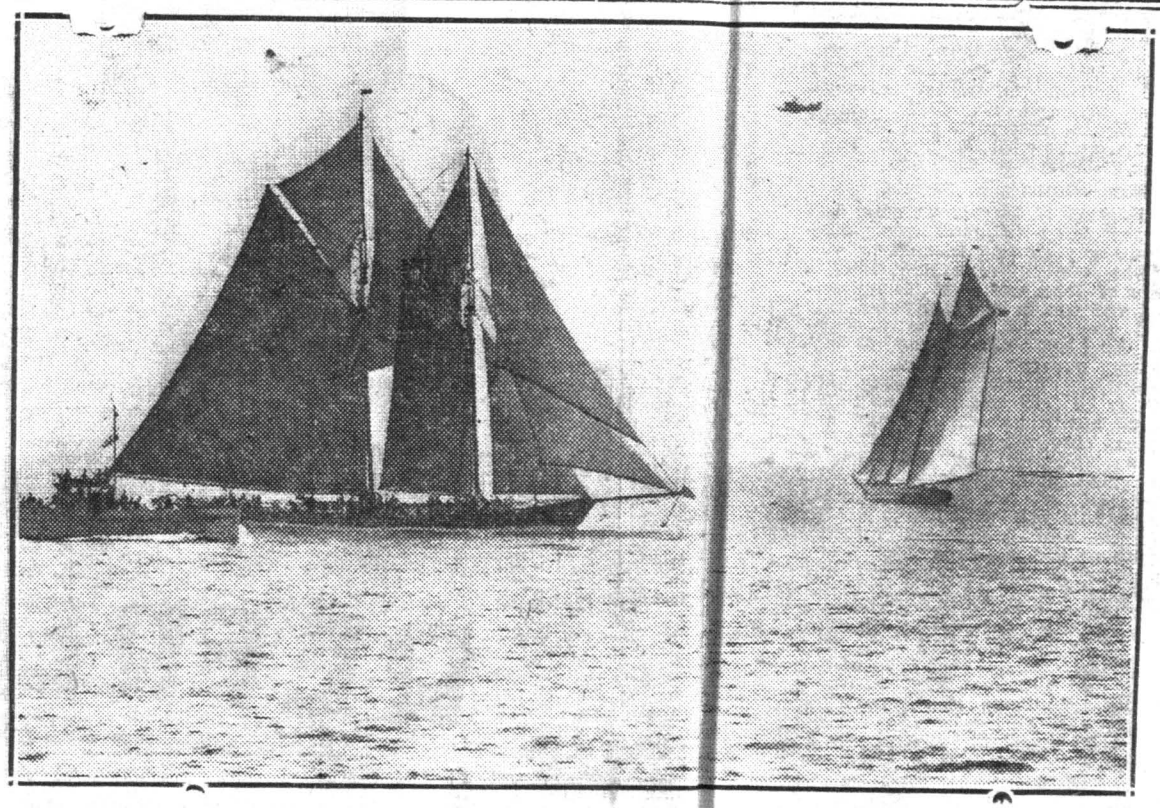
Sept 3

SCHOONER PROGRESS CROSSES THE LINE FIRST AND WINS CHAMPIONSHIP OF SEA

Sch. Progress Overhauling The Arthur D. Story



AT THE 30-MILE MAR

The gap of open water between the schooners is short. The Story is the right, having rounded the mark and filled away on the port tack, and the Progress is on the left foreground.

Dark Horse in Contest Scores Brilliant Victory With Story Second by 10 Minutes

Contestants Agree To End Series---Cups and Prize Money Presented to Winners at the Park

The Progress wins! For the third successive day in light air sailing the doughty little schooner, skippered by Capt. Manuel P. Domingoes, came from behind to lead three racing vessels to the finish line in the first completed race. With the victory goes the championship of the North Atlantic fishing fleet for 1929 as at a meeting of the Race Committee last night it was decided to terminate the series instead of waiting until one boat had won two races as originally planned.

This action was arrived at in order to restore normalcy to the industry, because there is no assurance that adverse conditions will not prevail should further competition be undertaken and also to eliminate a prolonged and perhaps unsatisfactory series. The decision was quickly arrived at, practically unanimous and met with popular approval.

