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Today's Fish Market.

These prices are based on the last known sales. Splitting prices of fresh fish; Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.62 1-2; medium do., \$1.37 1-2; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts. Salt handline Georges codfish, \$5.00 per cwt. for large, \$4.00 for medium. Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium. Salt hake, \$2.00. Salt haddock, \$2.00. Salt cusk, \$2.25. Salt pollock, \$1.75. Salt trawl bank codfish, \$4.25 to \$4.50 for large, \$3.37 1-2 to \$3.50 for medium and \$2.00 for snappers. Round pollock, \$1.00 per cwt. Shore salt herring, \$1.75 per bbl. clear of the barrel. Eastern "hallbut" codfish, \$4.37 1-2 per cwt. for large and \$3.25 for small. Fresh herring \$1.50 per bbl. Salt dory handline bank cod, \$4.75 per cwt. for large and \$3.75 for medium. Bank halibut, 13 cts. per lb. for white and 11 1-2 cts. for gray.

Boston.

Sch. George E. Lane, Jr., 16,000 cod. Sch. Nettie Franklin, 9000 haddock, 1000 cod. Sch. Fannie Belle Atwood, 16,000 haddock, 6000 cod, 1500 hake. Sch. Susan and Mary, 16,000 haddock, 12,000 cod, 4000 hake, 3000 halibut. Sch. Jubilee, 5000 pollock. Sch. Margaret Dillon, 3000 haddock, 500 cod, 2500 hake. Sch. Yankee, 3000 cod. Sch. Catherine G. Howard, 13,000 haddock, 3000 cod. Sch. Mooween, 12,000 haddock, 6000 cod, 5000 hake. Sch. A. T. Gifford, 300 pollock. Sch. Georgianna, 25,000 haddock, 10,000 cod, 1500 hake. Sloop Morning Star, 2000 pollock. Sch. Albert Geiger, 4000 cod. Haddock, \$4 to \$5.57 per cwt.; large cod, \$4 to \$6; market cod, \$3 to \$5.75; hake, \$3.75; pollock, \$3; halibut, 15 cts. per pound.

Fishing Fleet Movements.

Sch. Arthur D. Story was at Boothbay Harbor last week with her jib torn.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Mattie Brundage, shore. Sch. Valkyria, Bay of Islands, N. F., 1800 bbls. salt herring. Sch. Senator Gardner, Bay of Islands, N. F., 1525 bbls. salt herring. Sch. Talisman, Bay of Islands, N. F., 1550 bbls. salt herring.

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Boston.

Sch. Quannapowitt, 7000 haddock, 2000 cod. Sch. Fame, 4000 haddock, 15,000 cod, 10,000 hake, 4000 cusk, 500 halibut. Sch. Robert and Arthur, 18,000 haddock, 9000 cod. Sch. Shepherd King, 13,000 haddock, 500 cod, 1000 hake. Sch. Mary E. Cooney, 2500 haddock, 1500 pollock. Haddock, \$5 to \$6.50 per cwt.; large cod, \$5 to \$6.25; market cod, \$5.25; hake, \$3 to \$5.

Fishing Fleet Movements.

Sch. Alice R. Lawson cleared from Shelburne, N. S., for Bay of Islands, N. F., on Saturday.

HERRING NEWS SCARCE.

Several Days Frost Recently at Bay of Islands.

Case of Capt. Seeley of Bonne Bay on Trial.

There has been some frost at Bay of Islands, N. F., the past few days. Herring are still scarce there, but it is thought that some of the vessels froze a few. All the frozen herring fleet there now have their scaffolds up and are ready to freeze cargoes.

The British sch. Havanna, of which Capt. Jerry Cook of this port is supercargo, arrived this morning after a very tempestuous and tedious passage from Bay of Islands, N. F., with 1750 bbls. of salt herring, the craft being under charter to the Gorton-Pew Fisheries Co.

Although the craft is not yet four years old, she sprang a leak, the pumps showing 1200 strokes an hour. At one time it looked as though she might go down under them, but as previously reported in the Times, the crew worked the vessel into North Sydney, where she was hauled out and a big leak found in the garboard.

After repairing, she proceeded, but encountered, as did all the other vessels that came along, a succession of heavy gales from every point of the compass. She escaped one bad gale by making Queensport harbor in the nick of time. The passage was a hard one from start to finish.

The St. John's, N. F., Herald has the following account of the case against Capt. C. E. Seeley for towing men outside the three mile limit to join American herring vessels:

"The case of Hon. E. M. Jackman, minister of finance and customs, against Capt. C. E. Seeley, of Bonne Bay, for towing men outside the three-mile limit, to join the American herring vessels, was begun before Judge Conboy December 3. Captain Seeley was charged with leaving the port of Bonne Bay without a customs clearance and with failing to make report in writing to the customs as to passengers carried, but only the first case was taken up. J. M. Kent, K. C., was for the prosecution; W. R. Howley, B. L., for the defence.

