



Yale University Library Digital Collections

Title	Baltimore Sun
Call Number	YCAL MSS 46
Creator	Carson, Rachel, 1907-1964
Published/Created Date	1938 August 28
Collection Title	Rachel Carson papers
Rights	Permission from the Rachel Carson Estate is required to publish materials by Rachel Carson in any format. Contact information for the Estate can be found in the WATCH File .
Extent of Digitization	Complete folder digitized.
Container information	Box 96 Folder 1716
Generated	2022-06-06 12:38:54 UTC
Terms of Use	https://guides.library.yale.edu/about/policies/access
View in DL	https://collections.library.yale.edu/catalog/15808363

Giants Of The Tide Rip Off Nova Scotia Again

Bluefin Tuna Keep Their Rendezvous With Herring—Anglers Show Up, Too

By R. L. CARSON

GIANT bluefin tuna, the speed of torpedoes and the strength of tigers in their straining bodies, are keeping a rendezvous this week-end off the rocky shores of Nova Scotia.

Every year between August 1 and 10—seldom earlier, never later—hordes of herring come into the bays and rivers mouthed that indent the Nova Scotia coast, feeding on the treacherous surface life of these colder northern waters. Close behind the herring come the tuna, lean and hungry, to gorge on the feasting herring. Choosing their time from this seldom-varying calendar of the sea, big game anglers from Great Britain, the United States, and Cuba have selected the last week-end of August for the International Tuna-Tournament now being fished off Liverpool harbor.

Interest awakened last year, when the first international tuna angling matches were held at Wedport, has drawn active and spectator sportsmen from far away places to Nova Scotia to watch members of the three teams put their own strength and that of a nod and reel against seven or eight hundred pounds of desperately fighting fish.

Biggest Tuna In World

Come From Nova Scotian Waters

From Nova Scotia waters come the biggest tuna in the world. The largest one ever captured on reel and reeled, a giant of 956 pounds, was taken off Liverpool in 1916 by a Chicago sportsman, Thomas Howell, although no claim for a record was made. Last year previously established official records were broken by John S. Martin, former editor of Time, who took an 813-pound fish off Liverpool on September 4.

This year the anglers will fish from power boats rather than dories. In the wide harbor formed by the mouth of the Metcay river at Liverpool, fogs blanket the water with dangerous suddenness at this time of year and small boats are often lost. The method followed at Wedport last year was more hazardous and perhaps better sport. The anglers dories were towed by power boats into the tide rip, where the current is so strong that racing motors are hardly able to make progress against it. A tuna hooked, the dory was cut loose and it remained for the fisherman, alone with his boatman, to bring what strength and skill he possessed into the fray. Strong tides, rough waters, and heavy fogs last year were a good test for the sportsmanship and courage of the fourteen men who took merciless punishment in the Wedport tide rip.

In the interest of sportsmanship, strict regulations govern the number of tuns in the line and the weight of the fish. The angler, who is fastened into his chair by a heavy harness, must not receive assistance and no one may so much as touch him or his gear. In an emergency, however, members of the crew may steady the chair to keep it and the participants in this strenuous sport from going overboard.

All Tuna Of East Coast

Migrants From Unknown Waters

The tuna commonly taken in the latitude of Maryland and New Jersey are much smaller than the usual Nova Scotian fish and are known as "school tuna." All east coast tuna, however, are migrants from unknown waters. They do not spawn here, for neither eggs nor young fish have ever been taken on this side of the Atlantic. When the adult fish arrive in the spring, they are lean and ravenous, as though from a long journey. Do they, on leaving our shores in the fall, follow the Gulf Stream, as some people suppose, crossing to the sunny coasts of Portugal and Spain and heading westward along the Azores? Do they mingle with those other "school tuna" which every year perform a tremendous spawning migration through the Mediterranean and Black Seas to the Sea of Azov and back to the western Mediterranean, a distance of more than 1,000 miles in the open sea? Through the haze of speculation only a few facts stand out. The tuna on both sides of the Atlantic belong to the same species. Fish in spawning condition have been taken only in the eastern Atlantic. An Italian scientist, studying the origin of hooks embedded in the jaws of tunas, concluded that tunas migrate from Italy and the Azores to Norway, keeping in the Gulf Stream drift and so in waters of about the same temperature. Although the Portuguese Government annually tags many tunas, no recaptures have thus far been reported from this side of the Atlantic.

