

August 11.

## SOME GOOD FARES AT T WHARF.

Market, Though Not Overstocked, Shows Decline.

Today is another day of large receipts at Boston, for 26 vessels have arrived since last report and many of them have good fares. Prices show a downward tendency from that of yesterday as supply is greater than demand. It is always in mid-week that the fishermen make it a point to be in when the market is firm, but the many vessels in today appear to have overdone it as lower quotations show.

Some half dozen vessels are in with swordfish, and prices are the lowest of the season, \$10.80 per hundred weight. The remainder of the week is liable to see lower prices for many vessels attending the market will probably be in tomorrow.

The steamer Spray which has been making such quick trips is again in today with a good fare of haddock, which appear to be most desired ground fish today.

The fares and prices in detail are:

### Boston Arrivals.

Sch. Sadie Nunan, 59 swordfish.  
Sch. A. C. Newhall, 59 swordfish.  
Sch. Jennie H. Gilbert, 37 swordfish.  
Sch. Mary Smith, 60 swordfish.  
Sch. Louis E. Totman, 2000 haddock, 6000 pollock.  
Sch. Morning Star, 6000 pollock.  
Sch. Gladys and Nellie, 36,000 haddock, 8000 cod, 2000 hake.  
Sch. Joseph P. Johnson, 14,000 haddock, 16,000 cod, 5000 hake.  
Sch. Mary J. Ward, 2000 cod, 1000 pollock, 1000 halibut.  
Sch. Warren M. Goodspeed, 36,000 haddock, 3000 cod, 8000 hake.  
Sch. Good Luck, 2000 haddock, 21,000 cod.  
Sch. Gladys and Sabra, 32,000 cod.  
Steamer Spray, 45,000 haddock, 2000 cod, 1000 hake.  
Sch. Juniata, 3000 haddock, 11,000 cod, 13,000 hake.  
Sch. William A. Morse, 5000 cod, 16,000 pollock.  
Sch. Francis P. Mesquita, 12,000 haddock, 13,000 cod, 6000 hake.  
Sch. Annie Perry, 12,000 haddock, 24,000 cod, 4000 pollock.  
Sch. Harmony, 3000 haddock, 9000 cod, 9000 pollock.  
Sch. Matiana, 33,000 haddock, 6000 cod, 4000 hake.  
Sch. James and Esther, 25,000 cod.  
Sch. Yankee, 95 swordfish.  
Sch. Mary E. Silveria, 18,000 haddock, 7000 cod, 11,000 hake.  
Sch. Harvester, 5000 haddock, 7000 cod, 7000 pollock.  
Sch. Athena, 18,000 haddock, 17,000 cod, 1000 hake.  
Sch. Thalia, 7000 haddock.  
Sch. Jessie Costa, 15,000 haddock, 30,000 cod.  
Haddock, \$1.25 to \$1.50; large cod, \$3 to \$3.50; market cod, \$2 to \$2.50; hake, \$1 to \$1.50; pollock, \$1.50 to \$1.75; swordfish, 10 to 10 4-5 cts. per lb.

## SIX FISH FARES AT THIS PORT.

Fares Vary From 35,000 to 175,000 Pounds Each.

The receipts of fish at this port today include five direct from the fishing banks and one trip via Boston, all the vessels having trips ranging from 35,000 to 175,000 pounds.

A number of shackers are expected, as they are now due, and may arrive today or during the week.

The shore boats as usual have been getting but few fish, which are not sufficient to change the situation.

The arrivals and receipts in detail are:

### Today's Arrivals and Receipts.

Sch. Wm. H. Rider, Western Bank, 60,000 lbs. salt cod.  
Sch. Cecil H. Low, Georges, 35,000 lbs. cod.  
Sch. Lillian, Western Bank, 130,000 lbs. fresh mixed fish.  
Sch. Harriet, via Boston, 70,000 lbs. fresh fish.  
Sch. Thalia, via Boston, 30,000 lbs. fresh fish.  
Sch. Georgiana, via Boston.  
Sch. Maud F. Silva, via Boston.  
Sch. Ingomar, Quero Bank, 175,000 lbs. salt cod.  
Sch. Galatea, via Boston.

### Vessels Sailed.

Sch. Quonnapowitt, Boston.  
Sch. Alice M. Guthrie, haddocking.

