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Boston.

Steamer Spray, 90,000 haddock, 1000 cod.
 Sch. Lucania, 70,000 haddock, 8000 cod.
 Sch. Cynthia, 60,000 haddock, 8000 cod.
 Sch. Catherine G. Howard, 60,000 haddock, 5000 cod.
 Sch. Flirt, 45,000 haddock, 12,000 cod, 2000 hake, 6000 cusk.
 S. h. Mooween, 28,000 haddock, 22,000 cod, 8000 hake, 10,000 cusk.
 Sch. Mattakeesett, 4000 haddock, 590 csd, 700 hake.
 Sch. Joseph H. Cromwell, 6000 haddock, 2000 cod.
 Sch. Annie Perry, 10,000 cod.
 Sch. Pythian, 4000 haddock, 1000 cod.
 Sch. Esther Gray, 8000 cod.
 Sch. George E. Lane, Jr., 19,000 cod.
 Sch. Shepherd King, 18,000 haddock, 100 cod.
 Sch. Mattie Brundage, 3000 haddock, 1000 cod.
 Sch. Lear C., 2500 haddock, 2590 cod.
 Sch. Philip P. Manta, 6000 haddock, 500 cod, 500 hake.
 Sch. Mina Swim, 7000 haddock, 1000 cod, 1000 hake.
 Sch. Muriel, 35,000 haddock, 7000 cod, 5000 hake, 10,000 cusk.
 Sch. Mary C. Santos, 23,000 haddock, 2000 cod.
 Sch. N. A. Rowe, 4000 cod.
 Sch. Louise C. Cabral, 15,000 haddock, 1500 cod.
 Sch. Frances P. Mesquita, 10,000 haddock, 3000 cod, 5000 hake.
 Sch. Benj. F. Phillips, 35,000 haddock, 10,000 cod.
 Haddock, \$2.50 to \$2.75 per cwt.; large cod, \$5; market cod, \$2.50; hake, \$3.50 to \$6; pollock, \$4; cusk, \$2.

Fishing Fleet Movements.
 Sch. Harry A. Nickerson is fitting for fresh halibuting under command of Capt. Joseph Bonia.

STICKING RIGHT TO IT

Secured Capt. Adelbert Nickerson a Big Halibut Trip.
 Sch. Tacoma, Capt. Adelbert Nickerson, arrived this morning with a fine fare of 50,000 pounds of new halibut. The trip sold to the New England Fish Co. at 9 cents per pound for white and 8 1-2 cents for gray which insures a nice stock and share.
 The story of the trip shows the dogged perseverance of a halibut catcher of years of experience. Early in the winter, Capt. Nickerson came home with a big fare, on which the magnificent stock of \$5200 was made, the greatest stock for years in that fishery. Then he started out again, but met the tough weather which swept over the banks during December. It was impossible to fish and when there was a chance, they found fish very scarce.
 Capt. Nickerson stayed out until he was out of food and other fittings and then instead of coming home with nothing, went into a Nova Scotia port and refitted and went out again, determined to have a trip. The weather continued bad for quite a spell and everywhere they set they met with hard luck.
 Capt. Nickerson and his men kept everlastingly at it, however, and at last fortune favored them. On Grand Bank they struck a few days of good weather, right on the last end of the trip, and they also found good fishing. They drove for all they were worth, and as a result, left the bank a few days ago, bound home, with 50,000 pounds of halibut iced in the pens. It had been a long, hard drag, the vessel having sailed from here on November 14, and thus, although gone a long time, the season veteran has another good catch to his credit.

WANT OUR TRADE.

St. Pierre, Miquelon, Dealers Will Have Bait for Bankers.
 Mr. W. Miller of the firm of Ed. Sire & Co., of St. Pierre, Miquelon, is here for a few days on a combination business and pleasure trip. He has met many of the skippers of the salt bankers and herring vessels with whom he is well acquainted.
 Mr. Miller says that his firm is making arrangements to have a good supply of fresh bait for the salt bankers this season and for this purpose they are to put down a big herring trap, thus ensuring a catch whenever the herring are there. The firm has also laid in a big stock of ice. Other firms there also, are looking to see quite a number of American bankers at the port this season.
 Mr. Miller is a Times subscriber and says that it just fills the bill as it keeps him thoroughly posted on the movements of the American fleet.

