Royal, F. F. Nader, Defender, Tasmania, Percy Roy, Colonial, Pilgrim, Speculator, Sunlight, Coronation. Total, 36 vessels. Nothing doing at Bonne Bay."

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Teresa and Alice, shore.
Sch. Mary E. Silveria, shore.
Sch. Mary E. Cooney, shore.
Sch. Hope, shore.
Sch. Catherine D. Enos, pollocking.
Sch. M. Madeleine, pollocking.
Sch. Oliver F. Kilham, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Maud F. Silva, shore.
Sch. Flora J. Sears, shore.
Sch. Manomet, shore.
Sch. Ida S. Brooks, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, $5.25 per cwt. for large, $4.25 for medium.
Salt trawl Georges codfish, $5 for large, $4.00 for medium.
Salt hake, $1.75
Salt pollock, $1.50.
Salt haddock, $1.75.
Salt cusk, $2.50.
Fresh large codfish, $2.50, medium do., $1.75.

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Fresh haddock, $1.20.
Fresh hake, $1.10.
Fresh cusk, $1.75
Large salt mackerel, $24 per bbl.
Salt tinker mackerel, $10.25 per bbl.
Large fresh mackerel, 22 cts. each.
Flitched halibut, 6 cts. per lb.
Fresh bait herring, $2.50 to $3 per bbl.
Salt trawl bank codfish, $4.50 for large, $4.00 for medium, $2.75 for snappers.
Fresh halibut, 12 1-2 cts. per lb. for white and 8 1-2 cts. for gray.

Boston.

Sch. Bertha M. Bailey, 15,000 pollock.
Sch. Thomas Brundage, 12,000 pollock.
Sch. William H. Rider, 25,000 pollock.
Sch. Venus, 3000 pollock.
Sch. Tramp, 200 haddock, 100 cod, 300 hake.
Pollock, 90 cts.

Fishing Fleet Movements.

Sch. Aloha arrived at Liverpool on Wednesday.

The Menhaden Catch.

Capt. Waterman C. Quinn returned to Provincetown the past week from Tiverton, having ended his menhaden work for the season. His catch the past season was about 27,000 barrels. The total catch of the American fisheries company for the season was about 800,000 barrels, as against one million barrels in 1904 and 1,400,000 barrels in 1903.

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BAD WEATHER AT SEA.

Fishing Vessels and Steamers All Have Same Story.

That there has been very bad weather to the eastward, and indeed in most any other direction at sea for the past week, is learned by the similar reports all along the coast from both fishing vessels and steamers.

The steamer Halifax, from Halifax for Boston, arrived yesterday, 30 hours late and with her pilot house stove in by the force of the waves. So bad was the gale that the steamer could not get by Cape Sable and was forced to anchor.

Steamer Yarmouth, from Yarmouth, arrived at Boston several hours late and was damaged about her upper works. Capt. Charles Forbes, who was one of the passengers, and is here today, says that it was a very rough passage and the sea and wind were exceedingly heavy.

Sch. Mariner, bound from Bay of Islands with a cargo of salt herring, was forced to make Liverpool Friday and had lost her anchor and chain. Naturally Capt. Carroll is anxious to reach here as soon as possible, and would not stop and make port, unless it were on account of very bad weather.

Sch. Annie Greenlaw, which arrived here this morning from the Cape Shore, had a rough passage and had her fore-rigging carried away.

At Boston this morning, when a big fleet of haddockers is expected, there are only a few shore boats and pollockers with small fares, showing that the local fishing grounds have been swept by the same bad weather, and that fishing has been impossible for several days.

Halibut Sale.

The fare of Sch. Agnes sold to the American Halibut Company at 12 cents per pound for white and 8 cents for gray.