### Today's Fish Market.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.  
Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.  
Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.  
Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2.  
Salt haddock, \$1.25 per cwt.  
Salt hake, \$1.25 per cwt.  
Salt pollock, \$1.25 per cwt.  
Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.  
Splitting prices for fresh fish:  
Western cod, large, \$2.25 per cwt.; medium, \$1.75.  
Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.  
Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.  
Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.  
Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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### SCH. SARAH C. WHARF WRECKED.

Former Fisherman Bound to Boston with Cargo of Herring.

The Boston sch. Sarah C. Wharf, Capt. Stewart, ran ashore on Dover Head, near Canso, Tuesday, and is a total wreck. She was on her way from Bay of Islands for home with a cargo of pickled herring, and while laying to, fighting out a gale, ran on the dangerous ledges.

It was with the greatest difficulty a boat was launched and Capt. Stewart and his men reached the shore. The easterly gale drove the schooner high and dry and her timbers started and she soon broke up. The crew will be cared for by the U. S. consul and sent home.

This vessel was formerly owned by the firm of Clark, Somes & Co., of this city, and commanded by the late Capt. Elliphalet Wharf, and was engaged fishing out of this port several years.

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## ALLOWED REBATE ON DUTY ON SALT.

Boston Firm Claimed Only Herring Were Assessable.

Orders have been issued at the treasury department at Washington authorizing a refund to Lincoln Wiley & Co., Inc., commission merchants, of 222 State street, Boston, in payment of excess duties levied on the importation of salt herring. This company had protested against the interpretation of the tariff on salt herring, carried the case to the United States circuit court in Massachusetts and was awarded the verdict. Notwithstanding this the treasury department insisted upon its original construction of the law.

The company maintained that it should not be compelled to pay the full duty on herring for the entire weight of a barrel. It was claimed that of a total weight of 228 pounds to a barrel 28 pounds was salt, and the courts upheld the contention. The customs division of the treasury department has announced that it would refund to the company in accordance with the court's decision. The announcement was accompanied by the statement that any similar case will be carried to the courts in the future.

The decision is contained in the following letter to the collector of customs at Boston:

"Sir—The department is in receipt of a letter from the assistant attorney general relative to the decision of the United States court for the district of Massachusetts in suit No. 1995, Lincoln Wiley & Co., et al. vs. United States, involving the question of the allowance of salt in importations of salt herring imported in bulk. The court maintained the contention of the importers in this suit, that an arbitrary allowance of 28 pounds out of 228 pounds should be made on account of the salt scale and dirt.

"The assistant attorney general does not deem it advisable to ask for a review of the decision in this case on account of the state of the record, and you are therefore directed to relinquish the entry in harmony with the court's decision and to forward a certified statement for the refund of the duties collected in excess. You are instructed, however, not to follow this decision in arriving at the weight of future importations of salted herring imported in bulk, as the department is of the opinion that the salt necessarily absorbed by or adhering to the fish should not be deducted in determining the dutiable weight of the fish."

The communication bears the assistant secretary's signature.

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### HAD SUCCESSFUL TRIP.

Sch. Katie L. Palmer of Portland Successful in Swordfishing.

Members of the Portland fishing fleet seem to be faring better than those from other cities in the swordfishing industry for sch. Katie L. Palmer returned there Wednesday after making three trips that netted her a good sum. She had just left Boston where 61 of the big fellows had been landed and these, selling for 14 1-2 cents a pound had netted the vessel \$1430. The Palmer has made three trips to the grounds since June 5. The first was poor, but the other two were successful. The men on board have shared \$235 for their work which lasted a little more than two months. The Hockomock and Bernie and Bessie are two other Portland vessels that have done well. The Palmer will at once fit out for another trip.

# HOW GREAT BRITAIN ENFORCED FISHERY ORDERS.

## Counsel Shows That Directions Recognized Three Mile Limit.

## All Seizures Made Were in Territorial Waters.

(From Our Special Correspondent.)

In the closing part of his argument, Hon. James Warren, counsel for the United States before The Hague Tribunal, took up the question of the vessels of the United States, fishing within the British bays from 1845 to 1852, which was denied by the counsel for Great Britain, and referred to the memorial from the Gloucester fishermen presented to Congress in 1852, Paul Crowell's report to the assembly of Nova Scotia in the same year, and Lorenzo Sabine's report to Congress about the same time

He submitted, therefore, that counsel for Great Britain conveyed a very erroneous impression as to the state of affairs in the seven years from 1845 to 1852. The quiet which existed was due not to the fact that Americans did not enter the large bays, but to the fact that the British and colonial governments, hopeful of reciprocity, made no attempt to interrupt them in so doing. That they were fishing in the bays is shown by the evidence, and by the alarm caused among American fishermen by the report that Great Britain intended to exclude them from those waters.