Sch. Arthur D. Story led over 30 miles of the course. On the last six mile leg of the triangle, windward work, the Progress slipped into the lead and led Capt. Pine's boat at the finish line by almost 10 minutes. Sch. Elsie was four minutes behind the Story and the Thomas S. Gorton crossed a little over eight minutes behind the Elsie.

The Progress was awarded, besides the championship, one leg in the Davis trophy, permanenet possession of the Prentiss trophy, $1500 in cash, $650 cash crew prize. The Arthur D. Story gets $1000 in cash, $550 cash crew prize. The Elsie $500 in cash, $450 cash crew prize. The Thomas S. Gorton $350 cash crew prize.

Start Delayed.

The start scheduled for 10 o'clock, was postponed 30 minutes in anticipation the southwester would freshen. Course No. 2 was signalled from the destroyer Sturtevant, serving as judges' boat, this course an 18-miles triangle to be sailed twice round with a short leg inside the breakwater, to the finish. The triangle gave a leg southeast one-half east six miles, north by cast three-quarters cast, six miles, west by south six miles. The short leg northcast by north one-half north measured one and five-eighths miles and was laid to enable shore spectators to witness the finish at close quarters.

The schooners were out early for sail stretching, playing about the line as the breeze picked up and the morning haze lifted, disclosing scores of pleasure craft bound in from points along the south and north shores of Massachusetts Bay. Two minutes before the starting gun saw the Story making for the line close hauled on the starboard tack, everything drawing prettily and breeze of about 10 miles velocity.

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SCHOONER PROGRESS CROSSES LINE FIRST

(CONTINUED FROM PAGE ONE).

The Progress was purposely held back as the Elsie bore down on the Story, with the Gorton crossing Elsie's bow and taking the weather berth as they flashed across the line. The journey to the first mark was a close reach, the Story increasing her lead and the Gorton falling behind the Elsie. Well to leeward, the Progress stood up well with her 11 feet of draft the others sprawling considerably.

At the First Mark.

All jibed around the mark smartly, crews handling kites niftily and without much loss of way as they headed toward Thacher's.

The Story had traveled about 10 miles an hour over the leg and stood inshore 14 minutes before going on the port tack. The Elsie had the Progress on her weather beam and not dangerously close Holding on five minutes, the Elsie tacked off shore, the Story making another hitch off Good Harbor beach. The Progress then came about and the Story was flung on the starboard tack and without much of a move, shook awhile before straightening out. By now the Progress clearly outpointed the Story. Finally, the Gorton tacked offshore with the Story doing her best to steal wind from the Progress, a prodigious scrap between these two having developed.

Gallery All Afloat.

The leg along the beach to Eastern Point gave a bit of windward work but the breeze was too light to arouse spectators to undue enthusiasm. Aloft the dirigible Mayflower paid respects to the contenders, hovering, dipping and leapfrogging in sheer joy that a real race, at last, was permitted by the god that unleashes winds. In the fleet was the big Burrage yacht Aztec of Boston, displaying code flags from taffrail to stem and a hundred small fry interspersed with outboard motors, more noisy than commodious, and a score of fishing craft of considerable tonnage matted with humanity that swarmed decks, mounted to the lookout perch and overflowed to rigging, pulpit and deckhouse top.

