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FACED DEATH FOR EIGHT DAYS

With Pumps Broken Down and Deck Awash Crew of Sch. Cynthia Awaited End in Gale.

Dispatch From Halifax Tells of Awful Experience of Capt. Grimes and His Men—For Three Days They Kept Her Free—Under Foresail Whole Time—Craft Was Floating Iceberg—Tried in Vain to Make St. Pierre—Terrific Gale on Cape Shore Today.

The Times received news this noon from Halifax stating that the crew of the abandoned schooner Cynthia had arrived there and would leave on the Plant Line steamship A. W. Perry for home tomorrow. A terrific snow storm is raging on the Cape Shore today. The tale of the terrible ordeal through which Capt. Grimes and his crew passed is briefly told in the following telegraphic message:

"Cynthia sprang aleak on the 7th, Kept her free three days. One pump broke down, other pump not working well. Badly iced. Decks awash 10th to 14th. Under foresail whole eight days. Could not make St. Pierre. Picked up latitude 44 56: longitude 56.3. Nothing saved but clothing and three dories. Leave on Perry Wednesday for home. Terrific storm today."

It was just as the Times figured in its account of the affair, yesterday; that the Cynthia probably sprung aleak in the terrific gales that have swept the banks recently. Under foresail and battling with heavy seas and ice for eight days with their craft sinking under them, the captain and crew must have endured the greatest hardship.

That all hands survived seems miraculous. For four days the decks were awash. Being unable to make St. Pierre the Cynthia drifted to the southward of St. Peter's Bank, where the cable steamer Minia was at work repairing the ocean cable and all hands providentially taken on board.

The crew are destitute, for they saved nothing but their clothing and three dories.

According to the advices contained in the despatch, a terrific storm is raging at Halifax this morning.

Going Halibuting.

Capt. John Tompkins has fitted sch. Elmer E. Gray for the fresh halibut fishery.

Sch. Muriel will be commanded by Capt. Thomas Downey, formerly of the wrecked schooner Selma, fresh halibuting.

Harbored on Virginia Coast.

Sch. Marguerite Haskins, Capt. Reuben Cameron, who is on her way home from the south, where the craft has been engaged in bluefishing was in at Virginia port for harbor last week.

Feb. 18

Seattle Codfish Market.

The dealers are deep in their preparations for the coming season, with the hope that it will be as profitable as the last one was. Several new vessels are to be added to the fleet, with the possibility that the market may be overstocked next fall should the east coast catch be a good one.

Feb. 18

Fish Curing Plant Burned at Eastport.

Several women employed on the second floor of the Emery Brothers fish curing establishment at Eastport, Me., had a narrow escape from the quickly spreading flames which destroyed the plant yesterday. The fire is supposed to have started from a defective flue. The loss was nearly $10,000.

Will Try and Float Sch. Selma.

To try and haul the wrecked sch. Selma off the rocks at Mauger's Beach, N. S., the coasting steamer Swansea Trader, owned by Furness, Withy and Company, Friday left the Furness wharf, at Halifax, where she has been laid up.

Halibut Sale.

The halibut fare of sch. Preceptor sold this morning to the American Halibut Company at eight and one-half cents a pound right through.

SPOKE FIVE OF THE HALIBUTERS

Sch. Preceptor Home After a Gale Lashed Trip on Many Banks.

Sch. Preceptor, Capt. Jack McKay, is the only off shore arrival of the morning, having a 12,000 pound fare of fresh halibut and 4000 pounds salt cod.

Capt. McKay was one of the skippers who hit the full force of the gale of January 21, that forced him and his craft into St. Pierre for repairs. After refitting again, the Preceptor made an extended cruise, covering Green Bank, Quero and Grand Bank, but found fish scarce.

The Preceptor reports speaking schs. Cavalier, Margaret, Paragon Teazer and Mystery recently on the banks.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Presceptor, Grand Bank, 12,000 lbs. fresh halibut, 4000 lbs. salt cod.

Str. Sunflower, gill netting 1000 lbs. fresh fish.

Str. Hugo, gill netting, 570 lbs. fresh fish.

Str. Medomak, gill netting, 200 lbs. fresh fish.

Str. Dolphin, gill netting, 200 lbs. fresh fish.

Sch. Flavilla, shore.

Sch. Progress, via Boston.

Sch. Success, via Boston.

Vessels Sailed.

Sch. Priscilla Smith, haddocking.
Sch. Emily Sears, haddocking.
Sch. Manomet, haddocking.
Sch. Jeanette, haddocking.
Sch. Mary DeCosta, haddocking.
Sch. Mary P. Goulart, haddocking
Sch. Alice, haddocking
Sch. Leonora Silveria, haddocking.
Sch. Edith Silveria, haddocking.
Str. Stranger, haddocking.
Sch. Rose Standish, haddocking

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 ha... $3.50 per bbl.

