

Sept. 24

Sept. 25

FAIR AMOUNT OF FISH HERE

FLEET OF THIRTY AT BOSTON PIER

FRESH MACKEREL AND GROUND-FISH MAKE UP RECEIPTS TODAY.

GROUND-FISH RECEIPTS HEAVY -NINE SEINERS IN WITH MACKEREL.

There was a fair amount of fish here this morning, when two of the local seining fleet arrived with nice fares of fresh mackerel, a beam trawler with a supply of haddock, and a halibuter from Boston with some fresh and salt fish. The beam trawler Cornell took out her fare at the General Seafoods plant, while the three seiners went to the Gorton-Pew and Frank E. Davis plants. The halibuter discharged at Davis Brothers' Fisheries wharf.

Almost a million pounds of ground-fish were landed again this morning at the Boston fish pier. There were 30 vessels in the fleet, nine seiners and a halibuter and the rest with groundfish. Total receipts were 920,000 pounds of groundfish, 274,000 pounds of fresh mackerel, 75,000 pounds of mixed fish, 14,000 pounds of halibut and 20,000 pounds of salt fish. The market held up pretty well.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Alden A. Mills, 27,000 haddock, 4000 cod, 11,000 mixed fish.
Str. Lois M. Winslow, 76,000 haddock, 14,000 cod, 13,000 mixed fish.
Str. Shelldrake, 50,000 haddock, 31,000 cod, 12,000 mixed fish.
Str. Notre Dame, 90,000 haddock, 15,000 cod, 6900 mixed fish.
Boat Donald, 30,000 haddock, 4000 scrod, 8000 cod.
Boat Charles S. Ashley, 32,000 haddock, 10,000 cod, 8000 mixed fish.
Boat Sea Rover, 23,000 haddock, 10,000 cod, 11,000 mixed fish.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Boat Marietta and Mary, seining, 40,000 lbs. fresh fish.
Boat Linta, seining, 60,000 lbs. fresh fish.
Sch. Elk, via Boston, 30,000 lbs. fresh mackerel.
Str. Cornell, beam trawling, 80,000 lbs. fresh fish.
Sch. Natalie Hammond, via Boston, 25,000 lbs. fresh fish, 10,000 lbs. salt fish.
Sch. Aloma, via Boston.

Yesterday's Gill Nets Receipts.

Boat C. A. Meister, 2500 lbs. fresh fish.
Boat Eliza C. Riggs, 2000 lbs. fresh fish.
Boat Nashawena, 2000 lbs. fresh fish.
Boat Myrtle and Gladys, 2000 lbs. fresh fish.
Boat Liboria C., 2500 lbs. fresh fish.
Boat Naomi Bruce II., 5000 lbs. fresh fish.
Boat Lucretia, 3500 lbs. fresh fish.
Boat Mary A., 8000 lbs. fresh fish.
Boat Agnes and Myrnie, 6000 lbs. fresh fish.
Boat Enterprise, 4000 lbs. fresh fish.
Boat Phyllis A., 3500 lbs. fresh fish.
Boat Evelyn H., 4000 lbs. fresh fish.

Sailed.

Sch. Leonora C., dragging.
Sch. Doris F. Amero, dragging.
Str. Boston, Boston.
Sch. Minerva, shore.
Sch. Grace and Evelyn, dragging.
Boat Col. Lindbergh, dragging.
Boat Bettina, dragging.

Sch. Mystic, 35,000 haddock, 4500 cod, 2000 mixed fish.
Boat Lucia, 46,000 haddock, 3000 cod, 4000 mixed fish.
Boat Colleen, 38,000 haddock, 5000 cod, 7000 mixed fish.
Sch. Irene and Helen, 35,000 haddock, 8000 cod.
Sch. Constellation, 33,000 haddock, 20,000 cod, 10,000 hake.
Sch. Ellen T. Marshall, 40,000 haddock, 22,000 cod, 10,000 hake.
Sch. Mary P. Goulart, 43,000 haddock, 17,000 cod, 4000 hake.
Sch. Marie and Winnifred, 15,000 haddock, 9000 cod, 1 swordfish.
Sch. Mary DeCosta, 1500 haddock, 21,000 cod, 20,000 pollock.
Sch. Imperator, 2500 haddock, 34,000 cod, 2500 pollock.
Sch. Minerva, 1000 haddock, 4000 hake.