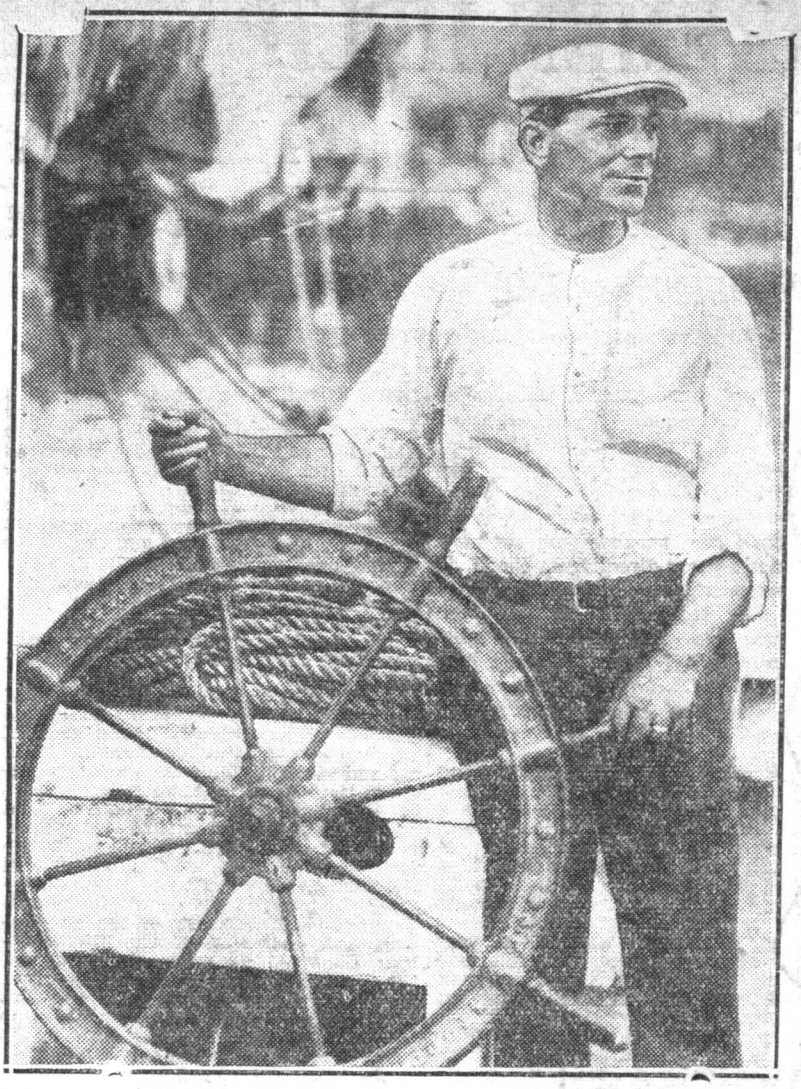
At the end of the round the Story led the Progress by a small margin, the Domingos craft having demonstrated exceptional qualities on the tion, he stepped right out in front of the band with a stick of red fire and headed the procession through Main street and Western avenue to Stage Fort Park. Behind the band came Capt. Domingoes and his crew who were applauded and cheered all along the route.

Presented Prizes.

At the park, thousands had gathered for the presentations. Capt. Henry Hilton presented Collector W. W. Lufkin, acting chairman of the Race Committee, and he in turn presented Col. John W. Prentiss, who presented the trophies to the winning skipper and the cash prizes to the participating skippers. Short remarks were made by Capt. Domingoes, Capt. Pine, Capt. Ross and Capt. Parsons, and the book was closed on fishing vessel racing for 1929.

Jinx Followed Sunday Race.

The jinx that ended Saturday's race before the vessels had covered a third of the course, hovered over the fleet again on Sunday and the schooners were hardly half way around when the air thinned to a frazzle. The fleet was on the third leg of the second round when the time limit expired at 5 o'clock. Progress was well in front, Elsie was second, Story, which had been withdrawn, third, and the Gorton, fourth.



CAPT. MANUEL P. DOMINGOES.
At the Wheel of Sch. Progress, Which Won Yesterday's Fishermen's Race.

COL. JOHN W. PRENTISS,
Who Presented Race Prizes Last Evening.

HON. W. W. LUFKIN,
Who Presided at the Presentation of Prizes.

Sept. 3

Sept. 4

ONLY A FEW FARES REPORTED

RECEIPTS OF FISH SINCE SATURDAY HAVE BEEN VERY LIGHT.

Receipts of fresh fish at this port have been very light since Saturday. Most of the boats enjoyed a double holiday, remaining tied up in the harbor over Sunday and yesterday, many of them being utilized as sight-seeing craft for friends of the captain and crew. The largest fare of importance was a haddock trip brought to the Pew wharf by sch. Laura Goulart. The offshore dragger, Carrie S. Roderick, brought 50,000 pounds of mixed fish for the General Seafoods Company. Mackerel receipts since Saturday amounted to only 17,000 pounds. Only a couple of gill netters landed any fish yesterday.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:

Sch. St. Rosalie, seining, 8000 lbs. fresh mackerel.

Boat Rosie, seining, 5000 lbs fresh mackerel.

Boat Antonio, seining, 930 lbs. fresh mackerel.

Boat Hoop-la, seining, 3000 lbs fresh mackerel.

Boat Fannie Powell, seining, 500 lbs. fresh mackerel.

Sch. Laura Goulart, haddock, 180,000 lbs. fresh fish.

Sch. Carrie S. Roderick, dragging, 50,000 lbs. fresh fish.

Boat 815C, trawling, 5000 lbs. fresh fish.