Newfoundland pickled ha... $4.50 per bbl.

Newfoundland frozen ha... 3 1-2c per lb.

Fresh halibut, 8½c per lb. for ... and gray.

CURTIS REPORT... HARD WEATH...

A letter received today from ... Mary F. Curtis, Capt. Henry ... at Shelburne, announces the ... of the craft there for shelter.

Some idea of the weather ... has prevailed on the Nova ... coast for several days can be ... from the fact that the Curtis ... been able to set since a wee... Friday. Weather of the worst ... driven the crafts to harbor and ... al instances of damage are re...

Had Good Trip.

The halibut steamer Rush, fo... the U. S. Revenue Cutter ... name, now owned by Andrew ... ing, returned to Seattle from h... trip as a halibut fisher on Febr... with 150,000 pounds of halibut. ... Rush, whose appearance has ... very materially altered from w... was when she was a revenue ... is one of the best vessels in t... She carries 12 dories.

PICKED UP ADRIFT.

Mark Stewart, a Long Island ... man, and his 15-year-old son, ... min, adrift in an open motor ... were picked up Monday two mi... Portland Head light by the stea... land, Capt. Lewis Gott. A thick ... and stiff gale were prevailing ... time. Stewart and his son had ... ed out fishing when their boat ... disabled and they were at the ... of the gale. They were brought ... this afternoon.

Going "Long Lining."

The steamer James Carr ... belonging to the Canadian Fi... Cold Storage Company, Ltd., ... from Prince Rupert, B. C., on ... ary 13 to fish for halibut. The ... is now fully equipped for "... line" fishing, a new and co... equipment having been receive... Grimsby, England. This vessel ... the first to experiment with ... method of fishing for halibut, ... met with fair success in the ... 1913.

Work Hard on Sch. Selma.

Efforts were being made yes... afternoon by the steamer Sw... Trader to pull the Gloucester sch... Selma off the rocks of Mau... Beach, where she has been ... January 25th. The task of floati... vessel appears to be no easy on... the high seas of recent weeks ... thrown her well up the shore. ... however, in fair condition, and ... likely be made seaworthy, if she ...

Chronicle, February 14.

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PACIFIC 'BUT SCHOONERS ON FIFTHS

Owners and Union Fishermen Draw Up New Agreement.

One of the first questions taken up by the newly organized Pacific Coast Fishermen's Association, which is composed of the leading Puget Sound owners of halibut schooners, was that of the making of a new agreement with the Halifax Fishermen's Union of the Pacific, the old agreement expiring by limitation on March 1st next.

Committees of both organizations held meetings early in January, and an agreement satisfactory to both was finally reached on January 10. With the exception of the second proviso of section 1 and the whole of section 2, the new agreement is practically the same as the one it will supplant on March 1. The new agreement is as follows:

1. It is agreed between the Pacific Coast Fishermen's Association and the Halibut Fishermen's Union of the Pacific, That all members of the crew, except the captain, shall be members of the Union, when same are obtainable. Provided that if the engine or cook belong to any other maritime union of their craft and are in good standing therein, this union will not claim any jurisdiction over them. Further provided, That if any part owner, that owns one-third of his own vessel, and desires to go in a dory in his own vessel, this union will claim no jurisdiction over him.

2. The share of the vessel shall be one-fifth. The fishermen agree to pay their share of grub, oil, bait, ice, keep the fishing gear in good order and replace lost fishing gear; the following to constitute fishing gear: Ground lines, gangings, hooks, beckets, twine, tar, skate covers, skate ropes, files, gaffs, net, buoys, buoy line, anchors, knives, scrapers, hose, gurdies, dory rollers, oars, tholepins and lights.

3. The fishermen to be represented by one of their own members when the fish is weighed. If, in the captain's opinion, an extra man is needed when fish is being weighed by a fisherman, this man's wages shall be paid by the fishermen.

4. When an accident happens to a vessel, in which a tow is needed, the full amount of the tow bill will be deducted from the stock, when settlement is made, but after final settlement is made with the Tow Boat Company and Insurance Company, if the vessel is insured, such part of the bill that may be left, shall be divided between the vessel and the crew at the same rate as paid in.

5. All fish that are not received as first or second class, must be destroyed.

6. A delegate must be elected in each vessel. His duty shall be to see that all members of the crew, with the exceptions above stated, are members of the union in good standing. He shall check up the bills with the goods put on board, when same is most convenient.

