

WALK TO LAND FROM POTOMAC

First Officer and Four Men Reach Bonne Bay—Report Craft Wedged Fast in Ice Pack.

Navy Dep't Informed of Tug's Bad Plight—Impossible to Get Provisions and Coal on Board—Aid Cannot Reach Her—May Have to Be Abandoned—Whole Crew May Be Housed Ashore—Rescue Dash of Androscoggin Held Up.

Firmly held in the grip of ice floes the naval tug Potomac is a prisoner off Bonne Bay, N. F., and the chances of her getting clear again until spring are considered small. All hands are safe, but coal and provisions are low and on account of the bad plight of the craft, she may have to be abandoned. The revenue cutter Androscoggin on her way to assist the Potomac has been ordered to make port at Sydney or Halifax and await further orders as a result of the situation.

The first definite news from the tug was received at Bonne Bay yesterday when the first officer and others of the tug's crew walked ashore on the ice to Lobster Head Light station. They reported that the Potomac was hard and fast in the ice three miles from Rocky Harbor. While all of her crew, comprising 36 souls on board were well, her coal and supplies were running short. In order to replenish their supplies, sleds will be put into use today to carry food and other things needed over the ice to the imprisoned craft.

As the old-timers here have figured, the heavy ice floes have become packed in the Gulf of St. Lawrence, south to Cabot Strait. While there is a bare chance that an easterly might break up the ice so that the Potomac could make her way to a nearby harbor, those best acquainted with the conditions there say that the chances of the Potomac being able to clear the gulf before May are remote.

Tug's Plight Is Serious.

Advices from St. John's received from the west coast state that the plight of the tug is far more serious than first supposed and that she may have to be abandoned. Unless she can

be cut clear by heavy ice-breaking steamers, it is feared that she may drift northward towards the Straits of Belle Island. Her commander is awaiting orders at Bonne Bay from Washington.

Navy Department Hears From Craft.

The naval department at Washington received the first official communication from the Potomac last evening, the wireless station at Arlington picking up the following message:

"Ashore with four men. Ship wedged in ice. Unfavorable to move. Can find no way to get stores out to them. From information gained do not think it possible for ships to reach here."

The Revenue Cutter Service ordered the cutter Androscoggin, bound up the coast to the tug's relief, to make port at either Sydney or Halifax and await orders. Reports indicate that it would be impossible for the cutter to smash her way to the side of the Potomac, and arrangements probably will be made to have most of the tug's crew housed ashore until the breaking up of the ice.

Schs. F. S. Willard and Hiram Lowell, the crafts which the Potomac sought to release are hard and fast in the ice at Bay of Island. The crew are on board, but are in no immediate danger as they can reach shore very easily over the ice.

The revenue cutter Androscoggin on the way to assistance of the naval tug Potomac in the Gulf of St. Lawrence, reported herself at noon yesterday as off the southwestern coast of Nova Scotia, 500 miles from Bonne Bay.

The cutter was steaming along the Nova Scotian coast at a 10-knot gait and was expected to reach Bonne Bay, Friday morning. The position of the Potomac was sent to the Androscoggin by wireless. The cutter will be notified by wireless to harbor at Halifax, N. S., or North Sydney, C. B.

CURE AND MARKET OF N. F. CODFISH

Some Interesting Excerpts From Annual Report of St. John's Board of Trade.

Says the St. John's, N. F., Board of Trade in its annual report:

In a general way we know that we supply about two-thirds of the codfish imported into the Brazils, and less than half of that of Spain. These two markets, therefore, could take about half a million quintals more fish from us, if we can beat our competitors in quality and price. The surest and quickest way to gain new markets, or to keep the old ones, is to make good, clean, wholesome fish. In regard to the price of codfish, it is observable that a very erroneous idea prevails as to the causes which govern its rise and fall. The idea seems to be that the price is arbitrarily fixed by the local merchant. It is of course true that the buyer, no matter who he is, nor what he buys, tries to buy cheaply; and the seller, on the other hand, tries to get as much as possible for his goods. But this daily or hourly struggle has very little or ultimate effect upon the price of merchandise, and it would be well for our fishermen to realize that the price of codfish, on the whole, depends upon a variety of things, over which neither the fishermen nor the merchant has any control.

The Report completely disposes of the pretensions of certain local gentlemen, who claim to have raised the price of fish. Thus it says: "The condition of the foreign markets finally makes the price. And these markets are affected by the following circumstances, in addition to the size of our own catch: The catch in Norway and Iceland, and the local supply of fresh fish; the supply of other cheap food; the purchasing power of the consumer, depending again upon the prosperity of his own industry; the condition of the world's money markets. The Brazilian market has been specially good, having taken 239,284 quintals during the six months from June 30th to December 31st, as against 205,947 quintals for the same period last year.

