

Feb'y 9.

THE CANADIAN COAST FISHERIES, HALIFAX BOARD OF TRADE SHOWS CONDITION IN RECENT PAMPHLET.

BUSINESS RETROGRADING AS RESULT OF UNENFORCED LAWS.

The fisheries committee of the Halifax Board of Trade has just issued a large pamphlet dealing with the conditions and needs of Canada's Atlantic coast fisheries...

The following extracts from the pamphlet will make interesting reading here:

"While other countries have adopted a progressive policy for their fisheries, Canadians have been and apparently are content to allow this great natural asset to remain neglected..."

"It is useless to turn to the official returns as given in the annual blue book issued by the department of Marine and fisheries, as these are acknowledged, even by the department officers themselves, to be so inaccurate as to be practically useless..."

"It is generally admitted that the catch of fish in Eastern Canada as dried for export, has been steadily diminishing. The year 1907 saw some forty sail less engaged in the bank and bay fisheries out of Lunenburg than in 1906..."

"The chief reason for this decline is the increasing difficulty experienced by the fishermen in securing the necessary supply of bait."

"It is in the handling of pickled fish, however, that the utmost necessity can be shown for the adoption of better methods."

"A large part of the mackerel catch of Nova Scotia is 'jumped' into herring barrels, resulting in loss of weight, deterioration of the fish, and a shrinkage in value of the product of anywhere from \$1.00 to \$4.00 per barrel..."

"As things are now, the pickled fish trade, both domestic and foreign, is in a state of stagnation caused by the uncertainty of the buyer as to what he is likely to get when he buys Canadian pickled fish..."

"There is no question that our dwindling and demoralized pickled fish trade can be put on the same satisfactory basis as exists in European countries if we adopt an educative and progressive policy such as is in force in Scotland under the board system of regulation."

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High Line Fishermen.

Capt. Frank Cooney, a former Gloucester boy, son of Capt. Frank Cooney, is high line of the Pensacola, Fla., red snapper fleet to date, having rolled up a big stock...

Today's Receipts.

- Sch. George E. Lane, Jr., shore. Sch. Edith Silveira, shore. Sch. Flora J. Sears, shore. Sch. Maud F. Silva, shore. Sch. Emily Sears, shore. Sch. Juniata, shore. Sch. Manomet, shore. Sch. Massasoit, shore. Sch. Ida M. Silva, shore. Sch. Moonam, via Boston.

Vessels Sailed.

- Sch. W. H. Moody, Georges. Sch. Ramona, haddocking. Sch. Walter P. Goulart, haddocking. Sch. Frances P. Mesquita, haddocking. Sch. Belbina P. Domingoes, haddocking. Sch. Clara G. Silva, haddocking. Sch. Mary Edith, haddocking. Sch. Emily Sears, haddocking. Sch. Rita A. Viator, haddocking. Sch. Emily Cooney, haddocking. Sch. Mary E. Enos, haddocking. Sch. Mettacommet, haddocking. Sch. Hope, haddocking. Sch. Flavilla, haddocking. Sch. Thomas A. Cromwell, haddocking. Sch. James W. Parker, haddocking. Sch. Slade Gorton, haddocking. Sch. Margaret Dillon, Boston. Sch. John M. Keen, haddocking. Sch. Ethel B. Penney, haddocking. Sch. Washakie, haddocking. Sch. Rebecca, haddocking. Sch. Teresa and Alice, haddocking. Sch. Leo, haddocking. Sch. Victor and Ethan, haddocking. Sch. Mary B. Greer haddocking. Sch. Valentinna, haddocking.

Today's Fish Market.

Salt Georges cod, large, \$4; mediums, \$3.00. Bank halibut, 11 cts. per lb. for white and 9 cts. for gray. Salt pollock, \$1.50; salt haddock, \$1.50. Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets. Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37-1-2; Eastern cod, large \$1.75; medium, \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts. Eastern deck handline cod, \$4 for large and \$3 for medium. Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt. Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Boston Arrivals.