7. The fishermen agree to discharge the fish from the vessel to the scales, when same are placed on the dock, close to the side of their vessel. The fishermen agree to pay their share of a watchman's wages when fish or stores are on board.

9. The fishermen agree to clean the vessel ready for painting and to scrape and oil the masts, when a general over-hauling is needed, but shall have nothing to do with the cleaning of the bottom of the vessel.

10. The union agrees to urge upon all its members to pay their unpaid share of any broken trip, but the fishermen shall not pay for any shortage bills, that were incurred, when they were not in the vessel.

11. This agreement to remain in force and effect for one year from March 1st, 1914, and continuously thereafter unless cancelled by either party hereto by 30 days' notice, such notice to be in writing.

Pacific Coast Fishermen's Association
By (Signed) ALBERT LINDVOG,
Business Agent.

Halibut Fishermen's Union of the Pacific,
By (Signed) P. B. GILL,
Secretary-Treasurer.

Witness:
(Signed) GEO. E. COREY.

DAN. RYDER'S CRAFT ASHORE

The fishing sch. Buema, one of the vessels fishing from Lockeport, while at anchor on Cape Negro a week ago Monday, dragged ashore. A message was at once sent to Shelburne, and the fishery cruiser Petrel, Capt. Barkhouse, immediately left for that place. When the steamer arrived there it was snowing hard and the weather was so thick that it was impossible to get close to the stranded vessel. The cutter being short of coal, then proceeded to Liverpool with the intention of coaling up and returning to the Buema. The crew are all safe. The extent of the damage to the vessel has not been ascertained. She was purchased from Swim Bros., of Lockeport some months ago by Capt. Daniel Ryder, formerly of this port, of Pubnico, and is about 25 tons register.

Fishing Fleet Movements.

Sch. Gladys and Nellie arrived at Liverpool, N. S., Saturday and cleared for fishing.

TWO TRIPS IN— BUYERS HUNGRY

The Bad Weather Off-Shore Makes Ante-Lenten Fish Famine Probable.

Outside of two arrivals T wharf was nearly depleted of fresh fish, this morning, the total receipts up to 9 o'clock being 46,000 pounds and 1700 weight of halibut brought in by schs. Matthew S. Greer and Vanessa.

If the weather holds good, other fares are expected during the day. Fish is wanted and the dealers were willing to pay for them, too, wholesalers quoting $4 to $7.50 a hundred pounds for haddock, $5 to $9 for large and $3 to $6.50 for market cod, $4 to $7 for hake, $5 for pollock, $3 for cusk and 20 cents and 12 cents a pound for fresh halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Vanessa, 26,000 haddock, 2500 cod, 1700 halibut.

Sch. Matthew S. Greer, 17,000 haddock, 700 cod, 200 hake, 500 pollock.

Haddock, $4 to $7.50 per cwt.; large cod, $5 to $9; market cod, $3 to $6.50; hake, $4 to $7; pollock, $5; cusk, $3; halibut, 20 cents per lb. for white and 12 cents for gray.

PROVINCETOWN CRAFTS DAMAGED

Seeking shelter from the storm outside two damaged vessels were towed into Boston late Monday afternoon by the tug Sadie Ross. They were the Progress and the Success. The Progress was in collision with the sch. Annie Perry at Provincetown Sunday, and had her stern crushed, the Perry losing her bowsprit and headgear. The Success was ashore off Provincetown, knocking off her keel and otherwise damaging her bottom. She was towed up to T wharf, while the Progress anchored at quarantine. The tug will tow both vessels to this port for repairs.

RUSSIA CEMENT HAS NEW STEAMER

Lee & Brinton, the naval architects are preparing plans for a new steamer for the Russia Cement Company, of Anacortes, Washington. The vessel will be equipped with steam engines of 150 horse power and water tube boilers. It will be used in transporting fish offal from the various canneries on the Sound to the company's plant, and will be finished in time for use during the coming season.

PACIFIC CRAFTS LOST IN STORM

Advices received from Ketchikan on February 5 report the halibut schooner Alice a total wreck off Cape Decision. In attempting to aid the Alice the cannery tender Companio is reported to have gone ashore nea the fishing vessel and is being pounded to pieces by the heavy seas which have resulted from the recent storms. The men of the two craft were saved. The Alice, which was built in Ballard in 1904, had a net tonnage of 29,, carried a crew of 11 men, and was owned by E. A. Sims, of Port Townsend, Wash.

GILL NETTERS RECOVER GEAR

After having their nets out from 10 to 14 days, all the off shore gill netters recovered their gear, although several report considerable damage in the matter of buoys, ropes, etc., which was chaffed away in the recent storms.