Cure of Codfish.

Going on to the cure of codfish, the Report says: "Owing to the fine weather which we have enjoyed during the past season, there was a considerable improvement in the average quality of the codfish brought to St. John's. Still there was often a great difference in the quality of different lots on the market at the same time, selling at the same price, which unfair system would be remedied if all fish were culled and sold according to quality. The markets have on the whole been good, and exporters have received fair returns for their shipments. The prices paid locally have seldom if ever been exceeded, and the catch seems to be about an average;

therefore it may be said that the fishery has been very profitable, a deplorable matter that at the season it has to be said that catch seems to be about an average. It should be a matter of knowledge and not speculation, and neither chants nor fishermen will be able to make the most of the voyage without accurate information as to the catch obtained.

New Markets.

The Report goes on: "A great deal has been written and said of late about new markets. One would suppose that it was possible to find on the world's surface some new people who would immediately come large consumers of our product if we could introduce it to them. It is quite possible that with the opening of new trade routes, such as the Panama Canal, new markets may be reached, and in the course of time good trade become established. There is a matter of far greater importance about which less is said than that is the conservation of the markets. We do not by any means sell all the fish we ought to in Spain, Portugal, Italy or other interanean markets. We sell very little comparatively to Porto Rico, Guamaica, Trinidad and Cuba; and our best market (Brazil) buys a deal from other countries. Our principal competitor (Norway) is making great endeavors to supplant us in the Mediterranean markets, and in places we have lost considerable ground. It behooves us to watch the situation very closely, but as a matter of fact very little attention is paid to it.

Steam Trawlers Meant Iced.

In a freezing 50-mile-an-hour gale the steam trawlers Breaker and Heroine limped in to T dock, Boston, yesterday, resembling more the wreckage of a miniature ice berg than a fisherman.

It was the toughest weather yet reported, both crafts being covered with a frozen surface of ice of several inches depth from stem to stern. Breaker was the worse off, her deck being covered with a foot to two inches of ice causing her to list to starboard. Ice over a foot thick covered the deck, while her masts and rigging were similarly encumbered which presented a unique spectacle as the sun's rays glittered from the ice.

The Breaker lay off the wharf Wednesday night until daylight when she started for port. So badly were things on deck that it was necessary to apply the steam to the forward wench before she could start her trip.

Frank Ledwell and William Spence of the Heroine's crew came ashore with frozen faces sustained by the day night. Spence had chipped his face from the vessel's deck and he was successfully in removing the ice from his cheeks, but Ledwell refused to yield to such treatment. His shipmates declared that he required medical attention but he refused to leave the vessel until his 11,000-pound cargo had been landed. The Heroine was out 10 days because of the gale had only two days fishing.

Could above

DOZEN HALIBUT SENT TO ENGLAND

connection with the discussion in Canadian parliament last week on opposition criticism of the titles provided for the marketing of Canadian fish in the United States, report from Canadian Trade Commissioner Mussen in England to the and commerce department this of unusual interest.

The report concerns the experiment introducing frozen halibut from the Canadian Pacific coast on the market in Grimsby, England, and pronounces such a success that there has not a single complaint as regards quality. It has been found on account of the demand impossible to keep a continuous supply and it has been necessary for the same reason to furnish some of the larger distributing English centers with supplies of from Liverpool.

The experiment of introducing frozen halibut from the Canadian Pacific coast on the Grimsby market thence into the markets of the "United Kingdom," states the report, proved so successful that by the second consignment was due arrive the first delivery had all been disposed of and orders were on hand for more." The report goes on to say that frozen salmon has proved equally successful and that London is regularly supplied thruout the Canadian Pacific season.

DRAG SUPPLIES TO THE POTOMAC

Horses and Sleds From Bonne Bay Safely Go Out to Nipped Tug—Craft Will Probably be Abandoned.

Food supplies were quickly rushed to the ice-imprisoned tug Potomac, across the ice at Bonne Bay, N. F., yesterday, sufficient to keep the 36 men on board for a week at least. Latest advices from the Potomac state that her release is not probable until a moderation of the weather and a change of the wind sets in, which means next spring, in the opinion of well versed mariners here.

