

Aug 30

LIGHT FARES OF MACKEREL

THREE SMALL TRIPS LANDED AT THIS PORT DURING FORENOON.

Three small fares of fresh mackerel totalling 11,000 pounds were brought in here during the forenoon and shipped to outside markets. Last night the Fannie Powell arrived with 33,000 pounds of blink mackerel which were taken off of the Isle of Shoals. She discharged her deck load of 8000 pounds and took the remainder to Boston.

Yesterday afternoon the Natale II., with 30,000 pounds of bullseyes arrived and sold to the Gorton-Pew Fisheries Company.

Fresh fish receipts today included a dragger from Boston for the General Seafoods, Corporation, an off-shore dragger with a broken trip and a couple of small shore boats. The Maine packet William Keen, brought 150,000 pounds of salt fish this morning for the Gorton-Pew Fisheries Company.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:

- Sch. William Keene, Maine ports, 150,000 lbs. salt fish.
 - Sch. Mildred Robinson, Newfoundland ports, 200,000 lbs. salt fish.
 - Sch. Elizabeth and Ruth, via Boston, 40,000 lbs. fresh fish.
 - Beauty St Joseph, dragging, 6000 lbs. fresh fish.
 - Boat Fannie Powell, seining, 38,000 lbs. mackerel.
 - Boat Natale II., seining, 30,000 lbs. bullseyes.
 - Sch. Old Glory, seining, 5000 lbs. fresh mackerel.
 - Sch. St. Peter, seining, 2000 lbs. fresh mackerel.
 - Boat Orion, seining, 4000 lbs. fresh mackerel.
 - Boat 915 C., trawling, 3000 lbs. fresh fish.
 - Boat Angelina, trawling, 600 lbs. fresh fish
 - Sch. Vasco da Gama, via Boston.
 - Sch. Eleanor, seining.
 - Boat Alice and Mildred, seining.
- Yesterday's Gill Netting Receipts.**
- Boat Nashawena, 1000 lbs. fresh fish.
 - Boat Enterprise, 2000 lbs. fresh fish.
 - Boat Agnes and Myrnie, 1500 lbs. fresh fish.
 - Boat William J. Landry, 1800 lbs. fresh fish.

Sailed.

- Boat Emma Marie, swordfishing.
- Sch. Evelyn G. Sears, swordfishing.
- Sch. Mary M., swordfishing.
- Sch. Vasco da Gama, dragging.
- Sch. Grace and Evelyn, dragging.
- Sch. Leonora C., dragging.
- Sch. Amelia M. Pereira, dragging.
- Boat Natale II., seining.
- Boat Fannie Powell, Boston.

BOSTON MARKET IS FIRMER AGAIN

HADDOCK UP TO \$3.50—GROUND- FISH RECEIPTS TOTAL 605,000 POUNDS.

Twenty-one vessels brought fares to the Boston fish pier this morning, and they found a stronger market with prices up from yesterday. Total receipts were 605,000 pounds of groundfish, 90 swordfish, 68,000 pounds of blink mackerel; 8100 pounds of large mackerel and 71,000 pounds of swordfish. All prices were higher, haddock, mackerel and swordfish leading in the advance.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

- Sch. Little Joe, 2800 mackerel, 6000 blinks.
 - Sch. James Burke, 23,000 blinks.
 - Sch. Fannie Powell, 25,000 blinks.
 - Sch. Olympia, 1500 mackerel, 300 blinks.
 - Sch. Famiglia, 3500 mackerel, 2200 blinks.
 - Sch. Annie and Mary, 300 mackerel, 5500 blinks.
 - Str. Mist, 68,000 haddock, 4000 mixed fish.
 - Str. Foam, 135,000 haddock, 4000 cod 7000 mixed fish.
 - Str. Shawmut, 41,000 haddock, 8500 cod, 7700 mixed fish.
 - Str. Boston, 65,000 haddock, 5500 cod 10,000 mixed fish.
 - Str. Lois M. Winslow, 80,000 haddock 11,000 cod, 7100 mixed fish.
 - Sch. Mary, 36,000 haddock, 5000 cod, 5000 mixed fish.
 - Sch. Helen M., 31,000 haddock, 1600 cod, 7600 mixed fish.
 - Sch. Olive M. Williams, 27,000 haddock, 6000 mixed fish.
 - Sch. Yankee, 35,000 haddock, 16,000 cod, 2800 mixed fish.
 - Sch. Azores, 4000 haddock, 33,000 cod, 4 swordfish.
 - Boat Evangeline D., 4900 mixed fish.
 - Boat Anna Guarino, 5100 mixed fish.
 - Boat Eva II, 4100 mixed fish.
 - Boat St. Peter, 1000 mixed fish.
 - Boat Ethel Marion, 86 swordfish.
- Haddock, \$3.50 per cwt., large cod, \$3; market cod, \$2.25; hake, \$1.50; pollock, \$1.25; cusk, \$2; gray sole, 3 cents per lb.; lemon sole, 5 cents; back backs, 2 1-2 cents; yellow tails, 2 1-2 cents; dabs, 2 1-2 cents; mackerel 14 cents; blinks 3 cents to 3.25 cents; swordfish 12 to 16 cents; 21 to 21.25 cents; shark, 7 cents; catfish 5 cents.