The big fellows are counting themselves mighty fortunate, for most o them never expected to see their gea again. The period just passed is th longest that the boats have ever left their string out at one time, and in the event of failing to recover their nets, the loss would have been considerable, a single set on the larger crafts in some instances being valued as high as $800 and $900.

FIRE DAMAGED KNICKERBOCKER

While the new power halibut schooner Knickerbocker, belonging to the New England Fish Company was on a trial trip just north of th West Point light in Puget Sound o January 27, fire broke out and d considerable damage before it cou be extinguished. Repairs were ma at the plant of the Seattle Construction & Dry Dock Company.

The Knickerbocker is a sister sh to the Bay State now at this port a was built at Essex. She started her trip around the Horn, to the P cific a year ago this time in comma of Capt. Lathagee.

Building Their Own Craft.

Peter Hild and Peter Flem, Tacoma fishermen, are buildnig halibut schooner, which they exp to have launched and in service shortly. The boat is a 68 footer will be equipped with a 50 horse po er Gorham engine. The owners doing most of the work themselves

Crew of Potomac Ordered Home.

The officers and crew of the naval tug Potomac, which was abandoned in the ice floes off Bonne Bay, N. F., have been ordered home, where they will await orders for reassignment. They are now 50 miles from the railroad.

Great hardship was endured by the crew, their shoes being cut to ribbons by the sharp ice, during the journey ashore, while several suffered frost bites. The men are being cared for by the Bonne Bay folks.

In the opinion of naval officials the tug will never survive the heavy ice pack. Boatswain Wilkinson, the Potomac's commander, has reported to the navy department that in abandoning the tug, her anchor was left out, in hopes that it may hold the craft when the heavy fields commence to break up.

Lost Foremast Head.

With her foremast head gone and otherwise slightly damaged, the Pensacola fishing schooner Albert Geiger, of the E. E. Saunders Fish Company, put into Mobile Bay a week ago Tuesday morning after being out 31 days and being unable to make much progress against the head wind which was delaying her arrival at Pensacola. Thinking that her catch of 18,000 pounds of snapper and grouper might be disposed of at Mobile, Captain McGraw decided to steer his vessel to that point, but on reaching there he found Mobile merchants overstocked with fish and he telephoned to Pensacola for a tug to tow the craft home.

The tug Sea King, of the Aiken Towboat Company, was dispatched to Mobile at four o'clock Tuesday afternoon to bring the Geiger back to Pensacola.

Feb. 19

Salt Mackerel Market.

Says the Fishing Gazette:

The old farmer's exclamation, on seeing a giraffe: "There ain't no such animal!" about describes the domestic mackerel situation. In other words, supplies of this fish are so closely cleaned up that it would be hard to find any considerable quantity with the aid of a search warrant. Prices are of course, very firm in consequence.

The approaching Lenten season is inducing somewhat heavier buying than has been experienced of late. Stocks of Norways are being reduced, and with no fresh supplies in sight the market is naturally very firm. Irish mackerel is a little weaker, being apparantly in better supply than other varieties.

Liverpool, Feb. 7.—Fishing fair to good. Shipments this week were, to Boston, 609 bbls., to all other ports 812 bbls.

Halibut Schooner Constitution Was Launched.

On February 2, a new halibut schooner, to be named Constitution, was launched at the shipyards of I. Heggam of Ballard, at Seattle. This vessel was built for Sorensen & Knudsen of Ballard, and is 76 feet in length, 16 feet beam, and has a draft of 7 feet, 6 inches. It will be equipped with an 80 horse power Corliss engine.

Feb. 19.

LAST OF HERRING FLEET IS HOME

Sch. Atalanta Safe in Port After Long and Rough Passage.

Sch. Atalanta, the last of the local Newfoundland herring fleet to arrive for the season, is safe in port, after a long and tedious passage home. In addition to adverse weather conditions, the Atalanta was delayed at Halifax on account of an accident which was sustained by Capt. Wadding, and Capt. James McDonald was sent down and brought her home. The vessel brings a full load of salt, frozen and pickled herring.

Quite a bunch of the big off shore gill netters have shifted over towards the Isle of Shoals and are striking fish. Of yesterday's landings, the Sawyer had the largest lift, landing 4500 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Atalanta, Bay of Islands, N. F., 650 bbls. frozen herring, 90 bbls. and 42 half bbls. pickled herring.

Sch. Elva L. Spurling, shore, 6000 lbs. fresh fish.

Str. Sunflower, gill netting, 600 lbs. fresh fish.