It appears that Mr. Webster, then secretary of state, was informed that the British colonies complained that the treaty was not strictly enforced, and the secretary of state, evidently fearful of a complete interruption of the extensive fishing industry of the United States, published a public letter, of July 19, 1852, in a Boston newspaper, which contained a warning to American fishermen about the change of attitude, and the supposed changed policy on the part of the government of Great Britain.

### United States Never Agreed in British Construction of Treaty.

He said it was perhaps unnecessary for him to correct the statement in the British case that Mr. Webster, the United States secretary of state, agreed in the British construction of this treaty, because Mr. Webster distinctly stated that he did not agree that the construction thus put upon the treaty was conformable to the intentions of the contracting parties. However, we have before this Tribunal conclusive proof of the position of Mr. Webster on this question, and I referred the Tribunal to the letter prepared by Mr. Webster shortly before his death, which he was intending to send to Mr. Crampton, the minister for Great Britain in the United States at that time.

Furthermore, there is evidence before this Tribunal which completely refutes the idea that the government of Great Britain believed that the position of the government of the United States was in harmony with the contention of the British government. I refer now to a letter under date of July 20, 1852, from President Fillmore, then president of the United States, to Daniel Webster, which was the instruction of the executive of the United States to his secretary of state and the secretary of state of the United States, when acting in an executive capacity, cannot overrule the president of the United States, because he derives his sole authority from the fact that he represents the president of the United States.

It further appears,—and this is what makes that letter important—that this very letter from President Fillmore to Daniel Webster was forwarded by the British minister to the British government; and that appears, if the tribunal please, from a note of Mr. Crampton, the British minister in Washington, to the Earl of Malmesbury, then Her Majesty's principal secretary of state for foreign affairs.

Now, how can the position of Daniel Webster in 1852 have made the government of Great Britain think that the government of the United States agreed in its interpretation, when the British minister in the United States forwarded to the foreign office of Great Britain a copy of a letter written by the President of the United States to the secretary of state, expressing explicitly the position now occupied by the United States before this tribunal?

It is also disclosed by another note from Mr. Crampton to the Earl of Malmesbury, that the British government was fully advised that the president "did not seem to concur in the construction of the convention of 1818 as regards the definition of bays laid down in the opinion of the Attorney General of the 30th of August, 1841."

There, is the British Minister in the United States advising the Foreign Office of the government of Great Britain that the President of the United States "did not seem to concur in the opinion of the law officers of the Crown;" and when one examines the opinion of the law officers of the Crown, one is inclined to think that the President of the United States was quite right.

### Great Britain Contemplated Putting in Force No New Principle.

Counsel then took up the nature of the orders issued by the government of Lord Malmesbury when minister of foreign affairs and showed that even in 1852, in spite of the scare that had been created by a threat of war vessels coming over here, the government of Great Britain had no intention of putting into force any new principle.

The reciprocity treaty of 1854 became effective on the 11th day of September, 1854, and, according to its terms, extended for a period of ten years, and for another period of 12 months, after either of the high contracting parties should give notice to the other of its wish to terminate the treaty.

The treaty was terminated by Congress, January 18, 1865. The termination of this treaty of course revived the provision of article one of the treaty of 1818, and it is important to notice, in passing, the nature of the orders which were issued by the government of Great Britain after the expiration of the reciprocity treaty in 1865 or 1866.

April 12, 1866, Secretary Cardwell of the colonial office of the government of Great Britain, in a note addressed to the provincial authorities, instructed the provincial authorities to put into operation orders against the fishing vessels of the United States which confine territorial bays, and he stated in that letter that it had been a question of serious doubt as to what a British bay was—to put into effect orders that were in accordance with the convention between France and Great Britain of 1839, which convention the tribunal will recollect fixed the rule of territorial jurisdiction over bays—confined it to those bodies of water not exceeding from shore to shore ten marine miles in distance.

### License System Prevented Carrying Orders Into Effect.

A system of licenses was put into operation between the years following the termination of the treaty of 1854 and until January, 1870, when it became necessary for the government of Great Britain to actually put into effect orders against the fishing vessels of the United States, because prior to 1870 the fishing vessels of the United States had the right, under a system of licenses, to fish in all these waters, and they took out licenses and did so fish, so that these orders which confined the assertion of jurisdiction to bodies of water not more than ten miles in width, were never put in force; but, nevertheless, they were issued without any reservation whatever, and without any notice to the United States that this was not the view of the government of Great Britain and of the Provinces as to the extent of territorial waters.

### Officials Instructed Not to Seize Vessels Beyond Three Mile Limit.

In 1870 the system of licenses was abolished and it became necessary for the foreign office to pass upon this question, and Secretary Cardwell instructed Sir John Young, then Governor-General of the new Dominion of Canada, that in no event should any orders be put in force other than to seize American vessels when fishing within three miles of land, or within bodies of water not greater in extent than six miles across.

These last orders were transmitted to the government of the United States and a statement was made that these orders must not be regarded as an arrangement between the two governments, but nevertheless, it stands as an undisputed fact, that when the government of Great Britain, which had decided in 1896 that only bodies of water ten marine miles in extent were territorial waters, within the meaning of the treaty of 1818, that when the government was actually called upon to enforce its orders against the fishing vessels of the United States, those orders were, that they should only be seized when fishing within three miles of land, or within a body of water six miles or less in width.

When a copy of those orders were, at the request of Secretary Fish, transmitted to the state department of the United States, they were accompanied by a statement or at least a later statement was made by the minister for Great Britain in the United States, that they were not to be construed as an arrangement between the two powers. But, the orders as to the 10-mile bays were without reservation, without any notice to the United States, and that when the time came that the system of granting licenses was abolished, the actual orders put into operation by the government Great Britain and by the dominion of Canada which complied with the instructions of the government of Great Britain confined the execution to bodies of water six miles or less in extent.

### Three Mile Limit Enforcement Followed Treaty of Washington.

I come now to the treaty of Washington of 1871 and it will be recalled that this treaty took effect July 1, 1873, and was made applicable to Newfoundland May 29, 1874, and that the treaty remained in force for a period of 12 years by virtue of its own terms, and that the congress of the United States in the year 1883 took advantage of its rights under the terms of the treaty to abrogate the treaty, and gave the two years notice required by its terms; and, in 1885 the treaty was abrogated in accordance with this act of congress.

A modus vivendi was concluded between the two governments upon the abrogation of this treaty, because the treaty ceased to have effect in the midst of a fishing season; therefore, the modus extended the right of American fishing vessels to fish in all of the waters, that is, all the waters extending to the ocean, because under the treaty of Washington of 1871 the citizens of the United States enjoyed in common with the subjects of Great Britain the right to fish in all the bays, creeks and harbors of this portion of the North Atlantic ocean wherever British subjects fished.

It will be recalled that the government of the United States paid some \$5,500,000 for the privilege of enjoying that right.

After this treaty was abrogated in 1885, Lord Lansdowne, governor general of Canada, notified Lord Granville, who was at the head of the foreign office of Great Britain at that time, under date of March, 1866, that instructions had been issued by the department of marine and fisheries of Canada to the officers in command of the vessels employed for the protection of the inshore fisheries of the dominion, and added these instructions.

These instructions are substantially the same as those which were issued under similar circumstances in 1871, so that it is found that after the treaty of Washington was abrogated in 1885, the nature of the orders issued by the dominion of Canada and by the colony of Newfoundland, were similar in all respects to the orders which the dominion of Canada had issued in compliance with the request of the foreign office of Great Britain in 1870.

That is, the orders confined the exclusion of American vessels to waters not over six marine miles in width, and of course to the three marine miles following the sinuosities of the shore.

### WHAT IS A BAY?

### Root Argues on an Important Question Before Fisheries Arbitration Court.

Senator Elihu Root, who is arguing the American case before the Arbitration Tribunal, which will decide the Newfoundland fisheries dispute, having occupied five days with question one, yesterday opened question two. This has to do with the signification to be attached to the word "bays." The senator contended that the word must be taken in its legal sense, and that "bays" the entrances of which were more than six miles wide, clearly were not included in the renunciation clause of the treaty between Great

Britain and the United States of 1818. He cited statements by Lord Kimberley and Lord Aberdeen in which they recognized the correctness of this construction.

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## LIGHT RECEIPTS AT BOSTON.

### Prices Show Usual End of Week Decline.

While receipts of fresh fish are light at Boston today, with only seven or eight shore boats at T wharf, prices are low, as expected, so near the end of the week.

Yesterday, the market was over supplied and the surplus stock was brought down here and sold to the splitters. Tomorrow is likely to see another dull day at the wharf, for the fishermen do not care to come in on the last day of the week, when prices are usually low, but wait for the opening of Monday morning's market that will show a stronger tendency.

The off-shore fleet which has been out some days, will doubtless make their appearance next week, which will be in line of previous conditions. The number of vessels attending Boston market, from now on will be larger, as the fleet have been augmented by a number of vessels that have changed from seining to trawling.

The fares and prices in detail are:

#### Boston Arrivals.

Sch. Tecumseh, 59 swordfish.  
Sch. Mettacomet, 71 swordfish.  
Sch. Gracie, 200 haddock, 3000 cod, 2000 pollock.  
Sch. Margaret Dillon, 1000 haddock, 30,000 cod.  
Sch. Grace Darling, 4000 haddock, 20,000 cod.  
Sch. Water Witch, 10,000 pollock.  
Sloop W. H. Reed, 11 swordfish.  
Sch. Nettie, 500 cod.  
Haddock, \$2 to \$2.50 per cwt.; large cod, \$2.50 to \$3; market cod, \$2; pollock, \$1.50; swordfish, 10 1-2 cts. per lb.

August 12.

## ONLY FISH CAME FROM BOSTON.

### No Arrivals Direct From Banks at This Port.

Receipts of fish this morning are confined to a few small fares which were brought down from Boston as surplus product that could not be sold up there.

Sch. Francis P. Mesquita has 25,000 pounds of fresh mixed fish. sch. Flora J. Sears, 45,000 pounds, sch. Gladys and Sabra, 35,000 pounds and sch. Galatea, 20,000 pounds all of which was sold to the splitters.

A number of the shacking fleet now due should be in today or tomorrow which will strengthen the market should they bring in good fares.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Francis P. Mesquita, via Boston, 20,000 lbs. fresh mixed fish.  
Sch. Flora J. Sears, via Boston, 45,000 lbs. fresh fish.  
Sch. Gladys and Sabra, via Boston, 30,000 lbs. fresh fish.  
Sch. Genesta, via Boston, 15,000 lbs. fresh mixed fish.

#### Vessels Sailed.

Steamer Bessie M. Dugan, shore seining.  
Sch. Emily Sears, shore.  
Sch. Belbina P. Domingoes, haddocking.  
Sch. Maud F. Silva, haddocking.  
Sch. Walter P. Goulart, haddocking.  
Sch. Harriet, haddocking.  
Sch. Leo, haddocking.  
Sch. Lafayette, swordfishing.  
Sch. Lochinvar, swordfishing.  
Sch. Fish Hawk, Georges, halibuting.  
Sch. Claudia, Georges, halibuting.  
Sch. Massachusetts, Banks, halibuting.  
Sch. Tattler dory handlining.  
Sch. Victor, North Bay, seining.

August 12.

#### Today's Fish Market.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.  
Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.  
Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.  
Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2.  
Salt haddock, \$1.25 per cwt.  
Salt hake, \$1.25 per cwt.  
Salt pollock, \$1.25 per cwt.  
Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.  
Splitting prices for fresh fish:  
Western cod, large, \$2.25 per cwt.; medium, \$1.75.  
Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.  
Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.  
Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.  
Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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#### Sch. Elsie Spoken.

Capt. Charles Rudolph of sch. Alice R. Lawson reports that two weeks ago he spoke sch. Elsie on St. Pierre Bank, and that Capt. Forbes reported having 150,000 pounds of cod. This is a new vessel on her first trip dory handlining, and Capt. Rudolph thought the chances were favorable for Capt. Forbes to secure a full trip.

#### Fishing Fleet Movements.

Sch. Thomas Cromwell arrived at Shelburne, Tuesday last, and cleared for fishing.

Schs. Mildred V. Nunan and Yakima arrived at Liverpool Tuesday last for bait and ice, and sch. Pythian cleared the same day.