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LOOKING FOR VESSELS.

Quite a Number of Newfoundland Captains in Town.
 There are quite a number of captains in town looking to buy vessels, most of them from Newfoundland.
 Capt. J. Smith of Harbor Breton, N. F., who has been here for some time, seeking to purchase a vessel, has bought the sch. Marshall L. Adams of Provincetown, built at Essex in 1892, and measuring 131.94 tons gross, 125.35 tons net. The Adams is a fine vessel and Capt. William Cluett of this city has aided Capt. Smith considerably in his search for a desirable craft.
 Capt. Kennedy is here from St. Lawrence, Placentia Bay, N. F., looking for a vessel and Capt. Hahn, from a port on the far northern part of Newfoundland, is also here for a vessel to engage in fishing way up on the Labrador coast and Hudson's Bay.
 Capt. Tuck, who has been here from Harbor Buffet, N. F., is reported to have bought sch. Emma W. Brown of Boston.

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BOND SPEAKS TODAY.

Will Declare Against Renewal of Modus Vivendi.

No Permanent Settlement Without Sanction of Newfoundland.

Premier Bond will introduce a set of resolutions in the colonial legislature today protesting against the conclusion of the modus vivendi arranged with the United States and declaring against its renewal next season, and the resolutions will urge the imperial cabinet to ratify the bill for the regulation of foreign fishing vessels, enacted by the colony in 1906, but suspended later by the British government.
 A demand will be made that no arrangement for a permanent settlement of the fishery dispute be effected unless provision is made that the terms of settlement shall be ratified by the colonial legislature before becoming operative.

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MADE NEW PRICES.

Board of Trade Fisheries Committee Met Yesterday.

The fisheries committee of the Board of Trade for 1907 held a meeting at the rooms yesterday and decided upon the following as the Board of Trade prices for fresh fish until further notice: Large cod, \$2.50 per cwt.; medium cod, \$1.62 1-2; large eastern cod, \$2.25; medium do, \$1.50; snapper cod, \$.60; cusk, \$1.62 1-2; cusk snappers, \$.50; haddock, \$1.10; hake, \$1.10; pollock, \$1.

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BADLY ICED UP.

Sch. Tacoma Arrives Completely Encased in White.

Sch. Tacoma, which arrived this morning from Grand Bank with a fine fare of halibut, was very badly iced up. Dories, topsides and deck, as well as the rigging, were all covered with a very thick coating, making the craft look like an ice bound craft, or one just from the Arctic regions. Ropes were thrice their usual size and the sails were stiff as boards with the frost, where the flying stray had struck them. The bowsprit looked like a long icicle and the whole craft had the appearance of being outlined in white.

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Good Stock.

Sch. Paragon, Capt. William Harmon, stocked \$2540 as the result of her recent halibut trip, the crew sharing \$63.60. Capt. Harmon has been doing big work this season.

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CAPT. GOODWIN HOME.

His Craft Is Fast in the Ice at Bay of Islands.

Sch. Elizabeth N. Was Floated But Very Little Damaged.

Capt. William H. Goodwin of this city, who commanded the Bucksport, Maine, sch. Elizabeth N., in the Newfoundland herring fishery the past winter, arrived home here Saturday night, leaving his vessel and the sch. M. B. Stetson frozen in at Lark Harbor, Bay of Islands, as before reported in the Times.

Capt. Goodwin says that sch. Elizabeth N. drove ashore in a heavy gale and that it was hard work to get her off, but she was floated and fortunately damaged hardly any. Had she been afloat when the T. M. Nicholson made her successful dash down out of the gulf and home, he too would have come with her and reached here safely with her big cargo of frozen herring.

As it was, the ice came in quickly again and held them both fast. Thinking there might be a chance later to make a dash, the herring of the Stetson were transferred to the Elizabeth N. and she was filled full from end to end. No chance came to get out, however, so the captains and part of the crews of both vessels had nothing to do but come home. Six men were left behind to look after the two crafts during the long winter season and will remain there until the ice breaks up in the spring.

Herring Notes.

Sch. Oregon sails today for Philadelphia to take out her cargo of frozen herring. She has been sheathed up along the water line to prevent chafing and cutting her planking in going through the ice in Delaware river.

Sch. T. M. Nicholson is still at this port, no disposition having been made of her cargo as yet.

About Ready To Sail.

Sch. Latona, recently purchased for New York parties and which has been fixing up at this port, is now looking spick and span as a seiner ready to sail south and is about ready to go to her new home port.

Halibut Sales.

The fare of sch. Elmer E. Gray sold to the American Halibut Co. and that of sch. Niagara to the New England Fish Co., each at 9 1-2 cents per pound for white and 8 cents for gray.

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COMMISSION HAS ARRIVED.

Messrs. Howley and Kent Reached Boston Yesterday.

FORMER COMES HERE TODAY.

Testimony To Be Taken by Commissioner Adams at Boston.

W. R. Howley, Esq., of St. John's N. F., representing the interests of the Newfoundland herring fishermen, and James M. Kent, Esq., K. C., M. H. A., of the Newfoundland parliament representing the Newfoundland government, in the case of the two fishermen arrested for putting herring on board sch. Ralph L. Hall of this port at Bay of Islands, for the purpose of making a test case of the matter of shipping Newfoundland fishermen on American vessels outside the three-mile limit, as allowed by the modus vivendi, all of which has been gone into at great length several times in these columns, arrived at Boston yesterday.

Charles Hall Adams of 43 Tremont street, Boston, has been appointed commissioner by the supreme court of Newfoundland to take testimony in the dispute, and both Messrs. Howley and Kent are now engaged in the preparation of their cases. Mr. Howley is expected to be in this city today to interview some of our vessel owners and skippers and fisherman regarding their side of the case.

The fisheries dispute, in which testimony is to be taken by Mr. Adams, who is also the Liberian consul general in the United States, is of the greatest interest, not alone to the Newfoundland fisherman, but to the fishing interests of this country. Owners and masters of fishing vessels in Gloucester are especially interested in the matter.

The testimony which is to be taken here is to be used in the matter of the appeal of two Newfoundland fishermen. George Crane and Alexander Dubois of Bay of Islands, who last November were convicted in Newfoundland of putting herring on the Gloucester schooner Ralph L. Hall in Newfoundland waters. Crane and Dubois were each fined \$500, with the alternative of three months in jail, and they appealed. The Gloucester fishermen are quite as much interested in having the case decided in favor of Crane and Dubois as are the fishermen of Newfoundland, and Mr. Howley is likely to get a warm welcome from the fishing interests of Gloucester.

Mr. Howley hopes to prove that under the shipping agreement and the American law regarding such men they are in the position, for the time being, of American subjects exercising their treaty rights; or in the alternative, if they be not regarded as American citizens, that they are the servants of American citizens, and he contends that an American citizen can exercise his rights under the treaty by his servant just as fully as if he were exercising them himself, and consequently the identity of the servant being merged in that of his master, the defendants are not amenable to the provisions of the bait act.

Mr. Kent, who is here to watch the government's interest in the case, in his professional capacity as a lawyer, made the following statement:

"These defendants, Dubois and Crane, through counsel, claimed that they had been shipped aboard the schooner as regular seamen, and that as such they were entitled to all treaty rights which the Americans claim under the London treaty of 1818. An appeal was made from the decision of Magistrate March and the case has been carried to the supreme court of Newfoundland. It came up last January for a hearing.

"The arguments made by counsel for the two men at that time did not prove that they had been shipped as regular seamen on board

the American schooner. W. R. Howley, their counsel then requested the court to appoint a commission to come to Gloucester to get the necessary evidence that the two men had been shipped as a part of the crew of the craft, as he had contended.

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"Counsel Howley's petition was granted. On behalf of the respondent I did not object to this plan. That is practically the history of the case up to this time. Mr. Howley and I are now in Boston and we will go to Gloucester to take evidence to support his contention that the two defendants were a part of the schooner's crew.

"I am here to guard the interest of the prosecution at the taking of such testimony, and have the privilege of cross-examination of all witnesses, and of calling others in rebuttal if I so desire.

"The prosecutor's contention in the case is that it is immaterial whether or not the men were regularly shipped as members of the crew of this schooner, and they would be equally responsible under either condition. American subjects prosecuting the fishery business on the treaty coast, are subject to the laws and fishery regulations of Newfoundland, and even should it be proved that these men were engaged as a part of the crew of the American schooner, no such agreement can relieve them of their responsibility and obligations to obey the laws of Newfoundland in his matter.

"Should the conviction be sustained in the supreme court, its effect, so far as I can see, will be to prevent fishermen of our coast hiring as members of the crew of American owned fishing schooners. In that way it would apparently be necessary for the American craft to bring a full crew to our shores and do their fishing."

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DOG FISH EXTERMINATION.

Hearing for Resolutions To Ask Help of Congress

Ex-Representative McIntire Makes Long Address on Subject.

A hearing was held before the committee on federal relations at the state house this forenoon, on the petition for the adoption of resolutions by the state legislature urging that congress pass legislation with the view of exterminating dogfish.

Among those present was Ex-Representative McIntire of this city, who is an authority on the subject, having secured statistics for the state of Massachusetts concerning the pest, and who went to Washington last year with a delegation in support of a bill asking that the United States government assist in the work of extermination. Mr. McIntire made a lengthy talk on the matter and said in part:

I want to say a few words in favor of this resolution as I believe that congress should enact some legislation in favor of our fishermen especially along the New England coast, as other countries are doing very much to encourage their fisheries such as the establishing of cold storage plants, for bait, paying a bounty for service and a bounty on sharks, dog fish, etc., and at present the



EX-REPRESENTATIVE EDWIN C. MCINTIRE.

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New England fishermen have no protection. As you might say, here is the ocean, go fishing in it if you want to and as a great many of the people of the coast towns and cities have other occupations, it is a case of have to. That these dogfish are the greatest menace that these fishermen have to contend with there is no doubt, and that the problem of what to do with them has been solved by the Canadian government has been borne out by facts which I will adduce later.

Having been driven from their pursuits for about two thirds of the summer season by the presence of dogfish, the fishermen of this coast started a petition in circulation which was signed by practically everybody along the coast from Eastport to Cape Hatteras who knew of the hardships with which the fishermen have to battle, and later a voice was heard from Puget sound and parts of the Pacific coast to the effect that the same conditions existed there. This petition was forwarded to congress in 1903 and a bill was framed calling for a bounty of two cents for the tails of such portions of the fish as was necessary, to be delivered by the fishermen at any place on the coast which congress might designate.

After being introduced into the house of representatives, it was referred to the committee on merchant marine and fisheries.

At that time I introduced into the house of representatives a resolution similar to the one under consideration, and after the committee had heard only a part of the people whom I had asked to appear, they reported favorably on the resolution and it was passed and forwarded to our senators and representatives in congress.

Getting information from good sources that in order to be recognized, it was necessary to have a large amount of facts and statistics and have them presented to the committee on merchant marine and fisheries, I introduced another resolution in 1905 calling for an appropriation and that the work should be done under direction of the fish and game commission, which was done, and a report submitted to the general court of 1906. The report showed a condition of affairs which appeared appalling to everybody. At least \$400,000 of fishing gear and fish actually caught were found to be destroyed by dogfish and sharks. In addition a large amount of time was lost to our fishermen.

A new bill was framed and presented to congress and referred to the same committee, and on March 6, 1906, a hearing was granted. In the meantime, Gov. Guild had appointed a committee of three, of which I was a member, to appear in Washington and present the case of the fishing interests of Massachusetts. The result was that the committee framed a bill for \$25,000 or \$50,000 if necessary, to have the bureau of fisheries make an experiment and see what is best to be done to convert these heretofore worthless enemies of the fishermen into a marketable product. This I presume will be sent to the committee on appropriations this year and I believe with some energy on the part of our senators and representatives will

become a part of a bill of \$850,000 which is annually appropriated for the bureau of fisheries.