"For the prosecution, Mr. William White, collector of customs at Bonne Bay, was called, and testified that he knew the defendant, Capt. Seeley, and on November 16 saw the steamer Active about 6.30 a. m., from his bedroom window, about 200 feet from the wharf, where steamer was lying. There were some men on her deck. The Active left the wharf, went out the harbor, and as far as he could see her out towards the ocean. No outward report was made at the custom house there, and no clearance was given to Seeley.

"Mr. Kent, K. C., asked an adjournment to prove that Seeley was captain.

"Mr. Howley objected, alleging that Capt. Seeley was anxious to get home, and had been waiting since Tuesday last, when the summons was issued. There had been ample time since then for preparation of the case by the prosecution.

"Judge Conroy intimated that no evidence had been presented to him to show that Capt. Seeley had left the port of Bonne Bay, but he would grant an adjournment until the following Wednesday.

"At the continuance, Mr. White was again put on the witness stand and was examined as to the limits of the port and as to the captain's position as master of the ship Active. Robert Walsh, a fireman, was also examined and he showed that the ship went out to the South Head, the entrance to the bay, and that Capt. Seeley was master of her at the time. Mr. Howley, B. L., for the defence, then

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Steam Trawler Sunk.

A despatch from Christiansand, Norway, says that the steam trawler Forsoget has been sunk in a storm. All of her crew, numbering 12 men, were drowned.

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Potomac at North Sydney, C. B., for Supplies.

The United States government tug Potomac went to North Sydney, C. B., from Bay of Islands, N. F., last week for supplies. The tug made in off North Sydney Friday night and tried to make the harbor, but it was so thick that her commander decided to wait until morning and anchored off Low Point. She went adrift and when the weather cleared was quite a number of miles off shore. She went in Saturday all right, took on her supplies and sailed again Monday for Bay of Islands.

TO FIGHT BAIT LAWS.

St. John's N. F., Calls St. Pierre on Our Side of the Fence.

A despatch from St. John's says that it is believed that the people of the French island of St. Pierre have allied themselves with American interests to fight the Newfoundland bait laws. New shipping ordinances, gazetted at St. Pierre, grant free entry to vessels of all nationalities bringing bait there, reduce to a great extent the tonnage dues on all vessels seeking bait, and grant to Americans the right to fish for herring in the waters of St. Pierre on the condition that one-third of the crews of such vessels be composed of St. Pierre men.

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made a motion for a non-suit, on the grounds, first, there was no evidence to show that Capt. Seeley was captain of the Active at the time stated; secondly, that it had not been proven that the vessel went outside the port and thirdly, that section 98 under which the proceedings were taken was controlled by sections 96 and 97. "The court took time to consider. The action for taking passengers outside the three-mile limit without a clearance was postponed till the following day."

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FEARFUL DRUBBING.

Three Vessels Have Hard Passages from Bay of Islands.

Encountered Series of Gales from Start to Finish.

Yesterday afternoon and this forenoon brought along three more of the salt herring fleet from Bay of Islands, N. F., each with a full cargo of salt herring and each having experienced about two weeks of the toughest kind of weather on the homeward journey.

Sch. Valkyria, Capt. Michael Wise, was the first of the trio to make port. She left Bay of Islands, November 29 and since then has been up against it, as far as wind and wave are concerned. The craft was not two hours out beyond bold South Head before she was in the midst of a howling gale under a two-reefed foresail and had lost part of her deckhold.

Since that time the vessel has been beating and banging along toward this port. No matter which way the wind came, fair or ahead, it was a regular gale. Capt. Wise kept the craft steadily on her way and got here as soon as conditions would permit.

Sch. Senator Gardner, Capt. Charles Martin, also arrived yesterday-afternoon, after a passage of 13 days. Like the Valkyria, the Gardner had her hands full from the time she started and the voyage home was far from a picnic. Capt. Martin reports a regular succession of gales.

Sch. Talisman, Capt. Charles Doucette, came in this morning. She left Bay of Islands November 27 and had a good chance along until up along off Canso, N. S. Capt. Doucette was then figuring on making a fine passage of five days, when a howling north-easter struck his craft in the stern and raged so heavily that, even though it was a fair wind, he was obliged to heave her to under close reefed foresail.

The craft had a big deckload of barrelled herring and Capt. Doucette did not want to lose it, but it looked one time as though not only deckload, but vessel and hands would go under. The seas constantly washed the craft which was very deep in the water, and one of them in rushing across the deck found the agile skipper astride the main gaff and the man at the wheel up over his waist in water and both wondering if the vessel was ever coming up and free herself.

