

February 16

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

- Sch. Kentucky, Georges, 5000 lbs. fresh cod, 15,000 lbs. haddock.
Sch. Azorian, shore, 1000 lbs. fresh fish.
Sch. Gardner Heath, shore, 1500 lbs fresh fish.
Sch. Laura Enos, shore, 600 lbs. fresh fish.
Sch. Magnolia, shore, 2500 lbs. fresh fish.
Sch. Storm King, shore.
Sch. Rienzi, shore.
Sch. Kineo (returned with rescued crew.)
Sch. Agnes V. Gleason, via Boston.
Sch. Georgie Willard, via Boston.
Sch. Sylph, via Boston.
Sch. Oliver F. Kilham, via Boston.
Sch. Ida S. Brooks, via Boston.

Today's Market.

Board of Trade prices: Large handline Georges cod, \$4.25 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; handline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do., \$3.00; large dory handline cod, \$3.50; medium do., \$3.25.

Boston.

- Sch. Startle, 800 cod.
Sch. Samoset, 9000 haddock, 500 cod.
Sch. Henrietta G. Martin, 4000 haddock.
Sch. Valentina.
Sch. Dorothy, 9000 haddock, 1000 cod.
Sch. Vidia M. Brigham, 10,000 haddock, 1800 cod.
Sch. Monarch, 40,000 haddock, 5000 cod.
Sch. Nickerson, 5000 cod.
Sch. Jennie and Agnes, 20,000 fresh fish.
Sch. Matchless, 60,000 haddock, 6000 cod.
Sch. Carrie F. Roberts, 10,000 haddock, 500 cod.
Sch. Ellen F. Gleason, 35,000 haddock, 2000 cod.
Sch. Elsie F. Rowe, 4000 haddock, 300 cod.
Sch. James Drinan, 500 haddock, 3500 cod.
Sch. Angielena, 11,000 cod.
Sch. Emily Cooney, 8000 haddock, 800 cod.
Sch. Philomena Manta, 15,000 haddock, 500 cod.
Sch. Emma W. Brown, 8000 haddock, 2200 cod.
Sch. Thomas Brundage, 10,000 haddock, 1300 cod.
Sch. Mary Edith, 6000 haddock, 1100 cod.
Shore haddock, \$2.50; off shore haddock, \$1.75; large cod, \$4 to \$4.50; market cod, \$2.50 to \$3; pollock, \$4.

SEMINOLE FORCED BACK.

Cutter Could Not Make Way Around Cape Ray.

ICE AND STORM PREVENTED.

Ice Navigators Believe Schooners Can Not Be Reached.

A despatch from St. John's, N. F., on Saturday says that the Seminole, which started for Bay of Islands that morning, returned to Channel Harbor in the afternoon. She was unable to get around Cape Ray owing to the heavy northwest gale, accompanied by a snow storm, which blocked the ice against the land, making it impossible for the vessel to proceed to Bay of Islands.

She reports that the coast is packed with

heavy drift ice, and that nothing can be done until the wind changes. The local ice navigators believe that the Seminole will never succeed in her attempt to rescue the five American fishing schooners laden with cargoes of herring, which have been frozen in the ice in Bay of Islands since the latter part of January.

Another despatch from St. John's yesterday says that the Seminole is in danger of getting ice-bound herself if she tries now to relieve the fishing fleet frozen in at Bay of Islands.

The Seminole has been lying over at Channel Harbor for the still northeast gale to abate. She is still unable to get to the Gulf of St. Lawrence on account of ice floes being drifted by the wind into a frozen mass. The prospect of her being able to make the Gulf is most unpromising at present.

The Canadian naval schooners Stanley and Minto are already nipped by the Gulf ice, having ventured incautiously too far among the drifting floes. The Seminole will meet the same fate if she persists in trying to force a passage through that region.

The most favorable opinion of the Seminole's chances to steam up the Gulf comes Continued on Pages.

from Capt. Delaney of the Newfoundland mail steamer Bruce, who says that the Seminole will never be able to get to the Bay of Islands, till prolonged easterly winds shall drive the ice floes well off the shore.

From Channel harbor up to the gulf waters the ice is drifting in masses. Beyond the Gulf and up to the Bay of Islands itself the floes are frozen together in an impassable stretch of practically unbroken ice. Favorable winds might clear the Gulf passage, but even that would not solve the problem of getting to the ice-bound fleet in the Bay of Islands itself.

The St. John's, N. F., Herald says that slob ice is now plainly visible in the ofing, and one of our best sealing captains says that the Arctic floe is now about Bacalieu and drifting south. As soon as a north east wind comes up, the ice will drive in along the shore and blockade it, and he predicts that this will be a hard spring at the seal fishery, owing to the ice being so near the coast.

No word has been received here from the Seminole or Bay of Islands, N. F., recently, and the Western Star, due here Saturday evening, has not yet arrived.

Capt. Charles Young arrived at Bay of Islands, N. F., a week ago Saturday.

CHILDREN STREW FLOWERS

Annual Memorial Service for 74 Lost Fishermen.

LARGE AUDIENCE FILLS HALL.

Eloquent Tribute Paid by Naval Chaplain Helmes.

74 men lost in 1902.

The memorial services for the fishermen who had lost their lives during the year just passed while following their dangerous calling, were held at City Hall yesterday afternoon. The services this year differed in many respects from those of former years, the feature introduced last year of strewing flowers upon the waters of the harbor being repeated, which added much to the solemnity of the occasion, giving it a profound and christian character which made this memorial one long to be remembered and impressing upon the minds of those who witnessed them, the bravery of our fishermen, their sterling worth and the self-sacrificing character of the men who man our vessels.

At 2.15 o'clock, in the presence of fully 2000 people, on the Atlantic Hallbut wharf, the most touching feature of the entire service was enacted, when 74 young children, children of fishermen, representing the number of men lost in 1902, cast flowers upon the water, the restless tomb of many seamen.

It was an eager yet respectful crowd which witnessed the exercises, even the usual unruliness of careless youth bowing in reverence at this solemn spectacle, and assisting in the service by their respectful silence. It was really gratifying to notice that young men and boys who under most circumstances, in such a public

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PHENOMENAL STOCK MADE.

Sch. Lizzie M. Stanley Made \$8700 Since New Year.

\$17,000 SINCE SEPTEMBER 25.

Crew Have Shared \$220 Clear Since January 1.

Capt. Joshua M. Stanley of sch. Lizzie M. Stanley of this port has made a record unequalled in the history of the fresh fishery and which is one of, if not the best, ever made in any branch of the fisheries.

The Stanley is engaged in the winter haddock fishery and in a little less than six weeks since the first of this year, has made the phenomenal stock of \$8700. On this, the crew has received a share of \$220 clear of all expenses. This is a record of which any man may well be proud, and Capt. Stanley and his crew are receiving many deserved congratulations.

Since September 25, 1902, when the Stanley started, a period of 15 1-2 weeks, she has made the big stock of \$17,000 which of itself is a record hard to beat.

For the past 12 years Capt. Stanley has been prominent in the fish world as one of the leading fresh fishing skippers of New England. Year after year he has made big stocks and several times has been high line of the haddock fleet.

Capt. Stanley is a fisherman par excellence, combining rare judgment and ability with an aptitude for hard work which is well known to all in the business. Long ago he learned the value of a good crew, and the hardy fellows who follow his fortunes are second to none in the business. Many of the men who have sailed with him are now first class skippers. He is a modest, unassuming man. His success is well deserved and is a tribute to his judgment and energy.

GETTING READY.

Channel Being Cut to Ice Imprisoned Vessels.

Ready To Make Dash if Seminole Arrives.

A telegram received in this city from Bay of Islands, N. F., last evening states that Capts. Ross and Young are there and are getting the ice-prisoned vessels ready to make a dash out into the Gulf of St. Lawrence if the Seminole appears. A channel is being cut through the ice, and the vessels hunched up as much as possible, so that if the Seminole arrives, everything will be in readiness for her to take right hold and to tow them out.