

April 10

# SQUIBS FROM THE WATERFRONT

## SCH. B. T. HILLMAN HERE TO REPLACE DAMAGED FOREMAST.

Capt. Tom Whalen is at the Gloucester Cold Storage Company with 200,000 pounds fish in the beam trawler Tide, fresh from LeHave bank. Incidentally the handling of this fish has given work to quite a force which was hard at it under the supervision of Bert Thomas. The naddock will be filleted, and 100,000 pounds of cod and mixed fish will be sent to Pew's to be split.

The B. T. Hillman, a large flounder dragger, is in port, tied up at "Ben" Pine's wharf. It is a corking good ship, the skipper being one Capt. Percy McKenny, and having aboard the owner, Horace Hillman, who for years took his craft south each year, with the netting fleet from Edgartown. The Hillman is here to replace a mainmast at the Thurston spar yard, her former mainmast having been broken at the croostrees.

Capt. Benjamin Curcurru, manager of the Producers Fish Company will leave tonight for Cape May, there to take care of the interests of the concerns he represents. The Rose Marie, with Capt. Peter Scola, expects to sail tonight to join the mackerel seining fleet. The Rose Marie sails

to be work with a capital "W" such an edible used to go right to the spot after a hard day's labor on Georges angling for the husky codfish.

The Pilgrim was due to leave port today on a halibuting trip, in command of Capt. Cecil Moulton. It will be her first of the season.

Squibs was almost stranded the other night aboard one of the vessels tied at the dock when the tide was low, very low. He had been out to sea in one craft which couldn't make the landing because of the sea's absence, so the skipper left him aboard one of three craft that were lying alongside each other at the pier. Confident that a wooden ladder would be handy between the spiles, he jumped from one boat to the other until he came to the wharf and found—nary a ladder.

A half hour more and he was due to report at a banquet, an affair that no self-respecting scribe ever misses especially in times as hard as these. But it was certain that he could never shin up a slippery spile, nor could he leap 20 feet into the air to make the wharf. He fumed and fussed and cursed the fates that had even ruined the rungs of the rope ladder of the boat. Finally he gained somebody's attention to call out the fire department—they'd have a ladder. The minutes were slipping by and the messenger was nearing the first aid station, when down the spile came a husky fisherman who was startled to see an uninvited guest aboard.

Imagine Squibs embarrassment, to have to explain what he was doing aboard the craft and secondly to admit that he had entirely overlooked the perfectly good spike ladder that was at the end of the pier, right within his reach! It looked for awhile as if he would have to wait for the tide to rise, until it lifted the boat level with the dock. Nope, Squib's ancestors never followed the sea unless they were unsung pirates. Anyway, the grim experience helped the appetite.

SQUIBS.

# BIG FISH DAY AT THIS PORT

## OVER 300,000 POUNDS FRESH FISH DURING WEEK'S END.

Over 300,000 pounds of fresh fish arrived here during the week-end, the beam trawler Tide of Boston coming direct from LeHave bank this morning with 200,000 pounds for the Gorton-Pew Company, 100,000 pounds being haddock, which went to the Gloucester Cold Storage for filleting, while the balance of the fare, 100,000 pounds of cod and mixed fish will go to the Pew wharf for splitting.

The fare will give work to nearly 100 company employees.

Seven trawlers had 11,700 pounds, seven draggers, 27,200 pounds; 14 gill netters, Saturday landed 38,000 pounds; while 15 gill netters accounted for 30,800 pounds. It looked like old times at the Cold Storage wharf this morning as the crews were busily engaged in stripping the scales off the haddock and sending them to the third floor where they were filleted.

Four more seiners hauled anchor over the week-end for the south so as to be there as soon as the mackerel are sighted.

The wind has bothered the trawlers considerably but the gill netters are doing very well, as far as amount of fish caught is concerned, but the prices are poor.

### On the Ways.

The Superior is on Burnham's rail-ways, preparatory to sailing south.

### Nova Scotia Bait Reports.

Canso.—No bait. No vessels in port. Lot of drift ice in sight.

Halifax.—Ten thousand pounds frozen herring available.

Liverpool.—Plenty ice available. Bait for local use only.

Lockeport.—Two hundred fifty thousand pounds frozen herring available.

Lunenburg.—No bait. Plenty ice available. Schooner Delawana Second sailed for Banks.

North Sydney.—No bait. Plenty ice available.

Port Hawkesbury.—No bait.

Queensport.—Ten thousand pounds frozen herring and plenty ice available. Harbor blocked and some drift ice in bay.

Shelburne.—Ninety thousand pounds frozen herring and plenty ice available.

Yarmouth.—Plenty frozen bait and ice available.

Grindstone, Magdalene Islands.—About seven miles drift ice at Grosse Isle but no ice in sight at West Point or Etang du Nord. No bait.

St. John's, N. F.—Plenty bait available at Rencontre.

### Scallops Increase.

In New Brunswick there was a total catch of 24,175 hundredweights with a landed value of 71,200—a decrease of 14,400 hundredweights and \$31,000, round figures. As in Nova Scotia, scallop catch and value increased substantially. Returns from the smelt fishery, New Brunswick's major February fishery, were less than a year ago.

February operations in Quebec were confined to smelt fishing only and the catch, 2000 hundredweights, was a third smaller than in February, 1932. In Prince Edward Island, smelts, tomcods, and caplin were taken. Caplin and tomcods landings showed a little decrease but the smelt catch, 745 hundredweights, was smaller by some 500 hundredweights last year.

# HEAVY SUPPLY AT BOSTON PIER

## THIRTY-FOUR IN THIS MORNING WITH OVER 1,800,000 POUNDS.

A fleet of 34 craft brought a big supply of fresh fish to the Boston fish pier this morning as the final week of the Lenten season opened. Seven steamers headed the list with fares ranging from 85,000 to 237,000 pounds.

Total receipts were 1,485,000 pounds of groundfish and 345,000 pounds of mixed fish. Prices were at the bottom, \$1.50 to \$2 for haddock; \$1.50 to \$2 for large cod and \$1.25 to \$2 for market cod.

### Boston Arrivals and Receipts.

The arrivals and fares in detail: Str. Newton, 72,000 haddock, 5500 cod, 20,000 mixed fish.

Str. Shawmut, 60,000 haddock, 145,000 cod, 32,000 mixed fish.

Str. Loon, 73,000 haddock, 55,000 cod, 12,000 mixed fish.

Str. Cornell, 80,000 haddock, 13,000 cod, 32,000 mixed fish.

Str. Holy Cross, 111,000 haddock, 23,000 cod, 11,000 mixed fish.

Str. William J. O'Brien, 50,000 haddock, 4000 cod, 30,000 mixed fish.

Str. Ocean, 56,000 haddock, 33,000 cod, 23,000 mixed fish.

Donald, 40,000 haddock, 25,000 cod, 10,000 mixed fish.

Yankee, 16,000 haddock, 7000 cod, 7900 mixed fish.

Wages was auctioned Saturday by a deputy United States marshal. The highest bidder was George A. Crockwell of Boston who offered \$4200. Owing to the fact that the appraised value of the vessel is \$29,000, the sale cannot be completed unless the United States District court confirms it next Wednesday.

### Mackerel in Storage.

According to the official figures published recently there were in cold storage in the United States on March 15, 1933, 5,450,415 pounds of mackerel as compared with 4,025,132 pounds on the corresponding date in 1932. In Canada on March 1, 1933, there were 243,246 pounds of mackerel in cold storages.

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# AT NEW YORK WITH SEA BASS

The netters and seiners around the waterfront were all excited to hear a rumor that the dragger America had landed a fare of 45 barrels of mackerel at New York this morning and they couldn't quite figure how Capt. Gilbert R. Lafford and his crew could beat the old conventional methods of catching this fish in such large quantities by using a drag.

But when the rumor was run down to the last stages and the truth was out, it was learned from Capt. Lafford himself through a telephone conversation with one of the America's owners, Capt. Ben Pine, that the fare included 45 barrels of sea bass instead of mackerel.

Further investigation revealed that it was the dragger Antonio with skipper Jack Barbara in command, which had the mackerel which totaled only 100 pounds, or about two-thirds of a barrel, included in his fare. Capt. Barbara intends to come home soon to refit for seining.

Capt. Lafford does not intend to refit for seining here, but will remain dragging down south.