Boat 649C, trawling, 8000 lbs. fresh fish.

Sch. Rhodora, via Boston, 20,000 lbs. fresh fish, 12,000 lbs. salt fish.

Boat Nashawena, gill netting, 1500 lbs. fresh fish.

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

Sailed.

Boat Bethulia, seining.
Boat Capt. Drum, seining.
Boat Fannie Powell, seining.
Boat Sawyer, seining.
Boat Uncle Sam, seining.
Boat Leretha, seining.
Boat Alice and Mildred, seining.
Boat Ramona, seining.
Boat Natale II, seining.
Boat Hoop-la, seining.
Boat Governor Prence, seining.
Boat Clarence B. Mitchell, seining.
Boat Alicia, seining.
Sch. Paolina, seining.
Sch. Josephine and Mary, seining.
Sch. St. Provvidenza II., seining.
Sch. Annie and Mary, seining.
Sch. St. Peter, seining.
Sch. St. Rosalie, seining.
Boat Eleanor, seining.
Boat Jackie B., seining.
Boat Three Sisters, seining.
Sch. Thomaston, shore.
Sch. Beauty S. Joseph, dragging.

On the Railways.

Sch. yachts Voyage II. and Shangwang, are on Rocky Neck railways.

Lobster Notes.

Over 2000 packages of lobsters were received last week from New Brunswick. Sales to wholesale dealers were at 30 cents per pound as compared with 25 cents per pound in the same period last year.

Find Ship's Bell.

A grim reminder of a marine disaster involving the loss of 15 lives in the winter of 1928, was brought to the Boston fish pier Saturday by the beam-trawler William J. O'Brien. It was a ship's bell, belonging to the little British steamer Sagua la Grande, which vanished sometime after sailing from Philadelphia on January 22, 1928, bound to Halifax, N. S. with a cargo of 900 tons of coal. The place where the bell was fished up from the ocean depths is 180 miles southeast of Boston Lightship and undoubtedly it was at or near this spot where the Sagua la Grande went to the bottom, probably in the midst of a gale, carrying all hands.

HEAVY SUPPLY AT BOSTON PIER

FORTY-SIX VESSELS ON HAND TODAY WITH ALMOST TWO MILION POUNDS.

All kinds of fish was available to wholesalers on the Boston fish pier this morning. Forty-six vessels were in after the holiday and most of them were loaded. Total receipts were 1,406,000 pounds of groundfish, 225,000 pounds of mixed fish, 13,000 pounds of halibut, 67,000 pounds of blink mackerel; 179 swordfish and 1800 pounds of saltfish. Prices were fairly good on the opening.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Boat Natale II., 37,000 blink mackerel.

Boat Cormorant, 12,000 blink mackerel.

Boat Rosie, 18,000 blink mackerel.

Sch. Olivia Brown, 132 swordfish.

Boat Col. Lindbergh, 15 swordfish.

Sch. Irene and Mabel, 11 swordfish.

Str. White Cap, 108,000 haddock, 4000 cod, 12,000 mixed fish.

Str. Spray, 124,000 haddock, 5000 cod, 5000 mixed fish.

Str. Fish Hawk, 85,000 haddock, 7000 cod, 8700 mixed fish.

Str. Cormorant, 86,000 haddock, 13,000 cod, 30,000 mixed fish.

Str. Holy Cross, 76,000 haddock, 34,000 cod, 20,000 mixed fish.

Str. Wave, 110,000 haddock, 1000 cod, 10,000 mixed fish.

Str. Surf, 52,000 haddock, 9000 cod, 13,000 mixed fish.

Sch. Francis J. Manta, 28,000 haddock, 1000 cod, 2500 mixed fish.

Sch. Fannie F. Hickey, 24,000 haddock, 1500 cod, 4700 mixed fish.

Boat Waltham, II., 12,000 haddock, 500 cod, 1000 mixed fish.

Sch. R. Eugene Ashley, 33,000 haddock, 7500 cod, 11,000 mixed fish.

Boat St. Joseph, 5700 mixed fish.

Boat Princess, 9900 mixed fish.

Boat Francis, 3500 mixed fish

Boat Automatic, 9800 mixed fish.

Boat Mayflower, 10,600 mixed fish.

Boat Mary G., 11,100 mixed fish.

Boat Ethel, 7500 mixed fish.

Boat Mary G. II., 1100 mixed fish.