TRAWLER DISABLED

ON HER WAY TO MARKET

The fishing trawler Albatross, on her way to Boston yesterday morning from Georges Bank with a catch of 100,000 pounds of groundfish was disabled off Boston Light when a piston rod broke. The Ross Towboat Company was notified and the tug Cornelia sent down. She towed the trawler to the fish pier.

August 30

Enthusiasm Pitched High on Eve of Great Fishermen's Contest---Cups and \$4000 Cash To Winners

Tomorrow morning at 10 o'clock, four veterans of the sea, as fishing vessels go, will cross the starting line in the first of the fishermen's championship races of 1929. All they want is wind but blow high or blow low, the first contest for the Davis and Prentiss cups and \$4000 in cash prizes will be on and the first opportunity to get a real line on what may happen on Sunday and Monday will be available. Vessels are ready, skippers and crews are ready and all Gloucester and the advance influx of spectators are on edge as the time of the start draws near.

(CONTINUED ON PAGE FOUR).

Aug. 30

SKIPPERS WHO WILL SAIL FISHERMEN'S RACES



CAPT. "BEN" PINE.
Photo by Kupsinel.



CAPT. NORMAN A. ROSS.
Photo by Kupsinel.



CAPT. MANUEL P. DOMINGOES.
Photo by Kupsinel.

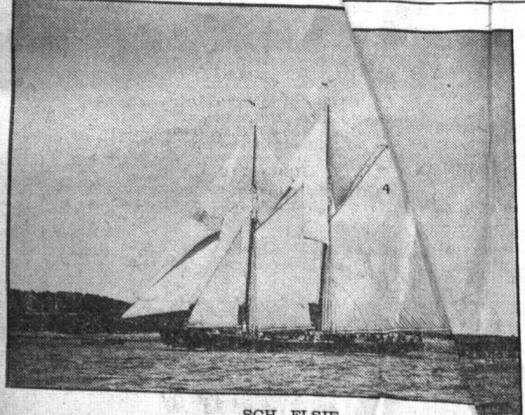


CAPT. WALLACE PARSONS.
Photo by Kupsinel.

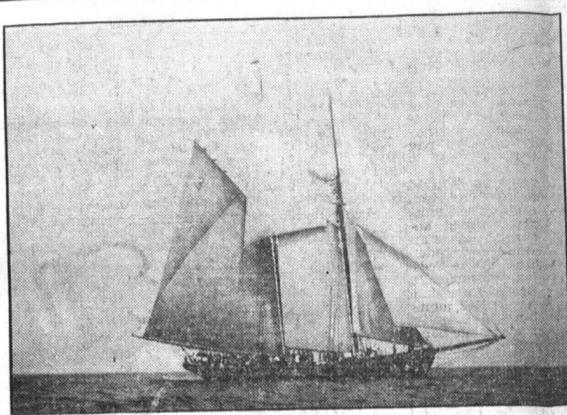
CONTENDERS FISHERMEN'S CHAMPIONSHIP RACES WHICH START TOMORROW

RACERS ARE ALL READY FOR START TOMORROW MORNING

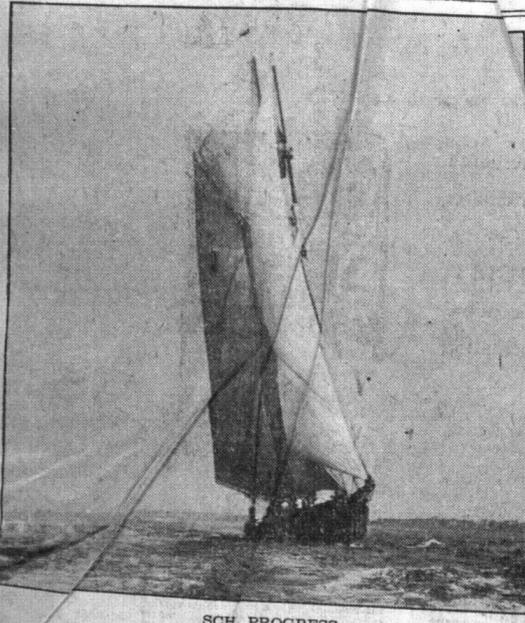
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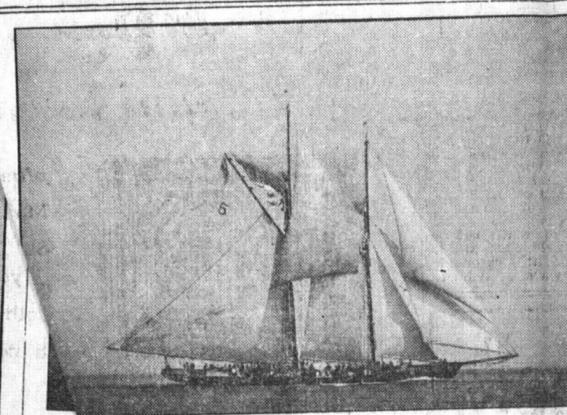
SCH. ELSIE, Capt. Norman A. Ross. Photo by Kupsinel



