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ISSUE : [Issue 65](#)

Published by Ronald Caplan on 1994/1/1

Then the next day in the afternoon at 2 o'clock we'd be in Larry's River, starting to discharge again. (That's right, you did the physical work, you ran the ship, you stood watches. I guess.) That's right. And when it was clear like that, you'd be alone on watch. The captain, you know, would be lying there. He'd just set the course, and he'd say, "Okay, keep this course," and that was it. If it was foggy then he'd stick around. (And what was this high pay you were getting?) Oh, well, on that coaster, I was getting a big pay then--\$45 a month! Chuckles. On the Dago I was getting 9. But you know, those days--the chap that was with me, -he was a married man, and his pay, he was only getting, I think it was 55. A month. When I went on the Lady Boats, when I went on the Lady Hawkins in 1936, our pay on deck was only \$50 a month, and there was a lot of them that were married. When we used to come into Halifax, I used to take a room in Halifax at South Street --a room for the week, \$5. Now, all these coasters that I mention there now, they were pretty well all ex-rumrunners. All the rumrunners were converted to freight. See, because the schooner trade (was over). Once they started with these coasters with power--anybody with a store would sooner get to somebody that had a fast coaster to bring his freight down than a sailing ship, because sailing ships would be delayed. If the wind was the wrong way, it used to take them a long time. So that's why the sails started to go then, started to go. People then got wise and they started to buy these rumrunners, making them into little coasters. So that's why the sailing vessels disappeared completely.

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