Boat Rose of Italy, 3200 mixed fish.

Boat Mariner, 4400 mixed fish.

Boat Two Pals, 6200 mixed fish.

Boat Leonardo, 7300 mixed fish.

Boat Mao IV., 22,000 hadodck, 9500 mixed fish.

Sch. Mary A., 12,000 haddock, 600 cod, 4500 hake, 4000 pollock.

Sch. Isabel Parker, 29,000 haddock, 28,000 cod, 2000 pollock.

Sch. Killarney, 29,000 haddock, 20,000 cod, 6000 pollock.

Sch. Lark, 50,000 haddock, 36,000 cod, 5000 hake, 5000 pollock.

Sch. Shamrock, 31,000 haddock, 30,000 cod, 3000 hake, 5000 pollock.

Sch. Mary P. Goulart, 42,000 haddock, 19,000 cod, 2000 pollock.

Sch. Mary DeCosta, 10,000 haddock, 45,000 cod.

Sch. Elizabeth W. Nunan, 8000 haddock, 28,000 cod, 4 swordfish.

Sch. Mary E. O'Hara, 3000 haddock, 49,000 cod.

Sch. Gertrude DeCosta, 1500 haddock, 35,000 cod, 4 swordfish.

Sch. Joseph Warner, 26,000 cod, 3000 hake.

Sch. Natalie Hammond, 13,000 halibut, 10,000 fresh fish, 18,000 salt fish, 13 swordfish.

Boat Victory, 7000 mixed fish

Boat Atalanta, 6300 mixed fish.

Boat Arthur and Matthew, 5000 mixed fish.

Boat Fanny Parnell, 5100 mixed fish.

Haddock, $3 per cwt.; large cod, $3 to $4; market cod, $2.25; hake, $1.50; pollock, $2 to $2.50; cusk, $2; gray sole, 3 cents per lb.; lemon sole, 5 cents; black backs, 3 1-2 cents; yellow tails, 3 cents; dabs, 3 cents; large mackerel, 16 cents; blinks, 6.75 to 7 cents; halibut, 27 cents for white, 23 1-2 cents for gray; 13 cents for chicken; swordfish, 14 cents to 22 cents; catfish, 4 cents.

SEASON CLOSING FOR THE SWORDERS

The swordfishing season is about over as far as the vessels are concerned and they are quitting this branch now as they arrive.

The crew of sch. Hazel M. Jackson will share about $2000 to a man for the season's work, probably the largest share ever made by a swordfishing vessel.

N. F. Codfish News.

Reports of this week point to an improved fishery in many sections where the catch has been a comparative blank. The movement of codfish and bait fish has been peculiar this year. In some places large schools of fish paid no heed to traps or trawl, the same peculiarity was experienced with bait. The lack of bait earlier in the season may have been a reason for the short catch of hook and liners, just as the late arrival of caplin and squid had something to do with keeping fish away from the principal fishing grounds. It is pleasing to hear that conditions are improving and we all hope this will mean a good fall fishery. Trap fishing is still being resorted to and with continued good weather much of the month's fishing lost may be made up. At Belle Isle traps are doing well and 80 schooners loaded. From Cook's Harbor to Griquet fishing is good for traps but bait scarcity is interfering with hook and liners. Fish continues scarce all around White Bay, but at Groais Island trap fishing is excellent. From Point Armour to Red Bay traps are averaging from 10 to 30 quintals per day. There are plenty of fish at Lance Au Loup and St. Modiste but poor fishing continues from Carbonear to Cockers Cove, Shoe Cove and Greenspond, Daniel's Harbour East to Ferrole, also at Deer Island, Bragg's Island, St. Brendans, Gooseberry Island, Fair Island and Silver Fox Island. The trap fishery has been peculiar this year, for instance at Lory Bay, all traps but one, were taken up on the usual date around the last of July. This lone trap left in the water hauled 30 quintals in one day this week and there has since been a mad scramble by all trap owners of the settlement to get their twine in the water again. The outlook today seems very encouraging for an average fishery all round, though our shore fishery will be likely short. The Bank fishery will be below the average. News from Oporto is less encouraging. Liberal stocks are on hand and Newfoundland cure continues in prestige. The Spanish market is good for shore and Labrador and buyers are making plans for future shipments; it is currently reported that an export duty of $1.00 per quintal will be imposed on Newfoundland fish by the Spanish government.—Maritime Merchant.