Sch. Aeolus, 25,000 cod.
Boat Rose Marie, 30,000 mackerel.
Sch. Hoop Leslie, 13,000 mackerel.
Boat Antonio, 35,000 mackerel.
Boat Ramona, 52,000 mackerel.
Boat Hoop-la, 63,000 mackerel.
Boat Capt. Drum, 16,000 mackerel.
Boat Clarence B. Mitchell, 23,000 mackerel.
Sch. Nyoda, 17,000 mackerel.
Boat Angie and Florence, 25,000 mackerel.

Sch. Grand Marshal, 20,000 salt fish, 15,000 fresh fish, 14,000 halibut, 16 swordfish.

Haddock, \$3 per cwt.; large cod, \$4; market cod, \$1.75; hake, \$1; pollock, \$1.50; cusk, \$2; gray sole, 7 cents per lb.; lemon sole, 3 cents; black backs, 1 1-2 cents; yellow tails, 3 cents; dabs, 2 1-2 cents; tinker mackerel, 2.65 cents to 3 cents; large and medium mackerel, 8 cents; halibut, 25 1-2 cents, 17 1-2 cents, 14 1-2 cents; swordfish, 35 cents; catfish, 4 cents.

SCH. CATHERINE HAS BIG FARE

AT BOSTON WITH 50,000 HALIBUT-GOOD SUPPLY GROUND-FISH AND MACKEREL.

A fleet of 32 vessels was on hand at the Boston fish pier this morning. Sch. Catherine, Capt. Archie McLeod, was among them with a fare of 50,000 pounds of halibut. Other receipts were 680,000 pounds of groundfish, 172,000 pounds of fresh mackerel, 145,000 pounds of mixed fish.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. White Cap, 35,000 haddock, 10,000 cod, 18,000 mixed fish.
Str. Breaker, 32,000 haddock, 14,000 cod, 5800 mixed fish.
Str. Spray, 48,000 haddock, 9500 cod, 10,000 mixed fish.
Sch. New Bedford, 22,000 haddock, 15,000 cod, 12,000 mixed fish.
Sch. Catherine F. Saunders, 50,000 haddock, 5000 cod, 5000 mixed fish.
Sch. John Mantia, 5000 flounders.
Sch. Babe Sears, 35,000 haddock, 2000 cod, 1000 hake.
Boat Rainbow, 38,000 haddock, 6000 cod, 13,000 mixed fish.
Boat W. H. Kelligrew, 20,000 haddock, 7000 cod, 15,000 mixed fish.
Sch. Herbert Parker, 18,000 haddock, 5000 cod.
Sch. Rhodora, 34,000 haddock, 12,000 cod.
Sch. Arthur D. Story, 30,000 haddock, 20,000 cod, 2000 mixed fish.
Sch. Isabel Parker, 42,000 haddock, 20,000 cod, 12,000 mixed fish.
Sch. Edith C. Rose, 38,000 haddock, 17,000 cod, 16,000 mixed fish.
Boat Natale S., 2000 haddock, 3000 cod, 2000 cusk.
Boat Catherine, 50,000 halibut.
Boat North Star, 24,000 mackerel.
Boat Olympia, 56,000 mackerel.
Boat Antonina, 14,500 mackerel.
Boat Rose and Lucy, 31,000 mackerel.
Uncle Sam, 25,000 mackerel.
Sch. Annie and Mary, 22,000 mackerel.
Sch. Mary M., 77 swordfish.
Boat Marisstella, 30,000 haddock, 8000 mixed fish.
Boat Sea Ranger, 47,000 haddock, 4500 cod.
Boat Victory, 4000 mixed fish.
Boat Alphonso, 4700 mixed fish.
Boat Leonardo, 4000 mixed fish.
Boat Rosie, 1500 mixed fish.
Boat Salvatore, 4300 mixed fish.
Boat Roma, 3400 mixed fish.
Boat Arthur and Matthew, 7500 mixed fish.