Str. Quoddy, gill netting, 800 lbs. fresh fish.

Str. Rough Rider, gill netting, 1300 lbs. fresh fish.

Str. Alice, gill netting, 400 lbs. fresh fish.

Str. Lorena, gill netting, 400 lbs. fresh fish.

Str. Dolphin, gill netting, 300 lbs. fresh fish.

Str. R. J. Killick, gill netting, 1100 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1300 lbs. fresh fish.

Str. Bryda F., gill netting, 1000 lbs. fresh fish.

Str. Ethel, gill netting, 2000 lbs. fresh fish.

Str. Sawyer, gill netting, 4500 lbs. fresh fish.

Str. Little Fannie, gill netting, 2000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 2000 lbs. fresh fish.

Str. Medomak, gill netting, 300 lbs. fresh fish.

Str. Philomena, gill netting, 500 lbs. fresh fish.

Str. Enterprise, gill netting, 2000 lbs. fresh fish.

Vessels Sailed.

No sailings today.

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, 8½c per lb. for white and gray.

Porto Rico Fish Market.

Codfish—During the past week, our market has remained quite steady and there has been a slight advance over previous quotations. Stocks at market are very light and we look for a maintenance of present values.

We quote about as follows on usual "Net Ex. Wharf" basis: Medium codfish, $32.50 to $33.00; large codfish, $34.00 to $34.50.

Pollock—Enquiry is fair, but dealers show no interest above about $22.00. Reported by S. Ramirez & Co.

LUNENBURG FLEET FULLY MANNED

Says the Halifax Maritime Merchant:

Most of the Lunenburg captains have their crews for the spring banking trip already organized and those who haven't are busy completing this task. The prospects are that the entire fleet will be fully manned this year. Last year, it will be remembered, were four or five vessels that failed to get crews at all and were consequently prevented from participating in the fishery. The present state of affairs is brought about partly from the improved outlook for the fishermen as a result of the new American tariff conditions, and partly by the fact that, as a result of this, many men who formerly went to Gloucester are remaining home to fish from their home ports.

New Halibut Schooner Building.

Chas. Vick of Port Madison, Wash., is having a new halibut schooner built at Nelson's shipyard in Poulsbo. The vessel will be 78 feet in length, with beam of 17 feet, 6 inches, and draft of 7 feet, 6 inches. It will be outfitted with a 110 horse power Corliss engine, and it is hoped to have the vessel ready for launching by March 1.

Newfoundland Market.

Speaking of the market at St. John's, N. F., the Halifax Maritime Merchant says: Dry cod has advanced. Medium dry cod, $6.75; small $4.75; pollock $3.75; pickled herring $6.00; half barrels, $3.25; smoked herring 10c.

Feb. 19

FORCED TO WOR CRAFT OUT TO SE

Sch. Matthew S. Greer Pa ed Cable Under Cape C In Big Gale.

Sch. Matthew S. Greer, Capt. G at Boston yesterday, reports h encountered the gale in all its Saturday down off Chatham, w the craft broke from her anch losing an anchor and 50 fathom cable.

It blew a regular hurricane, the being one of the worst that Greer has ever experienced. Greer was holding her own well, at anchor off Monomoy whe wind suddenly shifted to the e east and threatened to drive ashore. It was a thrilling mo for all hands when the craft p her cable, but Capt. Greer ma to work her off shore in safety anchored off Nantucket. Here again, the wind shifted, this ti the northwest and in the howling the anchor was quickly weighed the nose of the Greer headed o again, where with sea room she hove to and weathered the rema of the breeze.

CAPT. WELLES HAS BIG FL

There were few arrivals durin week ending February 8, at P cola, but those which broug catches were as follows:

	Snappers, Gro
Emelia Enos	38,700
Emily Cooney	13,425
Wallace McDonald	2,600
Ida M. Silva	21,000
Culebra	29,000
Wm. Hays	32,310

The E. E. Saunders & Co., s and grouper fishery, controlli vessels, and a large number of liary fishing craft, is now own Capt. T. E. Welles, who has other large interests in Pen This firm has branches at A Birmingham, Memphis, New O Cincinnati and other cities, and trols an output of some 12, pounds of fish a year.

The business was establish years ago, when a partnership formed between Capt. Welle Capt. E. E. Saunders, and und active management of the form has grown from a small bus employing a few vessels, to the est red snapper fishery in the The partnership continued up time of the death of Capt. Sa a year ago, and recently Mrs. ders decided to dispose of her est in the business. Capt. stated it was his intention to ue the business under its presen icy. He has purchased Palafox so that at all times there will ficient room to handle the in receipts of fish.