- Sch. Mabel Bryson, 5000 cod. Sch. Terra Nova, 20,000 haddock, 3000 cod, 8000 hake, 7000 cusk, 2000 pollock. Sch. Onato, 44,000 haddock, 7000 cod, 300 halibut. Sch. Harmony, 20,000 haddock, 10,000 cod. Sch. Flora S. Nickerson, 52,000 haddock, 10,000 cod. Sch. Margaret Dillon, 4000 haddock, 2000 cod, 500 hake. Sch. Nokomis, 500 haddock, 14,000 cod, 500 cusk. Sch. Alice M. Guthrie, 40,000 haddock, 5000 cod, 5000 pollock. Sch. Conqueror, 45,000 haddock, 5000 cod, 5000 hake. Sch. Olive F. Hutchins. Sch. Gossip, 40,000 haddock, 20,000 cod, 7000 cusk, 5000 pollock. Haddock, \$1.50 to \$3.25 per cwt.; large cod, \$4; market cod, \$2; cusk, \$2; pollock, \$3.

Portland Arrivals.

The following fishing arrivals were reported at Portland on Saturday. Sch. Margie Turner, 4000 pounds fresh fish. Sch. Albert W. Black, 14,000 pounds. Sch. Crusade, 5000 pounds. Sch. Defender, 4000 pounds. Sch. Nellie Dixon, fare not reported.

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The Advocate says:

"It began inauspiciously with bay ground fishing paying smaller returns than commonly, and continued unusually unfruitful straight through the twelve months. Weir-men, anchor and drift-netters and the very large body of dory trawlers were all quite hard hit. Not much was expected of the mackerel species in nearby waters, and mackerel did not agreeably surprise the fishermen by unexpectedly arriving. A big pollock 'run' was confidently looked for, however, but, for some unfathomable reason, that low-priced, but readily marketable species, numerically called abundant for several seasons hereabout, hardly gave Provincetown a 'look in.'"

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THE PROVINCETOWN FLEET.

Some Good Shares Made During the Season of 1908.

- The Provincetown fresh fish fleet as a whole, did well during the season which has just closed. The following crew shares, for the past season, are reported for the leading crafts: Sch. Mary C. Santos, \$950.50. Sch. Louise C. Cabral, 707.59. Sch. Jessie Costa, 687.50. Sch. Louisa R. Silva, 537.92. Sch. Phillip Manta, 537.73. Sch. Rose Dorothea, 536.10. Sch. Mary E. Silverios, 437.50. Sch. Gov. Russell, 432.23. Sch. Annie Perry, 401.92. Sch. Nettie Franklin, 287.00. Sch. Arbitrator, 276.10. Sch. Amelia Enos, 269.05. Sch. Harvester, 235.69. Sch. Julia Costa, 112.00. Sch. V. A. Morse, 525.00. Sch. J. P. Johnson, 287.00. Sch. Rose Cabral, 315.00.

The Provincetown Advocate, in its annual resume of the fisheries of that port, says that the season of 1908 was one of the leanest in the fishing line experienced by the mass of the fishermen of that town for a generation.

"Herring of the true kind sent only thin-ranked schools to our harbor. Of whitening there was sufficiency."

"The scanty earnings of the weir-men came mainly from the capture and sale of least prized fishes."

"To insure good results all along the line, a fair yield of mackerel, herring, flat fish and cod within bay and harbor limits are required."

The Provincetown fresh fishing fleet is making ready for its season's work and most of the vessels will sail this week. The following-named crafts will comprise the fleet from that town during 1909:

- Sch. Annie Perry, Capt. Manuel C. Santos. Sch. Arbitrator, Capt. Antoine C. Silva. Sch. Emelia Enos, Capt. William Enos. Sch. Frances V. Silva, Capt. Joseph Paine. Sch. Gov. Russell, Capt. Joseph Bragg. Sch. Harvester, Capt. Manuel Ventura. Sch. Jessie Costa, Capt. Manuel Costa. Sch. Jos. P. Johnson, Capt. John G. Silva. Sch. Louise C. Cabral, Capt. John Field. Sch. Louisa R. Silva, Capt. Joseph S. Silva. Sch. Mary C. Santos, Capt. Manuel Santos. Sch. Mary E. Silveira, Capt. Joseph Cabral. Sch. Matchless, Capt. Frank Gasple. Sch. Nettie Franklin, Capt. Antoine Silva. Sch. Phillip P. Manta, Capt. Antonio King. Sch. Rose Cabral, Capt. Bartholomew Ramos. Sch. Rose Dorothea, Capt. unknown. Sch. William A. Morse, Capt. Antoine White.