Very young tunas having been taken by scientific expeditions in the mid-Atlantic, the interesting possibility is opened up that the mysterious Sargasso Sea, known to cradle both European and American eels, may also be the spawning place of our tunas.

Move With Terrific Speed

Travel With Only One Object

In connection with the migration, the opinions of sportsmen who fish the eastern border of the Gulf Stream along the edge of the great Bahamas Banks are worth noting. Writing of the island of Minali, S. Kip Farrington, who captained the American team at Wedport last year, has this to say in his "Atlantic Game Fishing": "By the middle of May the giant bluefin tuna—start feeding through. You can mark the calendar by their arrival each year, for they are never off schedule. These fish move with terrific speed and travel with only one object, the herring and mackerel schools off Georges Bank and Nova Scotia."

Mr. Farrington believes that the 500-pound tunas passing Minali in the spring become 700 pounds off Nova Scotia in August, for they are said to gain from 50 to 100 pounds during a single week's stay among the herring in Liverpool harbor.

The feeding of the tuna on the herring leads to a sight to stir the imagination and dispel illusions of the "cleverly packed" roving tuna detected upon the closely packed schools of herring, themselves swimming open-mouthed in pursuit of shrimp-like creatures which often leap clear of the water in frantic efforts to escape. Showers

of spray mount into the air as the surface waters are churned by the furious rushes of the tuna. The chase may begin several fathoms down, the tuna diving the herring up through the green depths to the surface, often knocking them completely out of the water into the mouths of the swooping, screaming gulls which are never far away when the tuna are feeding. Excited docking of gulls over tuna waters is a sign to anglers that big game is at hand.

West Coast Tuna Clipper

Appears Off New England

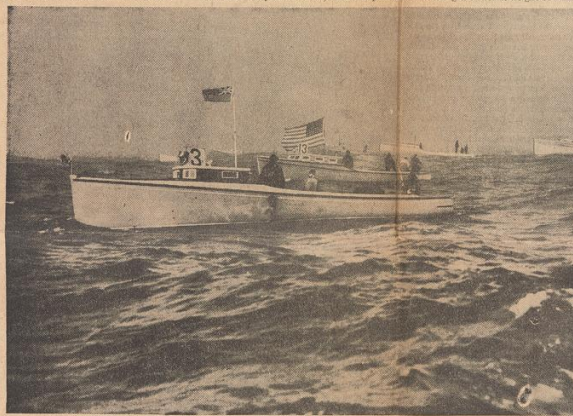
Eastern sportsmen are disturbed this season by the appearance on the New England coast of the ultra-modern Pacific tuna clipper, the Western Explorer. The West Coast boat is admittedly prospecting to determine whether Atlantic waters would support a commercial tuna fishery conducted by efficient western methods.

Very recently, a well known fisheries company of Boston has been experimenting with a small pack of tuna, a further hint that an eastern tuna canning industry might develop if sufficient supplies are available. Hitherto the commercial small Atlantic Coast catch (about 400,000 pounds annually for the United States) has been marketed fresh, in contrast to the much greater Pacific catch, which goes into cans to provide innumerable tuna salads and sandwiches. Whether or not anything will come of these omens depends largely on the supply; and the earlier operations of the western explorer have not resulted in catches of commercial size.



PAM BLUMENTHAL HOOKS A BIG ONE

A scene in last year's contest, when 200 pounds of man fought twice his weight of tuna



THE TUNA TUNAMENT FLEET OFF NOVA SCOTIA

"Moko" Yardley, The Cat Fancier

By STANLEY TIERNAN

IT IS well known that "Moko" Yardley, The Sun cartoonist, is very fond of cats. About a year ago his famous cat Peter, who has served so long as a model in every sense of the word, was suddenly gathered to his forefathers. After a proper period of mourning it became desirable to appoint a successor to Peter, so a small kitten was procured.

