

Aug. 7.

SALT CODFISH FARES ARRIVE.

HALIBUT AND MACKEREL TRIPS AND BLUEBACKS ALSO AMONG RECEIPTS.

Salt codfish figures prominently in the fares of fish which have arrived here since Saturday afternoon.

Sch. John R. Bradley, whose arrivals revives memories of Dr. Cook, this being the craft on which he went for his North Pole expedition, arrived yesterday from dory handlining with 100,000 pounds of salt cod, her skipper evidently having found poor fishing.

Sch. Onato, one of the shackers, brings 125,000 pounds of salt cod, she having struck remarkably fine fishing on Grand Bank, catching her whole trip in five days work with the trawls.

Sch. Manhasset, another of the early shackers, which was bothered greatly for bait and finally struck some on the Cape Shore, has 75,000 pounds of salt cod and the drifters Ralph Russell and Olympia have about 50,000 pounds each of salt cod.

Sch. Mary E. Harty, from seining, has 25 barrels of salt mackerel which will go to William H. Jordan & Co.

Steamer Quoddy came in this morning with 70 barrels of iced porgies, the first caught up this way. They were taken on Middle Bank, but as there was no market for them they went to try out for oil.

Steamer Independence II. and also the steamer Marchant had bluebacks, about 50 barrels each, which went for bait.

Sch. Gladys and Nellie, one of the single dory fresh shackers, which has been fishing to the eastward, hauls for 100,000 pounds of fresh fish. Capt. Frank Watts generally gets what he goes after.

Sch. Agnes, one of the halibut fleet, brings 15,000 pounds of halibut and a few fresh and salt fish as the result of her short trip.

Today's Arrivals and Receipts.

The fares and receipts in detail are:

Sch. Mary E. Harty, seining, 25 bbls. salt mackerel.

Sch. John R. Bradley, dory handlining, 100,000 lbs. salt cod.

Sch. Gladys and Nellie, shacking, 100,000 lbs. fresh fish.

Sch. Onato, Grand Bank, shacking, 125,000 lbs. salt cod.

Sch. Manhasset, Quero Bank, shacking, 75,000 lbs. salt cod.

Sch. Agnes, Quero Bank, 15,000 lbs. halibut, 6000 lbs. salt fish, 2000 lbs. fresh fish.

Sch. Ralph Russell, drifting, 50,000 lbs. salt cod.

Sch. Olympia, drifting, 52,000 lbs. salt cod.

Sch. Carrie C., Georges, 20,000 lbs. salt cod.

Steamer Quoddy, Middle Bank, 70 bbls. fresh porgies.

Steamer Independence II., shore, 40 bbls. fresh bluebacks.

Steamer Marchant, shore, 50 bbls. fresh bluebacks.

Vesse Is Sailed.

Sch. Emerald, haddocking.

Sch. Lucania, shacking.

Steamer Bessie M. Dugan, seining.

Sch. Hockomock, swordfishing.

Sch. Rhodora, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$26 per bbl. for large and \$17 per bbls. for tinkers.

Salt trawl bank codfish, \$4.25 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.

Handline Georges codfish, large \$4.87 1-2, medium, \$4.37 1-2, snappers, \$3.

Salt "Drift" codfish, large, \$4.75, medium \$4.45.

Salt bank dory handline cod \$4.37 1-2 per cwt. for large and \$3.87 1-2 for mediums.

Eastern halibut codfish, large \$4.12 1-2, medium, \$3.62 1-2.

Haddock, \$2.

Pollock, \$1.75.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

Eastern shack cod, \$4.25 for large and \$3.75 for mediums.

All codfish with napes picked bring 25c over the above prices.

Salted whiting, \$2 per bbl. W.

Fresh Fish.

Haddock, \$1 and \$1.05 per cwt.

Large cod, \$2.40 per cwt.; medium, \$1.90 per cwt.

Peak and Western bank fresh codfish, \$2.35 per cwt. for large and \$1.85 \$1.90 for mediums.

Cusk, large, \$1.75; mediums, \$1.25.

Hake, \$.90.

Dressed pollock, 90 cts. round, 80 cts.

Bank halibut, 11c per lb. for white and 9 1/2c for gray.

Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.

Fresh mackerel, 30c to 32c for large, 23c to 25c for mediums, 9 1/2c for small and 5c for tinkers.

Fresh shad, \$3.15 per bbl.

Fresh whiting, 60 cts. per bbl. W.

Collided With Fishing Schooner.

Upon her arrival at Bath yesterday the steamer City of Bangor reported that she was in collision late Sunday night with a small fishing schooner in a thick fog off Deer Island, shortly after leaving Boston. The steamer apparently struck the little vessel a glancing blow, carrying away her mainsail, which was left on the City of Bangor's bow. The schooner sustained no serious damage, and the steamer proceeded on her way to this port and Gardner. The name of the schooner was not learned.

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Aug. 8.

NO ARRIVALS AT THIS PORT.

LIGHT WINDS, CALMS AND FOG KEEP FISHING CRAFT FROM MAKING PORT.

The combination of light winds, calms and fog have put an effectual embargo on this port during the past 24 hours or more, for since early Monday morning nothing in the shape of a fishing craft or coaster has arrived and but very few have sailed, those who did go out, getting away yesterday morning when the fog held up for a while.

The shore gasoline fleet are at their wharves and there are no fresh bluebacks in. Two of the boats went out yesterday and plugged around in the fog for a while and then came back, having seen nothing to set at.

Today's Arrivals and Receipts.

No arrivals at this port today.

Vessels Sailed.

Sch. Senator Gardner, dory handlining.

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Aug. 8.

GRAYLING LOST IN DAVIS STRAIT.

Crew of 18 Men Taken to Copenhagen from Greenland.

Schooner Was on Fledged Halibut Trip to Northern Waters.

The fishing sch. Grayling, of this port, was wrecked early last month in Davis strait. Her skipper, Capt. Alex Laager, and the entire crew, 18 men in all, were saved and yesterday arrived at Copenhagen, Denmark, having been carried across the ocean by the Danish government steamer Godthaes. No details of the loss of the craft have been received.

The Grayling was one of the seven vessels of this port engaged in fledged halibuting, and was the first of the fleet to sail this season, leaving here for the far north April 27, sch. S. P. Willard sailing the same day.

These crafts generally fish on Bacaleu bank and from that up the soundings of the bank along the coast of Labrador to Cape Chidleigh, at the entrance to Hudson strait. Last season one of the fleet, sch. Jennie B. Hodgdon, went to the fishing grounds at Greenland, being the first American fishing craft to go there in 20 years. This season it was the intention of Capt. Laager to go to the Greenland grounds in sch. Grayling.

The ice conditions to the northward have been unusually severe this season and in addition to this terrible gales were reported off the Greenland coast in July. It is

Presumed That the Grayling Was Caught in the Ice.

In Davis strait, while on her way to the Greenland fishing grounds, in one of these severe gales, and was wrecked and in some manner her crew were

able to reach the Greenland coast, or were picked up and landed there by some craft.

Davis trait is a big stretch of water, ice packed generally at this season of the year, lying between the west coast of Greenland and the east shore of Baffin Land, and connects the main Atlantic ocean with Baffin bay. It is on this west shore of Greenland, in the vicinity of Holsteinborg, that the best halibut fishing grounds are located, directly on the eastern side of Davis strait.

It is thought by some that the Grayling may have reached the Greenland coast and begun fishing operations and was on the fishing grounds, which are not far from the shore, when she was wrecked. If this is so, her captain and crew had a better chance of reaching land than had it happened while making the passage through the strait.

The Grayling carried a splendid crew of men all well known and all seasoned veterans, used to fledged halibut trips in the icy northern seas. The news that they are all safe will be received here with much gladness. Their names are Capt. Axel Laager, master; Eric Erickson, cook; Foster Oxner, Charles Malmberg, Hans Schubert, John (White) Thompson, Peter Jefferies, William Dahl, Samuel Hatfield, August Letman, Samuel Smith, Carl Carlsson, Albion Backman, Fred Dodt, Walter R. Vannah, Wallace McKay, Peter Schink and Charles Clauson.

Sch. Grayling was owned by Orlando Merchant, and was built at Essex in 1891 and was 121 tons gross and 87 tons net. She was insured by the Gloucester Mutual Fishing Insurance Company.

Aug. 8.

MANY MACKEREL OFF MAINE COAST.

In an interesting letter to the Gorton-Pew Fisheries Company, Charles A. Dyer of Portland, Me., one of the best posted men on the coast on the movements of mackerel, a matter which he has made a study for many years, says:

"There seems to be a large body of large mackerel off here. One steamer came in Friday night with nine barrels and another with 2 barrels. The later was in this week previously with 20 barrels of large mackerel and 40 barrels of bluebacks. The captain reported that on the shoal of the Cod ledges, five miles east of Portland, in shoal water a very large body of mackerel, but they had only a small seine. I think if a vessel were here with a long shoal seine they could stop the fish and get a good trip. The schools are reported too large for the seines being used by our small steamers and motor crafts, and there are but few of these fishing for mackerel, as the most of the fleet is to the eastward after bluebacks. This news is, I think, reliable, as all the boats off here are getting some mackerel and lately they are about all large, with a few tinkers mixed in.

"It looks as though these mackerel followed the large herring schools, just the same as they used to years ago. The large herring came down the shore this year the first time for 20 years and I think they will come back in shore full of spawn.

"I hope Gloucester will send several vessels down here with seines. There was never more mackerel feed in the water along here than now and this ought to keep the mackerel here until the middle of September, unless a cold northeaster drives them off before that time."

Mr. Dyer's idea of mackerel on the Maine coast late in August and in September is shared by many of the sein-

ing skippers and many of them, in speaking of present prospects, like the look of things on the Maine coast fully as well, if not a little better than anywhere else. Some of the skippers say it is certain that a large body of mackerel has gone down into the bay of Fundy or on the Maine coast, and that these fish will show there later and should result in some big fishing.

Mackerel at Newport.

At Newport yesterday were the following with mackerel:

Sch. Clara T., 2100 fresh mackerel.

Sch. Wood and Mack, 1400 fresh mackerel.

Sch. Thomas Condon, 1975 fresh mackerel.

Sch. Catspaw, 1050 fresh mackerel.

Sch. Alice, 3150 fresh mackerel.

Mackerel Sale.

The 14 barrels of salt mackerel of steamer Bessie M. Dugan, mostly small fish sold to the E. K. Burnham Fish Company for a lump sum, \$220.

Mackerel Catch and Imports.

The catch of salt mackerel to date by the fleet is about 6000 barrels. Last year, to date, the catch was 2,665 barrels; 13,903 barrels in 1909, 16,767 barrels in 1908, 21,604 barrels in 1907, and 3,797 barrels in 1906, to date.

The imports of salt mackerel to Boston to date are 1874 barrels. To date for the past five years, the imports have been 6,440 barrels in 1910; 4,305 barrels in 1909; 10,099 barrels in 1908; 3,503 barrels in 1907, and 11,379 barrels in 1906.

The catch of fresh mackerel to date is 31,068 barrels against 15,659 barrels in 1910, 43,812 barrels in 1909, 45,055 barrels in 1908, 45,770 barrels in 1907, and 30,144 barrels in 1906.

The imports of fresh mackerel to Boston to date are 3,798 barrels against 1,932 barrels to date in 1910, 6,002 barrels in 1909, 5,882 barrels in 1908, 5,015 barrels in 1907 and 14,662 barrels in 1906.

Aug. 8.

Aug. 8.

Aug. 9.

T WHARF FISH RECEIPTS LIGHT

PRICES WELL SUSTAINED ON ALL GOODS TAKEN OUT FOR MARKET.

Receipts at T wharf this morning are light. Yesterday afternoon the steam trawler Ripple brought in 47,000 pounds, about all haddock, and sch. Athena had a fine fare 63,000 pounds, 60,000 of which are haddock. The little sch. Fanny Reed with 45 swordfish was also a late arrival yesterday.

This morning there are a dozen crafts in, nine ground fish fares and three swordfish trips, the latter ranging from 10 to 65 fish, the latter fine catch being in sch. Mamomet, the fish selling at 11 and 12 cents per pound.

Of the ground fish arrivals schs. Elizabeth W. Nunan and James and Esther have mostly hake and cusk, while schs. Olive F. Hutchins and Helen B. Thomas have the only haddock fares of any size in the dock.

Cod and pollock are bringing good prices, the latter selling at \$3 and \$4, while large cod are worth \$4 and \$6. Haddock are down to \$1.25 and \$1.85, and hake are bringing \$1.75 and \$2.75 for what are being taken out to market.

At T wharf last week 45 arrivals landed 1,408,300 pounds of fresh fish against 62 arrivals with 1,884,070 pounds of fresh fish for the corresponding week of 1910.

Boston Arrivals.

The fares and prices in detail are: Sch. Olive F. Hutchins, 48,000 haddock, 3000 cod.

Sch. Elizabeth W. Nunan, 3000 haddock, 9000 cod, 60,000 hake, 4000 cusk.

Sch. Helen B. Thomas, 35,000 haddock, 3000 cod, 1500 pollock.

Sch. Leo 14,000 haddock.

Sch. James and Esther, 1000 haddock, 10,000 cod, 30,000 hake, 10,000 cusk 10 swordfish.

Sch. Annie and Jennie, 4000 cod, 4000 pollock.

Sch. Juniata, 1500 haddock, 23,000 cod, 3000 pollock.

Sch. Georgianna, 5200 cod, 2400 pollock, 1 swordfish.

Sch. Eva Avina, 400 haddock, 1000 cod, 2000 pollock.

Sch. Dorcas 37 swordfish.

Sch. Manomet 65 swordfish.

Sch. Lillian 10 swordfish.

Steamer Ripple, 44,000 haddock, 2500 cod.

Sch. Athena, 60,000 haddock, 3200 cod.

Sch. Fanny Reed, 45 swordfish.

Haddock, \$1.25 to \$1.85 per cwt.; large cod, \$4 to \$6; market cod, \$4 to \$4.25; pollock, \$3 to \$4; hake, \$1.75 to \$2.75; cusk, \$2.50; swordfish, 11 and 12 cents per lb.

Aug. 8.

Fulton Fish Market Notes.

There were 40 smacks at Fulton market between Saturday morning and Friday noon, says the Fishing Gazette, with a total of 546,980 pounds of fish, of which 256,980 pounds were bluefish, 24,000 pounds weakfish 39,600 pounds sea bass and porgies mixed, and 226,400 pounds sea bass. The total number of bluefish were 85,660, and in the above total weight they are averaged at three pounds each.

The present week was not a very successful one as far as the wholesale commission men were concerned. During the first few days prices were too high to be attractive, while later in the week buyers did not seem to care to load up with stock, notwithstanding that prices were much more favorable.

The first green smelts were on sale last Saturday, selling at 10 cents to a shilling per pound. Some of them did not reach here in very good shape.

Swordfish was on sale last Saturday, the price being 8 cents per pound.

Bluefish dropped in price during the last part of the week.

Bonita brought from 5 to 7 cents. Steak cod sold at 7 to 10 cents.

During the last part of the week fluke and flounders brought 2 1-2 to 3 cents. Quite a lot of the former was sent to the head dock.

Aug. 8.

Halibut at Portland.

Sch. Margie Turner was at Portland yesterday, with 14,000 pounds of halibut.

Halibut Stock.

Sch. Preceptor, Capt. John McKay, stocked \$2200 as the result of her recent halibut trip.

BLAMES THE BATTLESHIPS.

Capt. Jacobs Says They Frightened Away Big Schools of Mackerel.

When Capt. Solomon Jacobs of the steamer Quartette arrived at T wharf Saturday morning, he unburdened his mind about the warships and the mackerel school they scared away as they ploughed the water off Provincetown:

"We were seven or eight miles north by west from Race point light, in the finest find of mackerel weather yesterday morning," said Capt. Jacobs, "and without exaggeration there were hundreds of schools in sight. I made for the biggest one, which had, at least, 200 barrels of fish in sight. That meant something to me—18,000 fish in count at 30 cents apiece. Just then the submarines came by and the fish went down. We waited and the fish showed once more. There were three battleships off our port bow, and four more of our starboard bow.

"My son Arthur, who acts as engineer for me, didn't want us to put out in the seine boat, but I said I'd set our seine if the ships sank me. We got the seine around the big school without any trouble, the fish keeping to the surface. Meantime the battleships were coming nearer every minute. I blew three blasts as a salute, then two short blasts to tell them to keep away from us. But they didn't.

"As the ships passed their swash filled the seine boat. When we came to look for our fish we found the waves had scared them and they had bolted through the open bottom of the net. It was evening before we sighted a small school and captured it. There are more mackerel schooling in Boston bay just now than there has been before in 20 years, but while the warships remain in the vicinity the fishing fleet can't catch them."

Aug. 8.

Portland Fish Notes.

About 900 pounds of mackerel were brought in Sunday by a small power boat, taken off Half Way Rock. The steamers Elthier, Pet, and E. N. Brown all came in on account of the fog, but none of them had any fish. The skippers all report seeing good sized schools of mackerel, but the fish were acting very wild, and it was impossible to get near them. The steamer Dolphin arrived Saturday with 60 barrels of bluebacks and 18 barrels of large mackerel.

The fishing schooner Bernie and Bessie arrived Sunday from a cruise on Brown's bank, bringing 41 swordfish, on which she will make a good stock at the ruling prices. The schooner was out in the gale of Friday, July 28, but the skipper reports that with the exception of a very heavy sea no discomfort was experienced. He also reports that on Friday last he passed the schooner Edmund F. Black, with 60 swordfish, and the Albert W. Black with 50, both vessels intending to take their fares to Boston.

Aug. 8.

Pensacola Fish Notes.

The total catch of fish last week at Pensacola amounted to 86,500 pounds, of which 2500 pounds were grouper and the balance red snapper. E. E. Saunders & Co. have six of the nine vessels that brought in stock. They had the grouper and 59,500 pounds of red snapper. The Warren Fish Co., during the coming week, will be very heavy.

Smacks to the Warren Fish Co. were: Mary L. Harty, 11,000 pounds red snapper; Emma Jane, 9000 pounds do.; Mineola, 4500 pounds do.

Smacks to E. E. Saunders & Co.: Lettie G. Howard, 12,000 pounds red snapper; Priscilla, 14,000 pounds do.; Kwasind, 5000 pounds do.; Clara R. Harwood, 7500 pounds do.; Lottie G. Haskins, 7500 pounds do.; Ruth A. Welles, 13,500 pounds do., and 2500 pounds grouper.

Will Enlarge Buildings.

The Louisburg correspondent of the Sydney, C. B., Record, says:

"The Gorton-Pew Co., who have established a fishing branch at Louisburg, are now engaged in buying fish. The company will later on enlarge wharf and erect more buildings. They have now a considerable quantity of building material on the way for the erection of buildings, about eight or ten hands are now employed by the company."

Will Fit for Shacking.

Sch. Stiletto is fitting for shacking under Capt. Lewis Carritt.

NEW LIGHT IN SCH. HARMONY CASE

Capt. Gibbs Charges Peculiar Proceedings by Officials.

Claims Signing of Admission of Guilt Was Under Undue Pressure.

From certain statements made by Capt. Christopher Gibbs of sch. Harmony, which craft arrived home this week, after being seized and fined \$1200 by the Newfoundland authorities for violation of the bait act and for not reporting at custom house, it is evident there is another side to the case than that which has reached here from Newfoundland sources and that the owners of the vessel will probably make representations which may result in the re-opening of the case.

There are some things regarding the affair on which Capt. Gibbs' story and the Newfoundland reports agree, and on the other hand there are others on which they do not coincide and are widely at variance.

Capt. Gibbs' statement is most important from the fact that it charges he was given no opportunity to secure counsel at the trial when the fines were imposed. The captain says the summonses were not served on him until he arrived at the court room, and the trial was immediately begun, without his being given an opportunity to secure any legal representative.

Says Capt. O'Reilly Offered Inducement for Signing Confession.

Of a grave nature also is the statement of the captain that the signing of the document admitting guilt was

Finally on July 7, Capt. Gibbs says, they told him that if the fine was not paid by noon of the next day, they would dismantle the vessel, and this in the face of fact that when the fines were imposed 30 days were allowed for payment before the craft would be confiscated.

Aug. 9.

Norwegian Fisheries.

An occasional correspondent of the Fishing Gazette writes that Norway is fast becoming a strong competition to the United States in the matter of fish. The total value of fish, according to a recent Government report, was in 1910 estimated at £2,400,000 or about \$12,000,000. This was a large increase over 1909. The decline of some of the fisheries was partly counteracted by the employment of more modern vessels, gear and mode of fishing, and the rise in value of fish exported is partly due to the prices of fish exported abroad. The number of motor vessels used in the Norwegian fisheries in reported to have risen from 1,483 in 1909, to 1,736 in 1910, and of open boats with motors from 153 to 238. British sailing fishing boats are being bought by Haugesund firms in order to fit them with motors. The motor vessels have hitherto been chiefly used in the Lofoten and Tromso districts. The use of the log net is reported to be on the increase in the Stavanger sprat fisheries and in the Saithe fisheries in Nordland. The telegraph is widely used in the service of the fisheries, and it may not be many years before the existing wireless telegraph stations in the North are increased for the same purpose. Special attention has been devoted to steamer connections with the chief fishing centers and to the installation of refrigerating plants on steamers and of cold storage trucks and icing plants on the railways.

Aug. 9.

Sharks Destroy Gear.

Sharks are reported as both numerous and troublesome on the fishing grounds by Capt. Devine of the fishing sch. Leo, which arrived at T wharf yesterday. The Leo lost 15 tons of trawls to the finny monsters, which cut through and destroyed the outfits off Chatham.

done under pressure or undue influence, in other words he says he signed it while on board the Fiona, being taken down to Harbor Breton for the trial and that none but Capt. O'Reilly and himself were present.

Capt. Gibbs says that Capt. O'Reilly prepared the statement and led him to think, from statements which he made, that by signing it he would get off light. He says he was also told that the signing of the document would "help him out" and "make it easier" for him, and also that it would make it easier for all the poor fishermen of his crew, for he says he was also told at the same time that every man of the crew could be held for trial and fined and that the signing of the document would let up on them.

Upon these representations, Capt. Gibbs says, he signed the document, but he also adds very emphatically that the document as it appeared in the Times, and copied verbatim for one of the Newfoundland papers and the document as he signed it differ in one very important essential. In other words Capt. Gibbs says that in the printed document is a statement which was not in the document at the time he signed it. The part of the document to which Capt. Gibbs objects is that which makes him say he did not want to report at custom house because he was in for bail.

This report, he affirms, was not in the document when he signed it.

Did Not Harbor 48 Hours in Any One Place.

Speaking of the affair generally, Capt. Gibbs says he did not harbor for 48 hours at any one place. He went into the bay Thursday evening, June 29 and went way up the bay. It was calm and he anchored, remaining at anchor nine hours. On Friday morning he got underway, there being little wind, and came down and anchored in Dawson's Cove at about 10 o'clock. It was calm and he was trying to get out, but there was no chance.

Saturday he lay at anchor and in the evening he again weighed anchor and hoisted sails and tried to get out, but could make no headway and as the craft was drifting in shore quite a ways, he was again obliged to anchor, still keeping the sails on the vessel. The next day, being Sunday, and no custom house in Newfoundland being open on that day, there was no chance for him to enter provided he had laid over the 48 hour period.

Explained His Acts Fully to Captain of the Cutter.

Sunday morning the Fiona came along side and Capt. O'Reilly and Capt. Gibbs talked. The latter, in response to the query as to why he had not entered, said he had not been in port 48 hours, and also that he knew of no custom house in the bay, the nearest one being at Harbor Breton, which was three miles by water from the vessel and then three miles more across the land.

As a result of what he saw, etc., Capt. O'Reilly took the vessel's papers, said to Capt. Gibbs, "Come with me," and took him on board the Fiona, a prisoner, then with the Harmony in tow the Fiona started for Harbor Breton. In was on the passage up to the latter port he had the talk with Capt. O'Reilly and the document above referred to was made out and he signed it under the conditions as above stated.

Court was held July 4, with no counsel present for Capt. Gibbs, to tell him his rights. Capt. Gibbs says he objected to the charge of not entering. He says that after the trial and the imposing of the fine, the authorities, while waiting for the payment of the same, seemed anxious and on July 6 they talked of dismantling the vessel and taking the wheel off.