

SQUIBS FROM THE WATERFRONT

WRECKAGE OF HUB TRAWLER WASHES ASHORE—BLUE DOLPHIN HOME FROM CRUISE.

Splintered boards, trawl tubs and other gear adorn the backyards of the summer cottages at Brier Neck as a result of the ocean's lashing and pounding of the 38-foot trawler C 906 of Boston which was smashed to smithereens Saturday forenoon within a half hour of the time the crew of two men were rescued by Police Officers J. Russell Moody and J. Henry Burgess. These two plucky officers took their lives into their hands when they battled the sea that was certainly raging, a sea in which even the coast guard boats were apparently useless. At this point between the island and the shore, the cross rips and the undertow make a splendid murder machine for boats and humans alike.

The beautiful auxiliary schooner-yacht "Blue Dolphin", owned by Amory Coolidge of Boston, dropped anchor off the Rocky Neck railways about midnight Saturday, after a cruise through the waters of the southern Pacific which began January 5th. She is commanded by Capt. Norman A. Ross. The craft took Mr. Coolidge's party on an extensive voyage past Cocos island Galapagos, across the equator where a few were initiated into the solemn rites of arriving at the other half of the world, and thence to many other interesting places in the realm of the Southern Cross. Capt. John J. Carroll, mate aboard the Blue Dolphin, and Ralph Smith, engineer, both hail from this port.

Skipper Ross, whose experience as a master mariner is well known, said that when off the Bahamas on March 25, the Dolphin ran into a gale which lasted for 50 hours, and drove back the ship 125 miles. It was the worst he had seen in the past quarter of a century. The lighting plant of the craft failed them on the trip and they were forced to resort to old-fashioned lamps.

When they want to page someone at the Gloucester Fishermen's Institute, instead of a liveried bell-boy rushing around with a card in a tray and shouting the name, the officer of the day, pulls the cord on the ship's bell, which is the sign for all hands quiet, and then in a stentorian voice announces the name of the man wanted. That tone of the ship's bell means something to the fishermen.

The last of the "down-east" sloops "Friendship" by name, arrived here Saturday afternoon for harborage after the engine decided to quit. William Morse is her skipper and he is taking her from Roundpond, Me., to Noank, Conn., the home of her new owner, Harry B. Jepson, who intends to have some pleasure in the 29-foot craft during the summer months. She is tied up at the C. F. Mattlage Company's wharf, where Frank Parsons was engaged yesterday, repairing the 20 horsepower model T Ford engine. Hollis Dalzell of Long island, Mount Desert, is the other half of the crew of this 22-year-old sloop.

Incidentally "Squibs" stands corrected. Frank Parsons who claims that the trawler C 2146, he has a 16 horsepower Fairbanks-Morse instead of 20 horsepower, and that in almost a month's experimenting, the costs of the oil-burning engine has been only \$2.41 for 24 hours, and thus far has proven most satisfactory.

FLEET LANDED 70,000 POUNDS

TRAWLERS HAD BULK OF FARES —GILL NETTERS BROUGHT CODFISH.

Over 43,000 pounds of fresh fish were landed over the week-end by trawlers and druggers, while the gill netters added 27,000 pounds of cod. The dragger Bethulia had the largest fare, totalling 6,000 pounds, most of which was haddock, while the Virginia and Joan again led the gill net fleet with 6000 pounds of cod yesterday.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Annie and Josephine, trawling, 4,000 lbs. cod.
Little Joe, dragging, 2000 lbs. mixed fish, mostly haddock.
Nova Antonio, trawling, 2000 lbs. mixed fish, mostly cod.
Little Joe, dragging, 4000 lbs. sole and haddock.

Yesterday's Arrivals and Receipts.

Margaret D., dragging, 4500 lbs. mixed fish, mostly haddock.
Uncle Sam, dragging, 7000 lbs. mixed fish, mostly haddock.
A9277, trawling, 1200 lbs. mixed fish.

Saturday's Arrivals and Receipts.

Bethulia, dragging, 6000 lbs. mixed fish, mostly haddock.
St. Peter, dragging, 5000 lbs. mixed fish, mostly haddock.
Victoria, dragging, 1000 lbs. cod and haddock.
Gertrude E., trawling, 2000 lbs. mixed fish, mostly haddock.
Rosie C., dragging, 2500 lbs. flounders.
Mariner, dragging, 2000 lbs. flounders.

Yesterday's Gill Net Receipts.

C. A. Meister, 3500 lbs. cod.
Liboria C., 2000 lbs. cod.
Nashawena, 1000 lbs. cod.

Saturday's Gill Net Receipts.

Virginia and Joan, 6000 lbs. cod.
Lucretia, 2000 lbs. cod.
Enterprise, 2000 lbs. cod.
Edna Fae, 2000 lbs. cod.
Mary A., 2000 lbs. cod.
Phyllis A., 1500 lbs. cod.
Liboria C., 1500 lbs. cod.
Nashawena, 1000 lbs. cod.
Naomi Bruce II., 1000 lbs. cod.
Agnes and Myrnie, 1000 lbs. cod.
Alicia, 800 lbs. cod.

PORT OF GLOUCESTER

Arrived.

Auxiliary sch. Yacht Blue Dolphin, via Southern Pacific, Capt. Norman A. Ross.
Auxiliary sloop Friendship, Capt. Morse, via Roundpond, Maine, bound for Noank, Connecticut.

Sailed.

Elvira Gaspar, dragging.

The Lobster Market.

Lobsters are in light supply at Boston, especially chicken size. Last arrivals sold at \$28 per crate.

First Alewives.

A few barrels of fresh alewives are being received daily at Boston. The first were received last Monday.

Lighthouses.

The superintendent of lighthouses, Portland, Me., announces the following:

Kennebec River, Me., Hospital Point Buoy, 9, black; second class tall can, heretofore reported out of position, was replaced March 31, 1933. (Local Light List, New England Coast, 1932, p. 122).

HEAVY SUPPLY AT FISH PIER

LARGE FLEET IN WITH NEARLY 2,000,000 POUNDS OF FRESH FISH

Dealers on the Boston fish pier were confronted with another busy week as a fleet of 25 vessels reached port today with heavy fares. Total receipts were 1,545,000 pounds of groundfish, 375,000 pounds of mixed fish, and 10,000 pounds of halibut exclusive of 12 small druggers. The market was down. Haddock sold at \$1.50 to \$3; large cod, \$1.50 and markets, \$1.25 to \$1.50.

The Grand Marshal, out for weeks, brought in the halibut.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Breeze, 90,000 haddock, 31,000 cod, 45,000 mixed fish.
Str. Spray, 62,000 haddock, 25,000 cod, 27,000 mixed fish.
Str. Fabia, 36,000 haddock, 25,000 cod, 35,000 mixed fish.
Str. Illinois, 27,000 haddock, 21,000 cod, 22,000 mixed fish.
Str. Amherst, 50,000 haddock, 63,000 cod, 40,000 mixed fish.
Str. Dorchester, 55,000 haddock, 40,000 cod, 35,000 mixed fish.
Str. Dartmouth, 90,000 haddock, 25,000 cod, 38,000 mixed fish.
Str. Holy Cross, 70,000 haddock, 43,000 cod, 18,000 mixed fish.
Catherine F. Saunders, 5000 haddock, 6000 cod, 11,000 mixed fish.
Vandal, 13,000 haddock, 5000 cod, 10,000 mixed fish.
Alvan T. Fuller, 22,000 haddock, 30,000 cod, 8000 mixed fish.
Magellan, 20,000 haddock, 13,000 cod, 7000 mixed fish.
Helen M., 14,000 haddock, 7000 cod, 10,000 mixed fish.
Marie and Winnifred, 28,000 haddock, 8000 cod, 12,000 mixed fish.
Waltham II., 8000 haddock, 2000 cod, 6000 mixed fish.
Catherine Burke, 35,000 haddock, 45,000 cod.
Lark, 35,000 haddock, 57,000 cod, 4000 mixed fish.
Grand Marshal, 10,000 halibut.
Rhodora, 50,000 haddock, 15,000 cod, 11,000 mixed fish.
Cape Ann, 47,000 haddock, 22,000 cod, 2000 mixed fish.
Adventure, 45,000 haddock, 13,000 cod, 8000 mixed fish.
J. M. Marshall, 35,000 haddock, 20,000 cod, 8000 mixed fish.
Gossoor, 50,000 haddock, 29,000 cod, 5000 mixed fish.
Dawn, 56,000 haddock, 8500 cod, 4000 mixed fish.
Mary E. O'Hara, 60,000 haddock, 20,000 cod, 5000 mixed fish.
Haddock, \$1.50 to \$3 per cwt.; large cod, \$1.50; market cod, \$1.25 to \$1.50; hake, \$2 to \$3.50; pollock, 50 cents to \$1; cusk, \$1 to \$1.25; gray sole, 2 1-2 cents per lb.; lemon sole, 5 cents; black backs, 4 cents; yellow tails, 1 3-4 cents; dabs, 1 cent; catfish, 1 cent to 1 1-2 cents.

FLEET OF 152 AT FISH PIER

RECEIPTS OVER SIX MILLION
POUNDS MARK LAST
WEEK.

For the week ending March 30, there were 152 arrivals at the Boston fish pier with 6,043,800 pounds of fresh fish, the largest week this season. In the corresponding week a year ago, there were 103 arrivals and receipts of 5,589,200 pounds of fresh fish.

Receipts were divided as follows:
1933—3,105,800 pounds of haddock;
1,153,600 pounds of large cod; 733,300
pounds of market cod; 1,051,100
pounds of mixed fish.

1932—2,788,800 pounds of haddock;
1,352,550 pounds of large cod; 877,850
pounds of market cod; 670,000 pounds
of mixed fish.

Two Million Pounds Less.

From January 1 to date there have been 1436 arrivals with 48,269,100 pounds of fresh fish as compared with 1407 arrivals with 50,209,272 pounds of fresh fish in the same period of 1932.

Prices paid last week were 2 to 3 1-2 cents for haddock; 1 1-4 to 2 1-2 cents per pound and market cod, 1 1-4 to 2 1-2 cents per pound.

Lemberg Arrives.

Bringing 150,000 pounds of fresh fish, the trawler Lemberg arrived at Halifax from the banks, Friday and docked at the National Fish Company's wharf. The craft has again cleared for the banks.

Lobster Notes

The Yarmouth steamer on Saturday had 157 crates of lobsters aboard for Boston dealers, the largest shipment in several weeks. Soon the smacks will start hauling crustaceans to the Boston market.

Caught Huge Shark

Captured by the crew of the Boston fishing schooner Rosie P., with Capt. Anthony Zappulo in command, a shark was brought to Portland yesterday, and will be transported to Boston and disposed of there.

It was a two-hour job for the entire crew to catch the monster in a net and haul him aboard off Rockport Friday, and it is the largest specimen seen in a long time.

Lighthouse Notes.

The Branch Hydrographic Office announces that the Billingsgate lighted bell buoy 3A will be established about April 1 in Wellfleet Harbor, Cape Cod Bay, to take the place of Billingsgate light, which will be discontinued. The buoy will be 550 yards 130 degrees from the present position of the light. It will be painted black with skeleton superstructure and will show a flashing white light every five seconds, flash 0.5 second, eclipse 4.5 seconds, of 70 candlepower. The buoy will be maintained from April 1 to October 31 each year.

George E. Eaton, superintendent of lighthouses for the 2d District, announces that about April 15, Huma-rock outer lighted buoy, painted black and white vertical stripes, will show flashing green light every three seconds, flash one second duration of 120 candlepower. The buoy will be moored in 24 fathoms of water and will extend 16 feet above the surface. The Off-Plymouth whistle buoy will also be established about the same time and will be painted in black and white vertical stripes.

Little Demand.

For the last two days weather conditions have been favorable and the men have been putting out their traps to begin the season's fishing at Shag Harbor, N. S. Some of the men have hauled traps, but catches have been small. Prices were low in comparison with former years. Never before have lobsters been in so little demand as they are today.

Word from Clarke's Harbor to certain dealers is, "buy no lobsters until further orders." One fisherman said that he never expected to see the time when he could not sell his lobsters in Shag Harbor.

Two boats today had 40 and 50 pounds, and two buyers here decided to take a chance and buy, and paid 16 cents per pound, which is a small price for this season of the year.

The lobster fishery in the main industry that the people along the shore follow for a living and if the fishing proves a failure, the fishermen will be up against the hard wall of adversity.—Halifax Herald, March 31.

On the Railways.

Carlo and Vence is on Parkhurst's railways for general overhauling, preparing for seining.

Natalie II is on Parkhurst's railways for general overhauling, preparing for seining.

Rose Marie is on Burnham's railways for general overhauling, preparing for seining.

Desire is on Rocky Neck railways for general overhauling.

Sea-faring men sometimes lose their names when they set sail and become known by certain traits of running the ship. Some of these strange titles that have become accepted along the waterfront are "Straight-back Simon", "Gaff-topsail Frank", "Stay-sail Mickey", "Stuffing-box Bill", "Cold Jimmie", "Strings" and so forth, until many fishermen have actually forgotten the real names of these dory-mates of theirs.

Most any day now the fleet will be back from the South where they have been engaged in dragging, some with fairly good luck, and others practically empty-handed. But regardless of what is past, a number of them will change over, and get ready to leave for the South again, this time in search of mackerel. The waterfront is assuming a lively aspect, and the railways are occupied each day by netters or seiners having the finishing touches made.

Capt. Tom Cordeau is home again from the Pacific where he has been tuna fishing with the western purse seiners. He is still very much enthused over this boatless form of seining which he is trying to introduce to the fishermen of the Atlantic. The western method eliminates the seine boat, and operates directly from the engine, with a turntable at the stern that does all the work. The heavy seas fail to bother its functioning, declares the skipper.

Take it from the experts.

The lobster men are preparing for the summer business, getting their small power craft in shape, and repairing and building new pots. The last of this month will see them in condition to begin the season. Meanwhile they are trying to get the legislature to alter the laws governing their business. One request is that a lobster be measured from the eye socket to the center of the body, instead of from the nose to the flapper as in the past when determining "shorts" which are under nine inches. Another request is to boost the fine for those caught with seed lobsters from \$10 to \$50.

7610
1939