Soon, however, it must have become noticed abroad in the cat world, through the medium of the night chattering, for which these animals are so famous, that one small feline could not possibly avail itself of all the amenities to which a full fledged Yardley cat should be entitled. Accordingly, within a few days after the advent of the kitten, an amply adolescent black cat arrived on the scene and made it apparent that from henceforth the Yardleys were appointed to be its custodians—just as, within limitations, for this newcomer, said to say, did not possess the home-loving qualities of the kitten, nor of the dear departed Peter. He was so strong willed and numeric as to encourage a suspicion that until this time he had been, to put it bluntly, a hobo. However, his other characteristics being more or less satisfactory, he was gradually accepted into the Yardley menage.

Big Man Chases Little Cat

Bent Upon Rescue

Several mornings thereafter, just as the ponderous Moko had boarded the bus for downtown and work, he caught a fleeting glimpse of something that made him disregard his age and (never recall) to get to his office, his already irrevocably departed time, and even the passengers that stood in his way.

"Here stop the bus and let me out!" he cried. "Some one has left my cellar door open and there's my new cat. I must rescue it."

But this was easier said than done. For the animal, upon seeing refuge under a parked car, when chivvied out from under it, until another and still another. Finally the rescue came the local butcher with a piece of raw meat attached to a stick, and by this bait the fugitive was eventually caught. Triumphantly, Yardley strode back to his

Where The Army Obtains Its Indispensable Horses

Fort Royal Remount Depot Breeds Rough And Ready Equine Soldiers

By AUGUSTA TUCKER

THE United States Army needs horses and mules today, as it has always needed them, and to provide this stock it maintains remount depots throughout the United States, one of which is the Fort Royal Quartermaster Remount Depot near Fort Royal, Va.

Here, in the famous Blue Ridge horse breeding country are numerous stables through which pass horses purchased and bred for use in the cavalry, artillery and National Guard regiments of the United States Army and has army mechanization materially lowered the horse purchases through Fort Royal. "No," the wise sergeant replied, "because a horse can still gallop where an automobile can't. A horse can still think for himself, where an automobile can't. And if he has to, a horse can think for the man on his back—and an automobile can't. And the United States Army still knows that!"

Post, Completed In 1916,

Has Own Grain Elevator

For use in guerrilla warfare and also for use in handling big guns into position in mountainous country, the army still depends on the horse. One of the advantages of the \$200-acre post near Fort Royal is its location in country where horses are trained to mountain climbing and develop the hardy, strong hoof, so necessary in military service; other advantages are the "sweet" pastures of Blue Grass and the nearest to Virginia horse breeders who desire to sell their stock to the Government.

The post, commanded by Col. W. W. Whitledge,

was completed in 1916. The buildings are of success follow the with red roofs and consist of officers' quarters, an administration building, six stables, a grain elevator of 30,000 bushel capacity, a shop, a small infirmary and a veterinary hospital. The personnel consists of six commissioned officers, 100 enlisted men and a few civilian employees.

Horses purchased through the Fort Royal Depot go as far north as Fort Rahn, Allen, Vermont, as far south as Fort Oglethorpe and Camp Jennings, in Georgia, as far west as Fort Riley and Fort Leavenworth in Kansas. About 20,000 of the horses distributed, annually, are for use in the artillery. This year Fort Hoyle, in Maryland, has received forty horses and will receive ten more, shortly.

To West Point have just gone ten caisson horses and one female mule. Caisson horses must be 15 1/2 hands and average 1,200 pounds; big horses of most legs are what are desired, and they are trained to the guns after their arrival at West Point. The mule accompanying this recent batch, Miss Jackson, will be trained to public appearance and attend football games and army functions with the famous army mule, Mr. Jackson. Until a few months ago, Mr. Lee supported Mr. Jackson at public functions, but Mr. Lee has died.