SCH. THOMAS S. GORTON, Capt. Wallace Parsons. Photo by Kupsinel



SCH. PROGRESS, Capt. Manuel P. Domingoes. Photo by Kupsinel



SCH. ARTHUR D. STORY, Capt. 'Ben' Pine. Photo by Kupsinel

RACER ENTHUSIASTS AND BOOSTERS OF SERIES



"CAPT." LOUIS A. THEBAUD. CAPT. "BEN" PINE.

While all Cape Ann has been enthused for weeks over the coming fishermen's race, there are none who have been more so than Louis A. Thebaud, a summer resident, who is spending his second season on the North Shore. The accompanying photograph taken of Mr. Thebaud and Capt. "Ben" Pine, who will sail sch. Arthur D. Story in the big series, shows both in a characteristic pose, deeply interested, as preparations are going forward for the great classic.

Mr. Thebaud, a retired business man of New York City who is occupying the handsome home of Alderman and Mrs. Gilbert H. Ryan, on Western avenue, has taken a deep interest in the races from the time they were first suggested to the present time and has been a booster both financially and otherwise. He is a member of the race committee, and has won the hearts of the skippers and crews who will sail the four contestants tomorrow, as well as a large number of citizens, whom he has met. The fishermen have bestowed the honorary title of "Cap" on Mr. Thebaud, and if enthusiasm and interest counts, he is certainly filling the bill. Last and all, Mr. Thebaud likes Gloucester. He has travelled far and wide, but prefers the Gloucester shore to all places he has visited. Like many other enthusiasts of the fishermen's races, he would like to see the International fishermen's series resumed and a craft built next year to represent Gloucester in such a contest.

It is fortunate in having such men who are willing to give of their time and finance in such events as these.

ONE KIND OF CRIME THAT HAS DIMINISHED

Railroad robberies have decreased 93 per cent. in 10 years. That is, there is only one such robbery now to every 14 a decade ago, or, rather, there is only \$1000 stolen now where \$14,000 was stolen then. In view of the increase in crime in general, this reduction of one kind almost to the vanishing point is both startling and gratifying.

What is the explanation of it? One element operating in the result, according to Bruce Stout, chief of police of the Central Railroad of New Jersey and compiler of a report on the subject, is the elimination of card sharps, confidence men and baggage thieves. This explanation itself calls for explanation however, since one naturally asks how the elimination of these undesirable has been achieved. Especially worthy of note is another matter pointed out by Mr. Stout—the fact that there have been 97 convictions for every hundred arrests by railroad police. It is impossible to over-emphasize the significance of this showing. The crime problem would be solved if (1) arrests were made with fair promptness and (2) convictions promptly followed. We fall down on both points. For many murders no arrests of importance are made at all and for others convictions are slow and uncertain. We need better detective work and simpler court procedure. What the railroads have done in rooting out robberies ought to be repeated by our municipalities with reference to hold-ups and killings.—New York Post.

Tonight, the sailing committee, comprising Capt. Edward A. Proctor, chairman; Henry F. Brown, secretary; Capt. John F. Barrett, Benjamin H. Colby, Capt. John J. Matheson and Capt. Ralph L. Webber will meet at the Master Mariners' rooms at 7 o'clock. There the skippers will receive their final instructions.

Ready For Fray

Vessels are groomed with the finesse of thoroughbreds. Bottoms are as smooth as any cup defender, running rigging fore and aft has been renewed, canvas has been renewed and it's a case of take your choice in a contest which, most everybody admits, will be largely decided by skill in handling of the vessels with the element of luck playing a more or less important role, particularly in light winds.

No one has yet been found a pick a winner without an if or a but. Elsie is the only vessel with a record and is down as a favorite in most any kind of a chance. They rate the Arthur D. Story a light weather craft; Progress for a moderate chance and Thomas S. Gorton for heavy weather. However, last minute changes in the Gorton should put her up in the running in the moderate air.

Rush Mainsail for Gorton.

When Capt. Wallace Parsons returned yesterday, he expressed the opinion that a new mainsail would help the Gorton tremendously. It is not often that mainsails are made over night, but in fishermen's races there is no such thing as "can't." So late yesterday afternoon, with no other place available, the large drill shed of the State Armory was secured and immediately the new mainsail was cut. Then came the real task of completing it. The canvas came back to the United Sail Loft and there every available sailmaker in the Marian Cooney and Dan Harris forces joined hands in an all-night vigil. This noon the mammoth sail was about ready, together with a new main gaff to stretch it on and so the Gorton ought to be right with the fleet regardless of the strength with which Aeolus blows his breath tomorrow.

In size, the Story is slightly larger of the lot. Then come the Elsie and Gorton with very little difference in water line, beam or depth. Sch. