

Sea Mussels are Good for Food. So Asserts Dr. Field—Skate and Dogfish Also Palatable.

Skate and dogfish, as well as sea mussels, are among the fishes which Charles Doucot, a Boston hotel chef, hopes to introduce into Boston to take their places as staple articles of food.

So Mr. Doucot declared to a Globe reporter yesterday afternoon, at his second experiment to establish mussels as a food staple here. About a week ago he included fried and steamed mussels on his regular bill of fare, and met with such success that he repeated the experiment yesterday.

In his effort to bring to the attention of Bostonians the palatability and nutritive value of mussels, Mr. Doucot is backed by the United States Bureau of Fisheries in the person of Commissioner H. M. Smith and by Dr. Irving A. Field, assistant professor of biology at Clark University. Dr. Field has been preaching the cause of the mussel for years past.

Mr. Doucot proposes to have an interview with Superintendent Franklin B. Dyer of the Boston schools with the purpose of obtaining the right to demonstrate the mussel before cooking classes of the city schools. He has already been asked by many of the leading local hotels to arrange for them to procure mussels.

How to Prepare Skate.

Old salts there may be who have eaten their skate and dogfish and will tell you that it is the best ever. But there are a few who feel differently about it.

Mr. Doucot comes from France, the home of the expert cuisinier, and he doesn't hesitate to say that it is preposterous to throw away all the skate and dogfish that are caught.

"Why you take some skate, quarter it, boil it in water seasoned with vinegar, carrot, parsley and onion; take some butter, melt it in a spider and let it smoke till it is nearly black, not letting it burn; then pour the butter over the skate, and you've got one of the finest dishes in the world. Why, I don't know anything better than fresh skate."

That is Mr. Doucot's testimony as to the skate, while he speaks similarly concerning dogfish. But for the palatability of the latter there is an authority a little closer to American traditions in Dr. Irving A. Field.

Says Dr. Field of the dogfish: I have good testimony that fresh, smooth dogfish is just as good as flounder, halibut or any of the standard food fishes. We have had it served several times in various ways at the mess of the Marine Biological Laboratory in Woods Hole, at one private boarding house and in several private homes. There was favorable comment on it, whether the people knew what they were eating or not. No adverse criticism was made.

As to horned dogfish the Massachusetts Fish and Game Commission reports its palatability, lack of odor or "strength" and its good consistency when cooked or canned. It resembles halibut, it is said. It is nutritious and boneless and so safe for old and young. It should be an excellent food for the masses.

Mussels As Good As Oysters.

Mr. Doucot's resolution to try the fate of mussels with the New England public was based on their general use as an article of food in France. Clams are rarely seen abroad, but mussels are eaten freely by the best classes.

"Mussels are going to be a great success in Boston," predicts their sponsor.

Dr. Field and the writer were served generous orders of mussels by Mr. Doucot in the cafe of the hotel yesterday. Dr. Field took care of 16 of the steamed sort, while the writer chose the fried mussels and ate them with a relish.

"I see you're getting ready to die," grumbled an old fellow at the next table.

"Been eating them for seven years and haven't died yet," retorted the learned professor. "When you eat a female mussel you swallow between 4,000,000 and 6,000,000 eggs," he added.

Dr. Field sums the case of the mussel up as follows:

"You have a shellfish as palatable as a oyster, but much more nutritious and made digestible. They contain only one-half of the waste of oysters, are more abundant, more easily cultivated in that they require less special conditions for growth, and are adapted for making a great variety of good preparations. Further, they are in season for the table when the oyster is out of season.

"They cost about half what oysters do and you get twice the good you get out of oysters when you eat them.

Twenty-five cents will buy mussels enough to serve 10 people at one meal."

Thousands of Bushels to An Acre.

Mussels have recently been introduced into the Worcester market, and in two months trade has grown from one to two barrels a day. The supply is a little short now, owing to the fact there has been no regular demand in the past, but the United States Fisheries Bureau is now trying to regulate the supply. Meanwhile, Mr. Doucot is going to boost them all over the city.

Owing to Indian superstitions against the mussel, Dr. Field reports that the earliest settlers of America got an idea the mussels were poisonous, and this prejudice has militated against the shellfish as an article of diet, but his investigations have disproved the poison theory and have demonstrated that the mussel is palatable and digestible.

He has found that the shellfish abound along the shore of the Atlantic from North Carolina northward, and along the Pacific from Alaska to San Francisco, the investigation showing the yield averages between 6000 and 8000 bushels to an acre.

In summing up his report, Dr. Field says, "It is an economic crime to deny the mussel a place on our tables."

Some Mussel Recipes.

Here are some good mussel recipes from Dr. Irving A. Field:

RECIPE FOR CREAMED MUSSELS.

Thoroughly wash the mussels and place them in boiling water until the shells begin to open. Pour off water quickly, take out the "beard" or byssus, and remove the meats from the shell, saving the liquor. For every cup of chopped meats make one cup of creamed sauce, which may be prepared as follows: Melt in a saucepan one tablespoon of butter, stirring in one tablespoon of flour. Cook this,

but do not let it brown. Stir slowly one-half cup of mussel liquor and one-half cup of milk seasoning with pepper and salt to taste. Cook thick and creamy and add mussels just before ready to serve. Serve on slices of toast.

RECIPE FOR FRIED MUSSEL.

Clean the mussels thoroughly outside and boil till the shells begin to open. Take out the "beard" and remove the meats from the shells. Season with salt or pepper, roll in bread or cracker crumbs, dip in egg beaten up in milk and roll again in crumbs, then fry quickly in hot fat. Drain on paper as fast as the mussels are fried. Serve hot, garnished with slices of lemon. Have every piece as free from grease as possible.

Favors Hospital Ship.

The project of a Federal hospital ship to cruise chiefly on Georges' Bank and farther off fishing grounds seems to be meeting with support from many unexpected quarters. At certain times of the year the French government sends a hospital ship to the Grand Banks, a distance of about 1100 miles from Portland, while the Georges' are less than 300 off shore. It is estimated that Portland, Boston, Gloucester and other New England seaports send 6000 or 7000 fishermen to the banks. At present fishermen with broken limbs, gashed hands, frost bites or frozen hands or feet cannot be treated promptly where no skill exists and doubtless many lives have been sacrificed which might have been saved had there been a hospital ship in the vicinity of the fishing fleet.—Portland Express & Advertiser.

SCH. HARMONY AGAIN DISABLED

Steering Gear Put Out Commission in Heavy Gale—In Halifax.

According to advices received Saturday, sch. Harmony which dismantled by a gale several weeks ago on the Nova Scotia shore, is in trouble again, having arrived at Halifax in a disabled condition. The steering gear is out of commission having been tripped from its tenings, her deck badly strained, hatches more or less damaged, some of her fittings on deck gone. The vessel was on Querebec when Capt. Gibbs decided to return to Gloucester and sent her into the teeth of a gale which at times reached a velocity of 80 miles an hour. Giant waves swept over her more than once the men were carried off their feet and narrowly escaped being washed overboard. They were greatly relieved when they sighted Halifax.

SQUANTO HAD GALES HEAVY

Sch. Squanto was at Yarmouth Wednesday through stress of weather. She has been at sea almost two weeks, and for much of that time been fighting heavy weather. At the time they did not know where they were. This week for the second time she was driven back near St. Mary's and the captain decided to head for Yarmouth. On passage a sea boarded her, smashed three dories. This is Squanto's first visit to Yarmouth since she put in dismantled in November and was towed from that port to Gloucester.

SIGHTED GREAT FIELD OF ICE

A vast island of field ice, more than 200 miles in length, was sighted to the eastward of Newfoundland by the British steamer Lord which put into Halifax early Saturday for bunker coal, in order to complete her voyage from Narvik, Norway, to Philadelphia. The steamer was delayed by continuous westerly gales and received further setback when, approaching the Newfoundland coast, she encountered the field ice. Her course then changed to the south and she coasted along the field for most two days.

Potomac Will be Abandoned.

Navy Dept. Fears she Will be Crushed—Will Send no Craft to Her Relief—Crew Will be Sent Home.

In the opinion of naval officials, the Potomac now encased in the ice at Bonne Bay is in a mighty bad predicament and those familiar with conditions feel when the tug is freed by the spring thaws, she will either be crushed or so badly damaged as to end her future career as a seaworthy craft.

The department has decided that it will take no further risks in sending a craft to the relief of the Potomac. The navy department announced yesterday that it would wait until natural conditions made the release of the tug possible, before sending further assistance there.

In the meanwhile, most of the tug's crew will probably be sent back home.

Picked Up a Power Boat.

Word was received at the police station Saturday evening seeking information concerning a 22-foot power boat which broke adrift in Marblehead harbor during the storm. Yesterday, the gill netting steamer Dolphin picked up the boat off Eastern Point and towed her into port. She is owned by a Mr. Peach of Marblehead and he was notified of the finding of his craft.

SH SCARCE—
HADDOCK \$8

Steam Trawlers, Smoke
Boat and One Off-Shore
at T Wharf.

Fresh fish was scarce at T wharf
on, this morning on the opening
of the week's market, two steam trawl-
and two sailing crafts being at the

Sch. Ellen and Mary brought a 63,-
pound fare besides 500 weight of
fruit which was the largest haul of
morning. As prices soared high,
captain and crew will make a nice
share as the result. Other
boats were steamers Billow with 34,000
pounds, and Ripple 32,000 pounds, and
Sch. Tecumseh, 1700 pounds.

Opening prices quoted by the whole-
salers were \$4.80 to \$8 a hundred
pounds for haddock, \$7 to \$8 for large
cod, \$6 for small cod, \$4 to \$6 for hake
and \$3 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail

Sch. Billow, 33,000 haddock, 300 cod,
lemon sole.

Sch. Ripple, 30,000 haddock, 2000 cod,
lemon sole.

Sch. Tecumseh, 200 haddock, 1100
cod, 400 pollock.

Sch. Ellen and Mary, 47,000 had-
dock, 8000 cod, 2000 hake, 6000 cusk,
halibut.

Haddock, \$4.80 to \$8 per cwt.; large
cod, \$7 to \$8; market cod, \$6; hake,
\$5; pollock, \$3.

ICELAND COD
BROUGHT HERE

Another possibility of the new tar-
get law, in the removal of the duty on
fish is the introduction here of Ice-
land dry codfish, which although not
generally known outside of the salt
fish trade, has been imported to this
city in considerable quantity.

The product is shipped from Nor-
way and to date probably some 500,-
000 pounds have been received. The
fish is cut up and put into boxes and
packages and sent out to the trade.
The fish is already cured and dried,
and done up in bundles when it arrives
here, being white and well taken
care of and those who have tried it
say that it compares very favorably
with cod taken on our own banks, and
is of a superior quality.

Down in Both.

Says the Portland Express and Ad-
vertiser editorially:
The gill netters and the beam
trawlers along the coasts of Massa-
chusetts and New Hampshire are in
a state of warfare. Nets have been cut
and hundreds of dollars worth
of gear destroyed. So far as the food
of the fish are concerned it would be a
good thing if the apparatus of both
branches of the business was
moved beyond repair.

SCH. CYNTHIA

Cable Repair Craft Minia Came Upon Helpless, Ice Coated Local Schooner When End Seemed Near— Fresh Halibuter was Drift- ing South of St. Peter's Bank—No Particulars Yet —Will Land the Crew at Halifax.

Forced to abandon their craft which was in a sinking condi-
tion, Capt. Andrew Grimes and crew of the sch. Cynthia of this
port, were rescued from death Friday evening at 8 o'clock, in lati-
tude 56.08, just to the southward of St. Peter's Bank by the West-
ern Union Telegraph Company cable steamer Minia. After be-
ing rescued, the Cynthia was set on fire, but on account of the
heavy coating of ice, she may not burn. At present the craft was
drifting fast to the southward and if afloat is a menace to naviga-
tion. The first advices of the disaster were received here yesterday
afternoon in the form of a personal message to the local manager
of the Western Union Telegraph Company, requesting him to in-
form the owners of the loss of the craft and safety of the crew.

The news came in a rather unusual
way, the ocean cable probably being
tapped by the steamer and in this
way the information was conveyed to
St. John's, N. F., and from that place
to the local office by District Super-
intendent C. W. McKee.

No Particulars Yet Received.

No particulars were given, however,
the message simply stating that while
the steamer was engaged in cable
repair work she had rescued the
crew of the Cynthia, while the latter
craft was in a sinking condition. As
soon as the steamer completed her
work, she would report at Halifax, the
despatch added.

Another despatch received later said
that the vessel had been set afire.

The Cynthia is owned by Sylvanus
us Smith & Company and left here on
January 30 for a fresh halibuting trip.
Evidently the craft ran into heavy
gales during her short time out, and
it is believed that when the steamer
brings the skipper and crew to Hal-
ifax they will have an interesting and
thrilling tale to tell of their experi-
ences and exposures. Just how the
accident happened is now a matter of
conjecture, although the current be-
lief along the water front this morn-
ing is that the ill-fated craft either
sprung a leak in the heavy gale and seas
or being so heavily iced was carried
under by the heavy mass so as to
render her helpless as far as naviga-

tion was concerned.

The position in which the crew
were rescued is directly in the path
of the cable on which the Minia was
at work, according to the despatches
received. It is believed that the
Cynthia had reached St. Peter's Bank,
but was blown off to the southward.

Wireless Also Told of Rescue.

A wireless despatch was also sent
from Capt. DeCarteret of the steamer
to Halifax by the way of Sable Is-
land station, yesterday, telling of the
disaster. The Cynthia, after being
set afire was on the port track and a
strong southeast wind was carrying
her fast to the southward. On ac-
count of her heavy ice coating, it was
feared that she would not burn. If
afloat of course she would be a men-
ace to navigation, especially to ves-
sels from Halifax and that vicinity.

The Cynthia is owned by Syl-
vanus Smith & Company and is the
fourth craft which the firm has lost
within a year. She was formerly
commanded by Capt. Jeffery Thomas,
now of sch. Sylvania, and was one of
the high liners of the local fleet. Two
weeks ago she sailed halibuting un-
der Capt. Grimes and carried a crew
of 19 men. The Cynthia was built in
this city in 1906 and measured 137.94
tons gross and 98.86 tons net and
was valued at \$14,000 on vessel and
outfits. The craft is insured through
the Boston Insurance Company for
\$11,000 on vessel and outfits.

ONLY ONE CRAFT LANDED FISH

That Was Little Gill Netter Alice—She Had Only 700 Pounds.

No arrivals were reported here this
morning outside of the gill netting str.
Alice which landed 700 pounds of fresh
fish.

Saturday and yesterday were bad
ones for the off shore gill netters,
those who have their gear out being
unable to get outside on account of
the weather. Much anxiety is enter-
tained as to some of them being able
to locate their nets again, it having
been 10 days since they lifted.

Today's Arrivals and Receipts.

Sch. Alice, gill netting, 700 lbs. fresh
fish.

Sch. Essex, returned.

Vessels Sailed.

- Sch. Russell, haddocking.
- Sch. Jorgina, haddocking.
- Sch. Priscilla Smith, haddocking.
- Sch. Jeanette, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Mary F. Sears, haddocking.
- Sch. Adeline, haddocking.
- Sch. Harriett, haddocking.
- Sch. Leonora Silveira, haddocking.
- Sch. Edith Silveira, haddocking.
- Sch. Helen B. Thomas, haddocking.
- Sch. Stranger, haddocking.
- Sch. Gertrude DeCosta, haddocking.
- Sch. Mary Edith, haddocking.
- Sch. Mary P. Goulart, haddocking.
- Sch. Manomet, haddocking.

TODAY'S FISH MARKET.

Salt Fish

- Handline Georges codfish, large,
\$5.75 per cwt.; medium, \$4.75; snap-
pers, \$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 herrings,
\$ 1-2c per lb.
- Fresh halibut, 18c per lb for white
and 14c for gray.

ICE PILED 20 FEET ABOUT POTOMAC

CREW ABANDON THE POTOMAC

Destruction of Navy Rescue Tug in Gulf Considered Certain—Navy Dep't Gets Particulars—Orders Given for Crew to Seek Safety.

Forced to Flee Over Ice to Shore—Landed Safely at Bonne Bay—Craft Disappeared During Gale—Probably Crushed.

With ice piled to a height of 20 feet about her, and hemmed in on all sides, in the gulf of St. Lawrence the chances that the naval tug Potomac will survive the ice pressure are considered mighty slim. Her crew is in no immediate danger, but it is believed that they will be forced to abandon the craft. Extra supplies were sladded over the ice to the tug on Saturday, there being about 20 tons of coal on board and food and provisions sufficient to last 15 days or more.

A message received by the navy department at Washington Saturday from the commander of the Potomac, Boatswain Wilkinson, states that the craft will probably be lost. Ice is piled 20 feet high about the vessel, the message said, and a southerly wind would force the whole mass in-

to the Straits of Belle Isle, crushing the tug.

The message of Boatswain Wilkinson came in response to an offer from the Navy Department to send the tug Senoma to the Potomac's assistance.

In his message from North Point, N. F., Boatswain Wilkinson said:

"Do not think it possible for Senoma to reach Potomac, ice 20 feet thick at present, great risk of being crushed, from best local knowledge southerly wind will carry Potomac north, which will endanger her going through Straits of Belle Isle, if so destruction certain."

Acting Sec. Roosevelt instructed Wilkinson to make the safety of the Potomac's crew the first consideration, and to call upon the department for any assistance that in his judgment could be tendered. Navy officials fear that the loyalty of Boatswain Wilkinson and his men to their craft will make them take too great a hazard in standing by her.

Deciding that it would be certain death to take any further chances with the ice, the 36 officers and crew of the tug Potomac abandoned their craft Saturday night and landed at Bonne Bay, N. F., according to advices received at St. John's.

Driven seaward before the gale of Sunday, the tug soon disappeared from the range of shore observation. Heavy floes of ice piled about the Potomac and in view of the adverse conditions, the crew wisely abandoned her. It is feared that the Potomac will be crushed or sink under the pressure of the heavy ice.

Several of the Potomac's crew are reported to be suffering from frozen feet when they reached shore. Boatswain Wilkinson reports that the tug has lost her propeller, rendering her practically helpless in the ice. Yesterday she was last sighted north of Parson's pond, nearly 50 miles from Bonne Bay.

It is current belief among the skippers and owners here that the Potomac

will never survive the treacherous. In her disabled condition, with no on board, her chances are mighty. Even though she should survive, highly improbable that she would be sea worthy again, for to with the pressure and the tremendous of the crushing ice floes would be even than a stiffer steamer considerable larger could ever stand.

The action of the department sending a craft to the west coast this time of the year, especially now that the Potomac's crew ashore, but what might happen in such cases, where under more favorable conditions, the presence of a vessel would mean much to the local fishermen who go to west coast each year for prosecution of the herring fishery. There is no doubt, however, that the government will be pretty cashed the future and it will probably more than the ordinary arguments secure relief in this direction.

FRENCH GREAT FISHERMEN.

With Few Exceptions Object Is the Taking of Coarse Fish.

All France fishes—men, women and children—so that it truthfully might be considered as the national pastime, for never have we seen anything to compare with it elsewhere, says Scribner's Magazine.

Fishing clubs and societies abound wherever there is any water more important than the village duck pond, most of them leagued into large organizations; but, with exceedingly few and recent exceptions, their object is the taking of coarse fish and even where there are trout they are usually considered rather as a side issue, save on those rare streams where there is nothing else.

It was on our first visit to the valley of the Durdent that we asked an old peasant, past whose garden the river ran, if there was good fishing there.

"No!" he replied disgustedly "nothing but trout" There were plenty of those at his very door, but he could not sit on a campstool or in a flat-bottomed boat under a large white cotton umbrella, with three or four rods fastened out in front of him, and watch the floats bob while he dozed in the sun, rousing now and then to the joy of a capture. No trout for him!

You can by no means put implicit trust in what the people tell you, for a

millar will scowl and, even as you watch a beautiful rise, assert that there isn't a fish in the river; while an old woman eager to chat will invite you in her garden, offer you a seat, assure you that there are whales everywhere, and ply you with fruit and advice as long as you stay, which probably will be only until you have grasped the fact that there never was anything better than eels and chub within miles.

Fishing Fleet Movements.

Sch. Francis P. Mesquita arrived at Shelburne, Thursday, and cleared for fishing.

Sch. John Hays Hammond cleared from Halifax Thursday for the fishing ground.

Lost Cable and Anchor.

During the storm of Thursday last, sch Tecumseh lost her cable and anchor which she parted down off Chatham.

Feb 17

Portland Fish Notes.

The fleet of Portland fishing vessels hugged the wharves all day Sunday, the only two making harbor being schs. Marion Turner and Eleanor, which came in early in the day, both having small fares. The Turner was badly iced up, having been fishing at the eastward.

SCH. GOV. FOSS HAS SAILS TORN

Sch. Gov. Foss, Capt. Fred Thompson, arrived at Liverpool, N. S., having been crippled in the gale of Sunday off the Nova Scotia shore. She put in with her sails gone, and some small spars broken. It will be necessary for her to make repairs before resuming fishing.

Conditions in Newfoundland.

St. John's Newfoundland, houses report the smallest stocks ever held there at this time of year. As against this, however, shipments from Newfoundland to foreign markets are very much in excess of 1913, which means that the total supplies in producing centres and in the foreign markets are very near the average. Shipments from August to date approximate 150,000 quintals greater than during the corresponding period a year ago. Had the Newfoundland centres held back some of the supplies the foreign market would probably be in a better state today.—Maritime Merchant.

Androscoggin at Halifax.

The revenue steamer Androscoggin which left Portland on Tuesday for the Newfoundland coast to the U. S. navy tug Potomac, waiting at Halifax on Friday awaiting orders from Washington, it being expected that she will be sent to Portland.

Bound for New York Market.

Sch. Elizabeth N. of Bucksport of the T. N. Nicholson fleet, en route to New York, has a cargo of 1000 barrels of frozen ton market.

Astray and Picked Up.

During the dense fog last night, fisherman from sch. Juno, picked up by a Lockport vessel brought in at Lockport, after he returned to the Juno.

Ice in Portland Harbor.

The United States Revenue Cutter Woodbury was ordered out to break up the ice among the wharves in Portland harbor. This was necessary in order to commodate the mail steamers to Portland.