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GUIDED BY HEARING.

Fish in Depths of Sea Have Little Use for Eyesight.

Fish that inhabit the depths of the sea beyond the penetration of daylight depend largely in their search for prey on the senses of hearing and smell. One would think they would have no use for eyes at all; but nature has provided some of them with organs for the emission of phosphorescent light, and in some cases the eye itself performs the double service of illumination and vision. There is thus a feeble light in those gloomy depths.

An examination of the brains of some of these creatures made recently in Germany by Dr. Trojan shows that the conformation of this organ, as well as the distribution of nerves, favors the senses of smell and hearing. The feeble development of the optic lobes and nerves indicates that vision is imperfect, while the powerful olfactory and auditory nerves, the huge "ear-stones" and the size of the corresponding brain centers show what a preponderant part is played by sounds and smells in the mental life, if such it can be called, of dwellers in the marine abysses.—Marine Journal.

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### SERVING FLOUNDERS.

Fashionable Restaurants Substituting Then on Sole Orders.

Diners at city hotels and fashionable restaurants who have ordered English fillet of sole during the past few months have really been served, in most instances, with Cape Cod flat fish, or "flounders," which epicures declare are better than the fish caught across the Atlantic. The only difference between the sole and the flat fish is that the mouth is on the opposite side of the head.

Four thousand barrels of the flat fish, valued at approximately \$25,000, have been shipped from Cape Cod ports recently, and fishermen are reaping a harvest. There are now 30 boats working at the new industry, and some days fully 200 barrels are landed. It is expected that the fleet will number 100 boats next fall. The fish are caught with drags 60 feet long and 30 feet wide, which sweep the bottom of the ocean.

### GAVE SIGNALS OF DISTRESS.

Life Saving Crew Towed Schooner from Dangerous Position.

The coasting schooner Nelson Y. McFarland, formerly a well known fishing craft from this port, which arrived at Portland, Monday, from Brooksville, had a very narrow escape from disaster on her way. Capt. Perkins reports while coming through the southern passage of Mussel Ridge channel, at night the wind suddenly died out and the anchor was thrown out in what the master supposed was a good position. When the schooner brought up, however, it was found she was within a few feet of a very dangerous ledge and almost certain to strike in a few minutes. With a flash torch the captain gave signals of distress and in a very short time the life saving crew from the White Head station came to his aid and rescued him from his dangerous predicament, towing him to a safe anchorage at Seal harbor.

### NEW FISHING VESSEL.

Gasoline Auxiliary Market Fishermen for Portland Parties.

Another fine fishing schooner will be added to the Portland fishing fleet in the spring as J. W. Trefethen & Co. has placed an order with W. Irving Adams & Son of East Boothbay. The new vessel will be one of the finest on the coast and modern and up-to-date in every detail. She will be schooner rigged, 70 feet long, 20 feet beam and the depth of her hold will be eight and one-half feet. She will be equipped with a 25 horse power gasoline engine which will enable her to reach port in all sorts of weather when there is no wind.

It is expected that she will be launched May 1 and she will be commanded by Capt. John A. Doggett, who is now the commander of the Bernie and Bessie.

### Pacific Fishery Notes.

From twelve to fifteen thousand tons is the estimated amount of herring caught in Nanaimo harbor, B. C., and adjacent waters this season and shipped to foreign ports within the past three months. The daily shipment of several hundred tons still continues.

Between four and five hundred men mostly Japs, are at work salting these fish for foreign markets and a large fleet of freighters are busily engaged in transporting the cured herring to the mainland and Puget Sound to connect with the outgoing Oriental liners.

The Vancouver, B. C., World says: "The trade with Japan in dogfish and herring is growing rapidly, and the local Japanese fishermen are reported to be preparing for a complete absorption of the herring trade now controlled by white men at Nanaimo."