Now I want to show you what the Canadian government has done for her fishermen in the meantime. In 1904, the year in which I introduced the resolution in support of the bill in congress, an investigation of the damage done to the fisheries on the Canadian coast by dogfish was made by the government, and in the same year an appropriation was made for the establishment of dogfish reduction works which were erected at Canso, N. S., and the results were so productive that in 1905 two more establishments were erected. One at Shippegan, N. B., and the other at Clark's Harbor, N. S. Last year another was erected on Prince Edward Island.

In commenting upon the experiment the minister of marine and fisheries in his annual report says, "Instead of being a source of total loss to the fishermen, the reduction works turned these hitherto useless fish into materials for which there are great demand. A large part of the initial year was spent in testing various methods of treatment until now a fertilizer rich in ammonia and a fair oil are produced."

I will not take any more of your valuable time and will close by saying that all that has been done is far in the interest of the measure now before congress has the endorsement of all the fishing interests along our coast, including every fishing firm in Gloucester and the T Wharf Fishing Association of Boston. Mr. Chairman and gentlemen, I thank you for your attention.

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TAKEN UNDER ADVISEMENT.

No Opposition at Hearing on Dogfish Extermination.

At the hearing before the committee on federal relations at the state house yesterday, Representative Stoddard also spoke in advocacy of the bill memorializing congress to act favorably on the proposition before it providing for the extermination of dogfish.

He said it was a fact that the fishing business had been appreciably affected by the killing of food fish by the dogfish, and unless some step was taken to exterminate them, it would only be a short time before all kinds of food fish would be a very scarce article.

In addition to the time lost in hauling up and liberating these pests, and the loss of opportunity to catch marketable fish on the hooks occupied by dogfish, the total actual cost of catching these dogfish amounts to at least \$160,000; besides this the damage from fish on the hooks and in nets eaten by dogfish is at least \$250,000.

Further than this at a fair estimation every dogfish which reaches mature size, from five to seven pounds, will have eaten at least 20 pounds (and undoubtedly more) of marketable fish.

Massachusetts fishermen catch annually at least 27,000,000 dogfish, which must have eaten 540,000,000 pounds of marketable fish, which, even at one per cent per pound, figures up an annual damage in Massachusetts waters alone of between \$5,000,000 and \$6,000,000. A corresponding tribute is laid by the dogfish upon the fisheries of Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, the Carolinas, Georgia, and Florida, as well as upon those of the Pacific coast.

There was no opposition and the committee took the matter under advisement and will report their findings later.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.
Sch. Tacoma, Grand Bank, 40,000 lbs. halibut.
Sch. Flirt, via Boston.
Sch. Catherine G. Howard, via Boston.

Today's Fish Market.
These prices are based on the last known sales.
Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.
Board of Trade fresh fish prices: large western cod, \$2.50; medium do., \$1.62 1-2; large eastern cod, \$2.25; medium do., \$1.50; snapper do., 60c; cusk, \$1.62 1-2; snapper do., 50c; haddock, \$1.10; hake, \$1.10; pollock, \$1.
Eastern "hallbut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.
Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt Trawl Georges codfish, \$5.50 for large \$4.50 for medium.
Salt hake, \$2.00.
Salt haddock, \$2.00.
Salt cusk, \$2.25.
Salt pollock, \$1.75.
Newfoundland salt herring, \$4.25 per bbl. Bank halibut, 9 1-2 cts. per lb. for white and 8 cts. for gray.

Boston.
Sch. Pontiac, 12,000 haddock, 1000 cod.
Sch. Manhasset, 57,000 haddock, 3000 cod.
Sch. Priscilla, 20,000 cod.
Sch. James S. Steele, 15,000 haddock, 4000 cod, 2000 hake.
Sch. Valentina, 18,000 cod.
Sch. Mary E. Silveira, 2400 haddock, 500 cod.
Sch. Thomas A. Cromwell, 25,000 haddock, 8000 cod, 6000 hake.
Sch. Jennie B. Hodgdon, frozen herring via Gloucester.
Haddock, \$2.50 to \$4 per cwt.; large cod, \$5.50 to \$6; market cod, \$3 to \$4; hake, \$5; pollock, \$5; cusk, \$3.

Fishing Fleet Movements.
Capt. Lewis Devine is fitting sch. Mildred Robinson for winter haddocking.

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PREMIER BOND'S ADDRESS

Declares That Newfoundland Has Been Humiliated

By England Forcing Modus Vivendi Upon Them.

In an exhaustive speech before the Newfoundland Legislature at St. John's yesterday afternoon, Premier Bond moved an address to the secretary of the colonies regarding the modus vivendi with the United States.

The premier explained the position of the government respecting the question, and declared that certain vital clauses of the foreign fishing vessels act were introduced at the request of the imperial cabinet to satisfy American complaints.

Accordingly, he said, no greater humiliation was ever heaped upon a British colony than was imposed upon Newfoundland when the imperial government subsequently held in abeyance the very act which enacted their desire.

Premier Bond regretted that the imperial cabinet would not permit publication of all correspondence which has passed between the colony and the mother country in relation to the modus, but he gave a succinct history of the whole complications.

An editorial in the opposition organ yesterday indicates that the legislature may possibly concur in the address in order to emphasize the principle that the imperial government is unjust in interfering with colonial enactment governing the colony's own people.

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Good Stock.
Sch. Flirt, Capt. Alfred Green, stocked \$1500 as the result of her recent haddock trip.

MR. HOWLEY HERE.

St. John's Lawyer Meets Old and New Friends.

Represents Newfoundland Fishermen In Famous Test Case.

William R. Howley, Esq., of St. John's, N. F., who is in this country on the case of shipping Newfoundland fishermen on sch. Ralph L. Hall of this port outside the three mile limit at Bay of Islands, who reached Boston Monday, in company with Hon. James M. Kent, M. P., the latter representing the government side of the case, came here yesterday for a brief stay, calling upon M. J. Meagher, Esq., with whom he is related by marriage.

He also saw some of the skippers and vessel owners, meeting them in a social way. The case was talked over but very little, as Mr. Howley is not yet ready to proceed with the work of taking evidence. He will return to Boston today and will probably see Capt. Nathaniel Greenleaf, who was in command of sch. Ralph L. Hall when the men shipped were on her and afterward arrested. This is Mr. Howley's first visit to this city and he was much impressed with what he has seen of it.

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BADLY ICED UP.

Schooners Arriving from Fishing Grounds Completely Covered.

Sch. Agnes, Capt. James Mason, arrived from halibuting this forenoon and was very badly iced up, being covered from the water line to far up the rigging in a coat of icy mail. The deck, dories and rope were covered with ice.

The sch. James W. Parker, which arrived at Boston yesterday afternoon, was also terribly iced up. Capt. Jason Dailey, in command of the Parker, said that last night was one of the worst he has ever experienced and that down at the lightship the seas swept the deck and splashed up against the sail and rigging. It was impossible for a man to remain any length of time at the wheel or on the lookout.

When the vessel was docked at the end of the pier, and the crew began to make ready to unload the fish, they were obliged to use wooden mallets and iron mauls to break the ropes from the deck and the ice from the hatch.

Schs. James S. Steele from the offshore grounds, and Valentina, from the shore fisheries, came in during the night. They were coated thickly with ice, and the crews suffered from the intense cold and flying spray.

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COOK MADE OVER \$200.

Splendid Trip of the Halibut Fishing Sch. Niagara.

Sch. Niagara, Capt. Augustus Swinson, stocked \$3406 as the result of her recent fresh halibut trip, the craft weighing off 47,000 pounds, and the crew sharing the sum of \$95.65. On this trip, the cook was the star fellow. He got his share and with what halibut he caught on his bull tows, and his wages besides, his check was above \$200. This is what one can call pretty big doings.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Mystery, via Boston.
Sch. Mary E. Silveira, via Boston.
Sch. Alice R. Lawson, via Boston.
Sch. Helen B. Thomas, via Boston.
Sch. Joseph H. Cromwell, via Boston.
Sch. Shepherd King, via Boston.
Sch. Pontiac, via Boston.
Sch. Hope, shore.
Sch. James S. Steele, via Boston.
Sch. Stranger, shore.
Sch. Agnes, Green Bank.