An idea of the situation can be gained from the fact that supplies were dragged out to the tug by horses from Rocky Harbor. The ice is thick and firm for some distance beyond where the Potomac is held. A heavy gale was blowing directly on

shore from the Gulf of St. Lawrence. In response to the message received by Secretary Daniels of the navy department from the tug yesterday, the latter immediately wired back to decide whether the tug shall be abandoned by her crew. It was assumed that she is in no immediate danger of being crushed by the ice, but when warmer weather comes and the floes begin to break the staunch little tug's steel plates may be stove in by the ice crush.

Work of unloading the cargoes of the schs. Frances P. Willard and Hiram Lowell, frozen in at Bay of Islands, began yesterday, so advices state, and they will be shipped overland to Port Aux Basques, where two of the Nicholson fleet will load the fish for home.

CLAUDIA HAD ROUGH TRIP

Among the few vessel arrivals at Portland, Wednesday was the Gloucester fishing sch. Claudia, Capt. J. Trefethen, returning from a fortnight's cruise on the Georges Banks. She had for a fare about 9000 pounds of halibut, 3000 pounds of mixed fish and 10,000 pounds of salt cod. The trip was shortened on account of the schooner having lost two of her anchors on the Banks, which forced her to come home to refit. Rough weather was encountered while on the fish grounds, it blowing hard most of the time, with numerous snow squalls. The schooner sold her halibut to the W. Trefethen Co., but her salt cod will be taken to Gloucester, where she will refit for another cruise.

TWO HADDOCKERS MAKE MARKET

T Wharf Still Shy of Fish—Beam Trawlers Yesterday Badly Iced.

Two fares of fresh groundfish were at T dock this morning at 9 o'clock, schs. Elk and Josie and Phoebe from off shore. The former had 40,000 pounds groundfish and 500 weight of halibut and latter 47,000 pounds and 400 weight of halibut. The Josie and Phoebe had not sold up to 8.30 but probably would do so during the forenoon.

Yesterday afternoon, two of the steam trawling crafts limped into the dock, heavily coated with ice. They were the Breaker with 30,000 pounds and Heroine with 9000 pounds.

Opening prices quoted by wholesalers were \$4 to \$5 a hundred pounds for haddock, \$6 to \$6.75 for large and \$4 for market cod, \$5 to \$7 for hake, \$2.80 for cusk and 17 cents a pound for fresh halibut.

Boston Arrivals and Receipts.
The arrivals and receipts in detail are:
Sch. Elk, 40,000 haddock, 800 cod, 500 halibut.
Sch. Josie and Phoebe, 38,000 haddock, 5000 cod, 2000 hake, 2000 cusk, 400 halibut.

Str. Breaker, 28,000 haddock, 1500 cod, 1500 lemon sole.
Str. Heroine, 8000 haddock, 1000 cod.
Haddock, \$4 to \$5 per cwt.; large cod, \$6 to \$6.75 per cwt.; market cod, \$4; hake, \$5 to \$7; cusk, \$2.80; halibut 17 cents for white and gray.

Pensacola Arrivals.
The first day of the sole ownership of the E. E. Saunders Fish Company by Captain T. E. Welles saw the arrival of seven fishing crafts operated by that firm, with receipts aggregating nearly 175,000 pounds, including the arrival of the Seminole to the Warren Fish Company Monday morning, the day's fish receipts amounted to more than 200,000 pounds.

The following vessels arrived during the day to the Saunders Fish Company:

	Snapper.	Grouper
Ida M. Silva	20,000	3,000
Caviare	20,000	2,000
Louise F. Harper	26,000	2,000
Fish Hawk	25,000	12,000
L. G. Howard	12,000	3,000
Clara M. Littlefield	27,000	
Favorite	17,000	25,000
Total	146,000	25,000

The total receipts to the Saunders Company was 172,000 lbs. Including the 30,000 pounds discharged by the Seminole to the Warren Fish Company, the day's receipts amounted to 202,000.

GILL NETTERS VENTURE OUT

Only a Few of Them However Pass Vapor Line Off Eastern Point.

It was another quiet day along the water front, no arrivals being reported up to noon, while there was but one sailing craft to leave port.

During the forenoon, a few of the gill netters started outside in hopes of securing their gear. It is still quite blustery off shore, although the vapor is not so heavy and the fishermen are looking for a break in the spell today, or tomorrow.

Today's Arrivals and Receipts.
The arrivals and receipts in detail are:
No arrivals today.
Vessels Sailed.
Sch. Essex, St. Pierre, Miquelon.

TODAY'S FISH MARKET.
Salt Fish
Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50
Eastern halibut codfish, large, \$5.00; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.
Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3 1-2c per lb.
Fresh halibut, 18c per lb for white and 14c for gray.

Bay Chaleur Smelt Fishing.
While the catch of smelts has not been large the price has compensated for the storage. Seven cents per pound is being paid for smelts. It is estimated that \$1000 per day is being paid out between Dalhousie and Dalhousie Junction in this business.

Local Man in This Concern.
The New England Cold Storage Company of Portland, Me., have the following officers:
President—A. T. Laughlin.
The President—M. J. Palson.
Second Vice President—H. N. Leach.
Secretary—H. M. Haven.
Clerk—R. E. Goodwin.
Directors—A. T. Laughlin and E. A. Hall, Portland; H. M. Haven and W. Lumsden, Boston; T. E. Libby, Portland; C. N. Taylor, Weymouth; H. N. Leach, Worcester; M. J. Palson, Gloucester; H. S. French, Boston, Mass.

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COMPARING TWO HERRING SEASONS

We are indebted to H. W. LeMesurier, the Deputy Minister of Customs, for the following figures, which show the results of the West Coast herring fishery for the season just closed and for last year.

Barrels.		Values.
32,339	Bulk herring	\$64,678
9,213	Pickled herring	38,694
24,002	frozen herring	72,006
		1913.
65,554		\$175,378
		1912.
42,931	bulk herring	\$60,205
10,205	pickled herring	35,743
18,549	frozen herring	43,574
71,685		\$139,522

—St. John's, N. F., Herald, Feb. 3.

Feb. 14

DUG UP FATHER OF ALL CLAMS

Probably the largest clam ever dug near Ipswich was dug on Tuesday by James Dolan, an Ipswich clammer, living on East street, Mr. Dolan was digging in the vicinity of Eagle Hill, on what is known as the "back river", when he unearthed a giant specimen, weighing over two pounds and measuring 16 inches in circumference. It was 7 1/4 inches in length and 4 1/4 inches in breadth. The clam was enough for a chowder for an average-sized family.

Would Do Just As Well.

Three fishing vessels caught in the ice at the Bay of Islands petitioned Uncle Sam for a cutter to extricate them from their plight. The naval tug Potomac was sent to the rescue but she in turn fell into the clutches of the rapidly making ice. Now the cutter Androscoggin is off to do what it can for the Potomac. Before they get through the good old Woodbury will have to make a dash across the treacherous waters to the Bay of Islands and save the whole outfit.—Portland Express & Advertiser.

SCH. HARMONY IS AT HALIFAX

A telegram received today by Capt. Carl C. Young announces the arrival of sch. Harmony. Capt. Christopher Gibbs at Halifax. The Harmony was one of the fleet that was out in the heavy gale of January 21 and has been up against bad weather most of her time out. All hands on board are safe and well, is the pleasant news which Capt. Gibbs sends.

THE POTOMAC AND HER PLIGHT

The Boston Transcript in speaking editorially of the plight of the tug Potomac, says:

On the Arctic side of that bleak North Atlantic rock pile of Newfoundland is a ford which goes by the name of Bay of Exploits. Seventeenth-century adventurers visited it, and twentieth-century fishermen still ply between its ramparts. Wild times they have seen there, yet the name would fit any cove, bay or haven on that triangular shore, not so much for its flavor of stirring adventure of the Elizabethan period, but for the literal report of what has taken place on the waters just inside or just outside the frowning/sentinel headlands which go by the generic name of "Blow-me-downs."

When the navy tug Potomac started for Bay of Islands to release the two ice-locked fishing schooners it was not nearly so certain that she would free them as that she would have to thrash nimbly to bring off an unscratched keel herself. And thus the event has proved. As often with the Arctic exploring expeditions, it is the rescuing party, amateur of the frozen seas, which gets into trouble. The schooners are still in the ice (though apparently in no immediate peril), the only difference in their plight being the external one that the tug is also in the ice, with no present prospect of getting out. And the revenue cutter Androscoggin, which was ploughing down to the northwestward under a full head of steam to the release of the tug, has had orders to make port at Halifax or Sydney to await orders, lest a like fate befall her. For the Gulf of St. Lawrence plays no favorites, and when a professional ice-crushing steamer like the old Bruce requires four days to negotiate the eight-hour run between Port aux Basques on Newfoundland and North Sydney on Cape Breton your revenue cutter bent on bucking drift ice against a northwest wind from Cape Ray to Bay of Islands might as well peck with a housemaid's icepick, or get off and walk, as the tug's people appear to have done yesterday over the floes to Lobster Head Light Station.

For in the struggle against ice and weather in those troublous waters force is nothing and strategy is everything, and if ever it is true that the only way Nature is to be commanded is by being obeyed, it is true on the west coast of Newfoundland in the winter time. When the Gloucester fleet was trapped in the winter of 1912 the two revenue cutters on starting north to their rescue took the prudent measure of carrying as informal pilots and consulting diagnosticians Captain Reuben Cameron and Captain John McInnis, who had fought many a tough battle with contrary winds and treacherous ice in those latitudes. The despatches which tell of the tug's helplessness in the ice pack intimate that she may have to be abandoned, or that, if fresh provision and fuel can be got aboard of her, and she drifts northward toward the Straits of Belle Isle in the spring, she may be freed; but with the prevailing winds northwest, piling ice steadily on the western shore of Newfoundland, there seems now little chance of her release until the final break-up of the winter.

GILL NETTERS LOST GEAR

Whole Week of Bad Weather Has Been Disastrous to These Little Craft.

The cold weather and storm has been another blow for the gill netters and yesterday the large boats, many of which have been unable to secure their nets since Friday of last week went outside in an attempt to locate their gear.

But a few of them, however, were successful and the chances are that some of them won't get them for a time, at least, one of the steamer captains stated this morning.

Steamer R. J. Killick was unable to find a trace of her buoys, the markers having either been cut or chafed away. The Enterprise and Ethel were also out looking, but did not pick up their nets and returned to port.

Steamer James W. Gifford had a hard time of it, but after cruising around most of the day, hitched up to one of her buoys and lifted aboard her string. Steamer Nora B. Robinson was also successful and brought her strings back to port.

The inshore steamers had small catches, the Naomi Bruce leading with 2000 pounds.

The gill net fleet and shore boats were tied up at their various wharves, while there was nothing doing in the harbor in the way of arrivals.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Dolphin, gill netting, 500 lbs. fresh fish.
- Str. Medomak, gill netting, 1200 lbs. fresh fish.
- Str. Ethel, gill netting.
- Str. Naomi Bruce, gill netting, 2000 lbs. fresh fish.
- Str. R. J. Killick, gill netting.
- Str. Nora B. Robinson, gill netting.
- Str. James W. Gifford, gill netting.
- Str. Enterprise, gill netting.

TODAY'S FISH MARKET.

Salt Fish

- Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50
- Eastern halibut codfish, large, \$5.00; medium, \$4.50.
- Georges halibut codfish, large, \$5.50; mediums, \$4.50.
- Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50
- Haddock, \$2.00.
- Hake, \$2.00.
- Pollock, \$2.00.

Fresh Fish.

- Splitting prices:
- Haddock, \$1.15 per cwt.
- Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c
- Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
- All codfish, not gilled, 10c per 100 pounds less than the above.
- Hake, \$1.15.
- Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
- Dressed pollock, 90c; round, 80c.

- Newfoundland bulk salt herring \$3.50 per bbl.
- Newfoundland pickled herring \$4.50 per bbl.
- Newfoundland frozen herring 3 1-2c per lb.
- Fresh halibut, 13c per lb for white and 14c for gray.

PACIFIC BANKERS ARE NOW FITTING

Weather permitting, the Robinson Fisheries Company's codfish fleet will be brought to Anacortes the latter part of this week to outfit for the annual cruise to the fishing banks in Bering sea. The schooner Wawona, recently purchased by the local company, will take the place of the wrecked schooner Joseph Russ, is lying at Gray's Harbor. Captain Charles Foss, who commands the new vessel on this year's cruise, has gone to Aberdeen to meet the new Robinson flagship northward arrival at Anacortes the Wawona will be converted from a lumber carrier into a cod fisher and it is planned to get the Wawona and Alice away from Anacortes for Bering seas as early as possible in March.

President W. F. Robinson of the company, announces that he has selected Capt. John McInnis, a well known master of Puget Sound and North Pacific fishing craft, to command the Alice, succeeding Captain Charles Foss who has been promoted to command the Wawona.

Capt. McInnis is well known in Anacortes, having commanded the Alice on her 1908 cruise when she brought back a full catch of cod from the North.

For the past two years Capt. McInnis has been master of the General cannery schooner Harriet G. operating between Puget sound and Alaska waters.

RECEIPTS LIGHT UP AT T WHARF

The week closed quietly at T Wharf Boston, today, the only fares being steam trawler and a single craft from the shore. It was a dismal day at dock on account of the heavy snow, with but little trading.

Dealers at the opening quoted a hundred pounds for haddock, \$5 for cod and \$4 for pollock.

Boston Arrivals and Receipts. The arrivals and receipts in detail are:

- Str. Swell, 31,000 haddock, 700
- Str. Esther Gray, 6500 cod, 200
- 500 pollock.
- Haddock, \$4.50 per cwt.; cod, \$5.75; pollock, \$4.