Haddock, \$2.50 to \$3 per cwt.; large cod, \$4; market cod, \$2; hake, \$1; pollock, \$1; cusk, \$1; gray sole, 5 cents to 7 cents; lemon sole, 3 cents; black backs, 1 1-2 cents; yellow tails, 3 cents; dabs, 2 1-2 cents; tinker mackerel, 2 1-4 cents to 2 1-2 cents; large mackerel, 5 cents; catfish, 4 cents.

Sept. 25

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VARIED SUPPLY OF FISH IN PORT

SALT FARE FROM MAINE PORTS
ARRIVED YESTERDAY FOR
BOOTH.

Today's receipts of fish showed a varied supply of all kinds. Fresh fish, fresh mackerel, bullseyes, ground-fish and swordfish made up the receipts received during the night and this forenoon. The dragger Edith and Elinor hauled into the General Seafoods wharf about 10 o'clock with 75,000 pounds of haddock and cod. Yesterday the Maine packet Mattie, from Frenchman's Bay, Maine, arrived with 1800 quintals of salt fish for the Booth Fisheries Company, and several mackerel fares also received went to split.

Gloucester Arrivals and Receipts.

- The arrivals and fares in detail:
- Boat St. Providence II., seining, 25,000 lbs. fresh mackerel.
 - Boat Fannie Powell, seining, 45,000 lbs. fresh mackerel.
 - Boat Little Joe, seining, 25,000 lbs. fresh mackerel.
 - Boat Margaret D., seining, 28,000 lbs. fresh mackerel.
 - Sch. St. Providence II., seining, 5000 lbs. fresh mackerel.
 - Boat Nova Julia, seining, 10,000 lbs. fresh mackerel.
 - Sch. Paolina, seining, 52,000 lbs. fresh mackerel.
 - Sch. Grand Marshal, via Boston, 20,000 lbs. salt fish, 10,000 lbs. fresh fish.
 - Sch. Irene and Helen, via Boston.
 - Sch. Killarney, via Boston.
 - Sch. Hope Leslie, seining.
 - Sch. Ruth Mildred, via Boston.
 - Boat Antonio, via Boston.
 - Sch. Mattie, Frenchman's Harbor, Me., 1800 qtls. salt fish.
 - Sch. Josephine and Margaret, seining, 25,000 lbs. fresh mackerel.
 - Boat St. Theresa, seining, 40,000 lbs. fresh mackerel.
 - Boat Pofisco, seining, 12,000 lbs. fresh fish.
 - Sch. Elizabeth M. King, swordfishing, 6 swordfish.
 - Sch. Restless, via Boston.
 - Sch. Edith and Elinor, dragging, 75,000 fresh fish.
 - Boat 915 C., trawling, 5000 lbs. fresh fish.
- Yesterday's Gill Net Receipts.**
- Boat Inca, 12,000 lbs. fresh fish.
 - Boat Mary A., 9000 lbs. fresh fish.
 - Boat Enterprise, 7000 lbs. fresh fish.
 - Boat Agnes and Myrnie, 8000 lbs. fresh fish.
 - Boat Eliza C. Riggs, 2000 lbs. fresh fish.
 - Boat Liboria C., 2500 lbs. fresh fish.
 - Boat Nashawena, 3000 lbs. fresh fish.
 - Boat Myrtle and Gladys, 6000 lbs. fresh fish.
 - Boat Phyllis A., 2800 lbs. fresh fish.
 - Boat Evelyn H., 2500 lbs. fresh fish.
 - Boat C. A. Meister, 2000 lbs. fresh fish.
- Str. Cornell, Boston.
- Boat Marietta and Mary, seining.
- Boat Linta, seining.

On the Railways.

Schooner yacht Cachalot III., is on N York Neck railways.
Sch. Marjorie Parker is on Park-st's railways.

Seiner Dorcas Went Down Off Round Shoal Buoy Yesterday Morning

Battery Spark Ignited Acid Fumes Which Enveloped Craft from Stem to Stern

Raked from stem to stern by a fire which enveloped her off of Round Shoal buoy yesterday morning, the local seiner Dorcas, Capt. Gerome Fronterio, sank in deep water, a total loss, while her crew sat a few hundred yards away in a seine boat, powerless to render aid or even approach the burning craft. This morning, Capt. Fronterio and his crew were landed at the Producers Fish wharf, here by the local seiner Josephine and Margaret, who picked them up yesterday afternoon while bound home.

Fishing at Time.

Capt. Fronterio told the Times reporter this morning that the boat was fishing with other seiners in the vicinity of Round Shoal buoy, and while setting around the mackerel, because the sea was very smooth, and there was no wind, all hands were in the seine boat.

After having made one set, Capt. Fronterio decided to board the schooner again and go off on another cruise, so he sent his brother Frank, engineer of the boat, back in a dory.

Frank went into the cabin, and almost instantly he jumped back to deck, shouting for someone to come and help him, at the same time, great billowy clouds of black smoke rolled out of the hatches and flames shot high into the rigging, igniting the canvas, and transforming the peaceful schooner into a flaming torch.

Crew Powerless to Aid.

Shouting to his brother to leap into the dory, Capt. Fronterio ordered the men in the seine boat to row down for the fire, but because of the heat, were unable to approach the

craft, and had to lay to while Frank Fronterio rowed to them, where they learned the cause of the fire.

The latter had just started to attach the battery clips to the engine, he said, when a spark ignited some acid fumes, causing the fire. He had a difficult job to make the deck, so quickly did the fire spread.

The fire attracted several of the fishing craft in the vicinity, and about an hour later the seiner Nova Julia ran down and spoke them, but because she had just arrived on the grounds, Capt. Fronterio declined assistance. Capt. Ambrose Fleet spoke the seine boat and her crew, and offered food, which was also declined. About two hours later, along came the seiner Josephine and Margaret, and as she had been well fished, Capt. Fronterio asked that the crew be transferred from the Angie and Vence, which had taken them on board.

A Former Yacht.

The Dorcas was formerly a yacht, and was built in Essex in 1901, being a boat of 28 tons. She was valued at about \$10,000, and her loss was partially covered by insurance.

Sept. 25

Sept 25

Sch. Gertrude L. Thebaud Had First Spin Under Full Sail Yesterday Afternoon

Craft Performs to Satisfaction in Light Air--Some 100 Guests Enjoy Sail

A superlative "great" was the answer to the universal question of performance of Gloucester's pride and hope, Sch. Gertrude L. Thebaud, Capt. Ben Pine, after a three-hour trial in a light southerly yesterday afternoon. It was the first time that the Thebaud has been under full canvas since she left Arthur D. Story's shipyard at Essex on last March 17 and she demonstrated to the satisfaction of all in yesterday's trip which was nothing more than an afternoon sail for newspapermen, photographers and a large party of guests as well as for sail stretching, that she can sail fast in light air and smooth water.

Aboard the craft were more than 100 persons and crew. Among them were Louis A. Thebaud, whose financing made the vessel possible, Richard Matthews Hallett, a noted writer of sea stories, newspapermen, a photographer or two, Wallace Goldsmith, Post cartoonist, and local officials and friends of Capt. Pine.

Famous Skippers There.

The roster also included a number of famous Gloucester skippers, including Capt. Charles H. Harty, who had charge of trimming sch. Henry Ford for the last international race series here in 1922; Capt. Almon Malloch; Capt. Elroy Prior, who sailed on the Esperanto at Halifax in 1920; Capt. James Gannon; Capt. Howard Blackburn, whose exploits have brought him world fame. Of course, Nathan B. McLoud, chairman of the finance committee, was there.

Sailmakers were all on board, too, watching the set and performance of the canvas, including Daniel F. Harris, Daniel F. Harris, Jr., Marian J. Cooney and Charles Tolman.

It was shortly after 1 o'clock when Capt. Pine gave orders to get under way. In comparison with the coterie of tugs which escorted the America's cup racers from their moorings to the starting line, Capt. Pine with marvellous dexterity warped the vessel from between the docks of the Atlantic Supply Company and Davis Brothers Fisheries into the very small area of Harbor Cove.

Then he put on the mainsail and foresail and manoeuvred into the channel on the starboard tack, stood well up into the harbor toward Base 7, U. S. Coast Guard, at East Gloucester. There he came about on the port tack and slid down the harbor.

Waterfront Cheers.

It gave the hundreds of workmen and sight seers who lined the wharves a fine chance to see the vessel under sail and they cheered and cheered as she skimmed along. The whistle on the cold storage building was the first to toot the first three blasts in salute to the racer and it was a continual salute from other whistles and passing craft all the way out and back. All were answered by three

blasts from the Thebaud's horn and acknowledged by the single toot from the saluting boat.

Off the fort, the stars and stripes, with a blue burgee, with the craft's name, Gertrude L. Thebaud, in white letters were broken out at the main peak. Capt. Pine spotted Thomas J. Carroll on the fort, hailed a nearby motor boat, circled the Thebaud and jogged until Mr. Carroll could be put on board.

Continuing on the port tack, the Thebaud passed the Crane yacht, Illyria, which dipped her colors and saluted. Capt. Pine then came about again and stood over to starboard to Ten Pound Island, where someone with a big hammer pounded three times on the fog bell. The next hitch to port carried the vessel well over toward Prairie ledge in view of Mr. Thebaud's residence where the colors were dipped.

Held to Starboard.

Coming about off Prairie ledge buoy, the Thebaud held to the starboard hand until the open sea was reached. This was the only windward work of the afternoon, this beat out of the harbor. No effort was made to sheet her in and make a real test on this important point of sailing. Those hitches did show that the Thebaud was very quick in stays. The vessel came about and was filled away on the new tack in a matter of seconds.

When the outer harbor was reached, jumbo, jib and jib topsail were shaken out, then the fore gaff topsail and main gaff topsail, and by the time the breakwater was passed the staysail was set and everything drawing.

Capt. Colin Power was in charge of sails in yesterday's trial and probably will during the races. In the mastheads were a pair of able and determined humans, Charles Landry and Frank Clark. Three of the Thebaud's crew who have been in the vessel in her nine trips haddocking under command of Capt. Freeman Crowell since spring were in yesterday's roster. They were James F. Hallett, Edward Conrad and Ross Rich.

(CONTINUED ON PAGE SIX)

NEW CHALLENGER SHOWS HER CLASS

(CONTINUED FROM PAGE ONE.)

Hardly Enough for Test.

Once outside the harbor, Capt. Pine brought the Thebaud around on the starboard tack, gave her a good full and sent her reaching along the Eastern Point shore at a good clip. Wind continue moderate, not over eight knots, and was hardly strong enough for a real test.

On this reach, Miss Margaret (Peggy) Farrell, daughter of Mrs. Margaret Brady Farrell of Eastern Point and Albany, N. Y., and one of the Eastern Point yacht colony, was given the wheel, and an efficient helmswoman she made. The veterans acclaimed her skill as the Thebaud slid along, everything drawing, and a wake behind as straight as an arrow. It was Miss Farrell's first experience in a fishing vessel. In Eastern Point yachting, however, honors won by her Sprite in the triangle class attests her skill. She was a leader in both series and won the concluding event, the lady skipper series in her class.

The Thebaud kept on the starboard tack for 35 minutes, covering about five miles. A hail from the coast guard 75-footer said the vessel was doing 10 knots, but the breeze was hardly strong enough to justify such an estimate.

Off Thacher's, the vessel came about again, this time to port and started on another reach back to the Eastern Point whistler where sheets were started to run into the harbor as the wind flattened almost to a zephyr.

Canvas New.

Canvas, being new and stiff, set fairly well, and there will probably be no material changes. Running rigging, which is all brand new, was kinky, but this will adjust itself as the ropes become stretched in two or three trials.

Inside the harbor, kites were doused and furled, and so were the jibs and mainsail. Under foresail, Capt. Pine put the Thebaud back into dock as neatly as he took her out, without assistance, and without even a thump on the piling.

This morning just after 11 o'clock the vessel got under way again for another trial trip with a delegation of Corinthian and Eastern yachtmen.

(CONTINUED ON PAGE SIX)