Permanent Mule Train

Remains All The Time

Annually about fifty mules are bought through the Fort Royal Depot and a permanent train of fifty mules remains on the post at all times. As mules are immune to many horse diseases, the army finds them especially useful, and especially provoking, for, according to one of the seasoned trainers, "a mule won't cross a ditch for the devil, himself." The bulk of the army mule purchasing is done at the remount depot at Kansas City, Mo. It is not the intention of the army to compete with civilians in the raising of horses or mules, it is necessary that these remount and purchasing depots throughout the United States be adjacent to their markets.

Beside the permanent mule train, there also remain at Fort Royal a stable of famous stallions and another of 50 brood mares, 25 half-bred and 25 thoroughbreds, these mares produce annually about 40 colts which are sent to regular army cavalry regiments. All brood mares, remounts, and many regular army mounts are "bought stock."

The show horse of the Fort Royal post is Jehdan, an 8-year-old golden chestnut Arabian by Ghazal from Baidash, who was first prize at the National Arabian Show in 1931 and Sergeant Kullerford, stallion handler, has taught him to clear 4-foot jumps. His purpose at Fort Royal is to produce what are called Anglo-Arabians through matings with thoroughbreds. This kind of cross breeding is almost extinct in the United States. On the continent, especially in France, Anglo-Arabians are widely bred for cavalry use.

Other Famous Stallions

At The Remount Depot

One of the two gift stallions is the renowned Dan IV, 20-year-old chestnut bred in France, which weighs 1,250 pounds and stands 16 1/2 hands. He was given in 1926 by Mr. and Mrs. George Sloane, of New York, and Warrenton to the Remount Association, on condition that he be placed at stud at Fort Royal, never race again, never be sold, and that the donors should have the right to send six mares a year to Steeplechase Hanoveria, carrying to her husband, son Dan II, in his honor in the same stable.

Another gift stallion is Wyopack, the present of George Miller, of Lexington, Ky. He is 8 years old, 16 1/2 hands, weighs 1,350 pounds and has a heart girth of 7 1/2 inches, the biggest heart girth of any horse on the post. Other famous stallions are Chilkawac and El Sbok, the only stallions ever to complete the Army Endurance Ride which is held from the Army Remount Depot at Colorado Springs; in this test a horse weighing no more than 800 pounds carries 225 pounds for 300 miles.

Once a bought horse is given his Government brand, upon his neck, he is placed in one of the two quarantine stables, subjected to rigorous tests and if, at the end of twenty-one days, he shows no signs of disease, he begins his army training. For this purpose there are fifteen riders who ride and care for four to five horses each, daily. Much of the training is done in an indoor ring.

The Animal's Life-History

Always Goes With Him

At the time of purchase, the horse's pedigree, his age, his height, weight, color of his eyes, and purchase price is typed up on a regular form and enclosed in a glass fronted slot outside his stall. This data accompanies him wherever he is moved. The horses are shipped by railroad. If there is a cash on delivery horse, they are shipped in a horse car, but if a couple of fine riding horses are going to Leavenworth, they are shipped express and ride on the limiters "along with the passengers."

When questioned as to the future of the horse in the army, the sergeant blandly ignored the mechanized inference and replied, "the future of the horse in the army is the same as that of a man. When he is too old to work, we retire him."

Among the retired old army horses at Fort Royal is Jeff, who weighs 1,540 pounds, is now 30 years old and cost \$15,000 when the American Legion purchased him for General Pennington in the Victory Parade, on Fifth avenue, in 1919. Kilham, the 28-year-old thoroughbred which was a gift from France to General Pennington has a stall next to Jeff, and General Wood's old horse Skipper is turned out to pasture, daily, on a pleasant hillside with a dappled colt for company.

PROOF POSITIVE

Dr. R. B. Brinkley, of Texas, and the 788-pound giant he rescued.



THE CAT SOUGHT REFUGE