#### Codfish Sales.

The fare of salt cod of sch. Lillian was sold to William F. Moore & Co. and that of sch. Ingomar was taken by the Cunningham & Thompson Co., owners of the vessel.

August 13.

## LIGHT RECEIPTS AND LOW PRICES.

### Features of T Wharf Fresh Fish Market.

Light receipts and low prices is the report from Boston today. Although the market was surprised at the arrival of steamer Bessie M. Dugan with 5300 large fresh mackerel, 600 of which are medium and the remainder large, which sold at 35 cents right through.

Of ground fish the receipts are that of some half dozen vessels, which is sufficient to supply the market today, as it generally does at the last day of the week.

Monday, however, is looked upon as a day when a large number of vessels arrived so as to be on hand at the opening market first of the week. The fares and prices are as follows:

#### Boston Arrivals.

Sch. Bessie M. Dugan, 4000 large fresh mackerel.  
Sch. Aspinet, 135,000 cod.  
Sch. Mooween, 50,000 halibut.  
Sch. Arbitrator, 8000 haddock; 18,000 cod.  
Sch. Victor and Eihan, 12,000 cod.  
Haddock, \$2; large cod, \$2.75 to \$3; market cod, \$2; pollocks, \$1.50; halibut, 8 and 6 cts. per lb.; fresh mackerel, 35 cts. each.

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#### Good Halibut Fare.

Sch. Mooween is at Boston today with a large fare of 50,000 lbs. of halibut, the biggest trip for some time.

August 13.

## THE SALT FISH SITUATION.

### Prospects of Small Catch Causes Firm Market.

The salt fish market has shown considerable development in strength the past week, due largely to the light receipts of cod and all other kinds of ground fish. The returning vessels that have been out on salt trips since spring have only partial fares, and do not come up to expectations of the big dealers, who long ago have seen a shortage of codfish in sight.

The advance of cod by the smaller shippers has been a warning to the professional dealers, who are at times given to think that they have things all their own way, and are somewhat depressed over the turn of affairs. It is now evident that local production of genuine cod will not be sufficient to meet requirements which will be large in the very near future. Already orders of considerable magnitude are coming forward, that have created much activity in the cutting establishments.

Reports from the vessels now out with limited catches of fish have served as a warning to the bear element that producers could not be induced to sell so easily. A market bare of fish or even half stocked at this time is not a comfortable situation for an uncovered shortage to be in, and more particularly when a demand unlooked for is coming forward so early in the season. So the advance in price of cargo lots was largely due to this cause.

The dealers here are largely professional, for it is they that principally supply the consuming masses with salt water food fish. The shipments by these concerns during fall and early winter is enormous, and if domestic production is not sufficient to supply the demand, then a resort to importation must be made if they are to continue in this great industry.

It is now noticeable that every one in the shipping of whole and cut fish realizes the conditions that confront them, and will use every legitimate means to secure sufficient stock with which to supply the trade. But western houses must not think of getting cheap cod and other ground fish for the great shortage at this place, with a small catch at other sections, does not warrant this expectation, so do not be deceived.

#### Caught Monster Halibut.

Jonas Whynot, one of the crew of sch. Lillian, which anchored on St. Pierre Bank, caught on a handline from the deck a monster halibut, weighing 375 pounds, which is one of the largest ever taken by any fisherman from this port. The two fitchers of this mammoth halibut were sold for \$18.

#### Halibut at Portland.

Two more fares of halibut are reported at Portland today, sch. Catherine C. Burke, Capt. Augustus G. Hall, arriving there this morning with a good trip of 30,000 pounds, and sch. Margaret, being there yesterday with 150,000 pounds of halibut, 15,000 pounds of fitched halibut and 30,000 pounds of salt cod.

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#### Codfish Sales.

The fare of fresh and salt cod of schs. Vanessa, Mary T. Curtis and Clara G. Silva were sold to the Gorton-Pew Fisheries Company.

The fare of salt cod of sch. Mildred D. Robinson was sold to Davis Bros.

The fare of salt dory handline cod of sch. Arkona was taken by the Cunningham & Thompson Co.

The fare of salt dory handline cod of sch. Lottie G. Merchant went to William H. Jordan & Co.

The fares of salt cod of sch. Olga and Volant were sold to the Gorton-Pew Fisheries Company.

The fare of fresh and salt cod of sch. Cynthia went to Sylvanus Smith & Co.