The Standard Fish Co. of Seattle, Wash., has been incorporated with a capital of \$35,000. The incorporators are Walter Erlichman, William P. Day, Arthur S. Lovett and Stephen Chase.

### Notice to Mariners.

Bird Rock lighthouse tower, Magdalen Islands, Gulf of St. Lawrence, has been increased in height and now stands on a hexagonal reinforced concrete wall twelve feet high, colored white. The height of the tower from its base to the vane on the lantern is now 51 feet; and the light is elevated 152 feet above high water mark.

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### Halibut Sale.

The fare of sch. Senator Saulsbury sold to the New England Fish Co. at 11 cents per pound for white and 9 cents for gray.

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## FISHERMEN GET PAYING FARES.

### Some Short Trips Which Will Net Big Money.

There are two fishing arrivals here, this morning, sch. John Hays Hammond, Capt. Horace Wilde, with 65,000 pounds of fresh fish and 1000 pounds of halibut, and sch. Senator Saulsbury, Capt. Thomas Allen, one of the Georges handline codfishing fleet, with a notable fare of 15,000 pounds of salt cod and 10,000 pounds of halibut.

The latter schooner has been gone but 20 days on the trip, thus making one of the finest Georges handline trips of the season and insuring a snug check for each man of the crew.

Nineteen fresh fish arrivals were at T wharf this morning, all shore boats, but two, the latter being sch. Muriel with 65,000 pounds and sch. Gov. Russell with 55,900 pounds.

Most of the boats had fair catches and some had extra good ones, sch. Pontiac with 26,000 pounds, the result of a single set yesterday, making her second big fare this week, she being in Monday with 25,000 pounds.

This is about the biggest three days' work ever heard of for a shore boat and something of its bigness can be judged by the fact that several of the off shore big haddockers, have not landed that much after being three and four weeks gone.

Sch. Matiana has evidently been fishing on an altogether different spot that the rest of the market fleet, for while they have about all haddock, she has over half hake in her trip, some 13,000 pounds of the latter out of a total fare of 24,000 pounds. The dealers are paying from \$3 to \$5 for "goats," so she will make a big stock.

Many others of the market boats have fares of from 10,000 to 12,000 pounds, all the result of one set off here yesterday.

Haddock are bringing from \$2 to \$2.85 and large cod \$3 to \$4, so they will all be paid pretty well for their little dip before the weather came down bad on them.

## DECIDED FIRST FISH DISPUTE.

### New England Fish Exchange Upheld the Captain.

The new fish exchange at T wharf had an arbitrate case before it on Monday on a big trip of fresh fish and handled the matter well, sustaining the captain of the vessel and making some dealers come for the remainder of their share of the trip.

It is understood that the trip was pretty well out, and then three or four firms did not send their carts to take the remainder coming to each of them from sch. Arthur Binney.

The skipper, Capt. Maurice Whalen, reported the matter to the Exchange officials, and they took it up, learning that the firms were complaining that the fish were not represented.

An arbitration committee of two skippers of vessels at the wharf, and two dealers not interested in the trip, was chosen and went down and examined the fish. They pronounced them "all right," so the firms had nothing to do but take what remained for each of them to make up their share and settle for them on the first agreed price.

### Will Fish at This Port.

Sch. Meteor, which has been hauled up at New Bedford, will arrive at this port this week, and when the season opens will fit for dory handling under command of Capt. Manuel Cayton of Provincetown, who is moving to this city with his family.

Sch. Meteor was formerly a salt banker from this port and later was in the Azores packet business under command of the late Capt. Alex Haines.

### DRIFTED EIGHT YEARS.

Buoy Carried Through Polar Seas Between Greenland and Spitzbergen.

The Meteorological Institute at Christiania, Norway, has received a letter from Soeroe, Finmark, saying that a buoy which was driven ashore November 3, last, contained a notice that the buoy was set adrift on July 24, 1900, near Cape Bathurst and about 400 kilometres (284 miles) northeast of the Mackenzie river.

Cape Bathurst is in British America, on the Arctic Ocean, lying in latitude 70 degrees 39 minutes north, longitude 127 degrees 30 minutes west. It is believed at Christiania that the buoy, which thus drifted more than eight years, was carried through the polar seas between Greenland and Spitzbergen.

If this is so, it would seem to support the conclusions on which Capt. Roald Amundsen has based his expedition on the Fram in 1910, when he intends to fasten his ship in the ice to the northwest of Point Barrow, Alaska, and hopes to drift near the pole.

### Fishing Facts and Fancies.

The southern fishing smack Peerless for whose safety the gravest fears have been entertained, has arrived safely at Savannah, Georgia, with her crew of eight men.

The London Standard says that at a service of thanksgiving for the harvest of the sea at Port Isaac Church the walls from end to end were draped with fishing nets, while lobster pots and packing barrels occupied the window spaces.

Recently Adalbert Goodwin of Clark's Harbor, N. S., pulled up one of his lobster traps set two miles from land, in which was a common leather purse, well soaked and empty, the clasp having rusted away. The strange find was shown at several of the stores and closely examined by scores of people. It had evidently been in the water a long time.

A new organization, that of the Louisburg Fishing Co. Ltd., with head office at Louisburg, C. B., was brought into existence last year. The company so far owns one banker, but what success has attended the first year's work of this new concern, will not be made known until the directors hold their annual meeting.

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### Good Stocks.

Sch. Selma, Capt. Charles Colson, stocked \$1941.72 as the result of her recent halibut trip, the crew sharing \$45.56.

Sch. Teazer, Capt. Peter Dunsky, stocked \$1919 as the result of her recent halibut trip, the crew sharing \$45.60.

Sch. Thomas S. Gorton, Capt. William H. Thomas, stocked \$1550 as the result of her recent haddock trip, the crew sharing \$31.50.

Sch. Benjamin A. Smith, Capt. James Goodwin, stocked \$1300 as the result of her recent haddock trip.

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### PORT OF GLOUCESTER.

#### Arrived Today.

Sch. H. L. Boynton, Rockland for Boston.

Sch. Ann Louise Lockwood, Lynn for St. John, N. B.

Sch. Earl V. S., Boston for Lunenburg, N. S.

Tug H. S. Nichols, with barges West End and R. G. Co. No. 1, Rockport for Boston.

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#### Today's Receipts.

Sch. John Hays Hammond, Le Have Banks, 65,000 pounds fresh fish.

Sch. Senator Saulsbury, Georges handling, 15,000 pounds salt cod, 10,000 pounds halibut.

Sch. Walter P. Goulart, shore.

Sch. Viking, shore.

Sch. Clara G. Silva, shore.

Sch. Florida, shore.

Sch. Thomas S. Gorton, via Boston.

Sch. Ramona, shore.

Sch. Esther Gray, shore.

Sch. Hope, shore.

Sch. Mattakesett, shore.

Sch. Teresa and Alice, shore.

Sch. Bucma, shore.

Sch. Ethel B. Penney, shore.

Sch. Rebecca, shore.

Sch. Frances P. Mesquita, shore.

Sch. Valentina, shore.

#### Vessels Sailed.

Sch. Manomet, haddocking.

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**Today's Fish Market.**

Salt Georges cod, large, \$4; mediums, \$3.00.

Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.27-1-2; Eastern cod, large \$1.75; medium, \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4 for large and \$3 for medium.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

**Boston Arrivals.**

Sch. Motor, 1500 haddock, 5500 cod.

Sch. Matiana, 6000 haddock, 4000 cod, 13,000 hake, 1000 cusk, 3000 pollock.

Sch. Dorothy, 6000 haddock, 1200 cod.

Sch. Mary B. Greer, 5000 haddock, 1000 cod.

Sch. Gov. Russell, 50,000 haddock, 5000 cod.

Sch. Victor and Ethan, 10,000 haddock, 1500 cod.

Sch. Pontiac, 25,000 haddock, 1000 cod.

Sch. Emily Cooney, 8000 haddock, 1000 cod, 2000 hake.

Sch. Mary E. Cooney, 12,000 haddock.

Sch. Genesta, 8000 haddock, 500 cod, 800 hake.

Sch. Washakie, 8000 haddock, 3000 cod, 2000 pollock.

Sch. Rose Standish, 2000 haddock, 3500 cod.

Sch. Hortense, 9000 haddock.

Sch. M. Madeleine, 7000 cod.

Sch. Yankee, 1500 haddock, 6000 cod.

Sch. Catherine D. Enos, 12,000 cod.

Sch. Warren M. Goodspeed, 1200 haddock, 1000 cod, 1000 hake.

Sch. Elizabeth N. Nunan, 10,000 haddock, 1000 cod, 1000 hake.

Sch. Muriel, 45,000 haddock, 15,000 cod, 5000 cusk.

Haddock, \$2 to \$2.85 per cwt.; large cod, \$3 to \$4; market cod, \$1.75 to \$2.50; hake, \$3 to \$5; cusk, \$1.50.

**Portland Arrivals.**

The following fishing arrivals were reported Monday:

Sch. Robert and Carr, 8000 pounds fresh fish.

Sch. Lochinvar, 4000 pounds.

Sch. Nellie Dixon, 9000 pounds.

Sch. Mineola, 10,000 pounds.

Sch. George H. Lubee.

Sch. Rena A. Percy.

**Fishing Fleet Movements.**

Schs. Conqueror and Muriel of the off shore fleet at Boston yesterday were badly iced up.

Sch. Rose Cabral, which has been laid up at East Boston, is now fitting for haddocking under command of Capt. Bart Raimos.

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The St. Pierre flotilla itself has dropped in five years from 220 vessels to 70 and the St. Malo fleet has also suffered a considerable decline.

The roster of recent years contains some striking stories of striking disaster to the French fishing vessels. Ten years ago the Vaillant, with 72 men from St. Malo for St. Pierre, Miq., in April, struck an ice berg off Cape Race at midnight in a dense fog and foundered in ten minutes. Of her whole company only 12 escaped in two small boats. They were adrift for a week without food or water or adequate clothing, had no protection from the elements, and were stricken with frost bite in addition to other miseries. They perished one by one till but three remained. They were picked up by a passing vessel and landed at St. Pierre, where they had to have their hands and feet amputated, so frightfully were these extremities seared by the frost which had affected them.

The next year the Alsass was dismantled and was totally crippled by a hurricane on the Grand Banks and of her crew of 38 men all but five

**Were Swept Overboard**

and these survivors remained on the floating bulk for nearly a fortnight, starving because they were unable to reach the food supplies below, as she had become waterlogged so that they were reduced almost to skeletons when rescued.

As already stated, 22 of the fleet were sunk in the Galveston gale in 1900, and the next year five ships and 78 men were missing at the close of the fishery, and never a word was heard from them after. The Hiron-delle, in 1904, the largest vessel in the French fishing flotilla, carrying 45 men, was torn from her anchorage on the Banks in a gale with but three people on board.

Of the Hiron-delle's crew never a man returned, nor did the ship herself with the three men on board, ever reach harbor. She was last seen by a Canadian banker, drifting before the elements with three frantically gesticulating wretches on her deck, but it was impossible to afford them aid, and they passed out of sight not to be seen by human eyes evermore.

**The Worst Individual Tragedy**

among the French vessels in late years was the loss of the Cousins Reunis of St. Malo early in 1905. The vessel, a large barque, was crossing to St. Pierre, with 150 men to crew a number of fishing vessels lying up there for the winter, but she never reached her destination, becoming one of the world's marine mysteries.

The French are not the only victims of the fast liners. On the 4th of July, 1905, the American fishing smack, Wenonah, was struck by the British steamer Alcides and sunk within a few minutes. Only one man out of the 19 on board being saved. A few years previously the "City of Rome" struck the Victor of St. Pierre with 13 men on board, and in this case too, there was but one survivor.

In the season of 1905 a drunken Maloan set fire to his vessel, the Medusa, then in the midst of a score of others, and as the flames spread, some frightened wretch cut the vessel's cable and the burning craft drifted down on the other vessels, forcing them to cut and run also to escape disaster.

The crew of a Newfoundland banker lying to windward, rescued the imperiled men, all except the maniac, who started the fire, and who, armed with an axe, beat off all who came near him and danced with glee on the deck of what became his funeral pyre. Under these circumstances and with such conditions existing it is not strange that the French fishing industry is going to pieces.

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**Use of Benzoate of Soda**

Washington, Feb. 11.—Pending a review of the referee board's findings as to the harmfulness of benzoate of soda, the department of agriculture has ruled that the preservative may be used at the rate of .1 per cent in foods. Any use of benzoate of soda must be stated on the label.

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**ANTI-TORCHING BILL OP-****POSED.****MOVEMENT TO EXTEND PRO-****VISIONS ALONG WHOLE****NORTH SHORE.****SALEM, BEVERLY, AND MAN-****CHESTER TO BE INCLUDED.**

The bill of the Lynn board of health to prohibit herring torching along the shores of that city may be killed in the house of its friends, and simply because those friends cannot get their own bailiwicks in beneath its sheltering and prohibiting folds right off. Salem, Beverly and Manchester all want to be included, but Lynn appears to want each place to fight its own battles.

Representative Wallis of Beverly has served notice on the Lynn members and on the committee on fisheries and game that he will fight on the floor any measure which seeks to single out Lynn harbor as the one spot to which prohibition will extend.

He declares that the condition is all that the Lynn authorities picture it, but he wishes a measure drafted which would prohibit the fishermen from plying their trade in any of the waters off the North Shore. He would like to have Beverly included, while Representative Ebsen of Salem wishes that city in the list and Senator Shaw insists on Manchester having a place.

The committee points out that under the petition that accompanies the bill it now has under consideration this would be impossible. It was when this decision was arrived at that Representative Wallis announced his intention of fighting the bill.

As a result of the latter, relations between the Lynn delegation and the men from other North Shore points are strained. Mr. Wallis stated however, that in his opinion it would be easier to secure legislation a year hence abolishing the evil entirely than it would be to have separate towns come in year after year asking for practically the same thing.

This the Times pointed out right at the very start, showing that for the benefit of the fishing fleet of Boston and Gloucester, as well as for the herring torchers themselves, the proper method of procedure would be to object, right at the beginning, to the proposed Lynn bill and controvert, which could have been done, many of the claims presented by the Lynn people in favor of the proposed bill.

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**BLAME STEAM TRAWLERS.**

**Considered Cause of Failure of Donegal Herring Fishery.**

The New York Fishing Gazette says that owing to the failure of the herring fishing on the northwest coast of Donegal, Ireland, the inhabitants are in a terrible plight. Immense shoals of these fish usually make their appearance in the shallow waters in the vicinity of Tory Island and the Rosses district at the end of October, but up to the present there has not been a fish landed.

Whole districts are practically dependent on the fishing for their winter's support, and the conditions are terrible. Various reasons are assigned for the absence of the shoals, the main reason given being that the shoals are broken up by the operations of steam trawlers.

**BAIT PRESERVATIVE.**

**Claimed to Have Been Discovered by Newfoundland Man.**

Edward Warren, of the South Side, N. F., has discovered a liquid solution which will preserve bait without the application of ice. The ingredients are cheap, but for the present are not made known.

The question of bait preservation has occupied the attention of the fishing world for many years. Mr. Warren has solved the problem his fortune is surely made.

**FRENCH FISHING FLEET  
LOSSES.  
TEN VESSELS AND 250  
MEN LOST DURING THE  
PAST SEASON.**

**St. PIERRE FLEET DROPPED  
FROM 220 TO 70 CRAFTS  
IN FIVE YEARS.**

The perils of codfishing on the Grand Banks are tragically illustrated by the terrific experience of the French fishing fleet in the past season, which has lost 10 vessels and 250 men during a single summer. This is the worst record in the history of the French flotillas, which have their headquarters at St. Pierre, Miq., since 1900, when two vessels and nearly 400 men were lost in the gale which devastated Galveston, and working up the Atlantic seaboard, spent its final fury on the Grand Banks.