After this the wind struck in another direction, and with her foresail torn to pieces, the craft was blown off the coast so that after sail was made, she was six days in making Halifax, although but 110 miles from there when the storm came on. All the way in she had rough heavy weather, and all were pleased when Halifax was made and they had their sails repaired and a new foresail made to come along with.

After leaving Halifax, the Talisman had good heavy breezes, but came along all right and brought home her big deckload without losing a barrel.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Effie M. Prior, Cape Shore, 40,000 lbs. fresh fish.
Sch. Lillian, Tremont, Me., 900 qtls. cured fish.
Br. sch. Havanna, Bay of Islands, N. F., 1570 bbls. salt herring.

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Salt handline Georges codfish, \$5.00 per cwt. for large, \$4.00 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Salt trawl bank codfish, \$4.25 to \$4.50 for large, \$3.37 1-2 to \$3.50 for medium and \$2.00 for snappers.

Round pollock, \$1.00 per cwt.

Shore salt herring, \$1.75 per bbl. clear of the barrel.

Eastern "hallbut" codfish, \$4.37 1-2 per cwt. for large and \$3.25 for small.

Fresh herring \$1.50 per bbl.

Salt dory handline bank cod, \$4.75 per cwt. for large and \$3.75 for medium.

Bank halibut, 13 cts. per lb. for white and 11 1-2 cts. for gray.

Boston.

Sch. Mabel Bryson, 2100 cod, 1000 hake.

Sch. Flirt, 16,000 haddock, 4000 cod, 1000 hake.

Sch. Maud F. Silva, 2000 haddock, 1000 cod, 2000 hake.

Sch. Mertis H. Perry, 400 haddock, 4000 cod.

Sch. Teresa and Alice, 3500 haddock, 800 cod, 3000 hake.

Haddock, \$5 to \$8 per cwt.; cod, \$6; hake, \$4.

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NEWSPAPER COMMENT

On Published Correspondence Regarding the Modus Vivendi.

Only a few of the London newspapers commented on the published correspondence between Great Britain and the United States in the matter of the Newfoundland modus vivendi regarding the fisheries questions.

The Tribune says: It feels sure that if anything is possible, by bargaining, to free Newfoundland from this onerous diplomatic legacy, Sir Edward Grey, secretary for foreign affairs, will wish to attempt it. The paper suggests that Great Britain might perhaps purchase as a concession what it may be difficult to extort as a right.

The Standard publishes an editorial in which it complains of the dictatorial tone of the United States and declares that the Americans had all the best of the deal. It asks when the British government will recognize that its first duty is to its own people.

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CONVICTION RECORDED.

In Case of Capt. C. E. Seeley of Steamer Active.

Appeal Likely to Highest Court of Newfoundland.

In the magistrate's court at St. John's, N. F., December 6, the case of the government of Newfoundland against Capt. C. E. Seeley of Bonne Bay, N. F., of steamer Active, for leaving port without a license and failing to make a report in writing as to passengers carried, was concluded. It was claimed that the Active carried out fishermen beyond the three mile limit to ship on American herring vessels. The case took up the better part of three days.

Mr. Howley for the defense moved the dismissal of the case on the grounds, first, that there was no proof that the Active took any person but her crew out of port; second, that there was no proof that she took passengers out of port, she might have had persons other than her crew on board leaving port and still they would not be passengers. He cited authorities which showed that the payment of a fare was necessary to constitute a passenger.

He stated that Capt. Seeley would go in the box and prove that when he left the wharf he took 10 or 12 men in the harbor to their schooner which lay there and put them on board, and also would prove that he carried none who paid any fare or fee and therefore carried no passengers.

The captain was then sworn and deposed as above. On cross-examination by Mr. Kent he said he took these men on board the Atlanta, lying at anchor. They went on board and two of them, his brother and another, came on board the Active, and they were not taken out, and paid no fare, nor were they asked to pay. No arrangements were made for a fare by anybody. They towed the Atlanta to the Bay of Islands.

This closed the case for the defense. His Honor then gave judgment on the motion made by Mr. Howley the previous day for a dismissal of the case for sailing without a clearance. As to the first point he held there was enough prima facie evidence to show that Seeley was master. As to the second that the port of Bonne Bay, for the purposes of the customs act, (that is the "fiscal" port) was not the whole of Bonne Bay, but confined to the settlement known as Woody Point, off Bonne Bay. As to the third, section 98 of the customs act, not only was to be read with Sections 96 and 97, but also provided for a substantive offense in itself.

He therefore dismissed the motion and called upon counsel to go into the defense.

Mr. Howley stated that he did not propose to proceed further with the defense.

His Honor then recorded conviction against the accused, intimated in both cases as soon as they were ready and suggested that as the cases would likely be appealed from his decision, that the arguments be reduced into writing by the counsel.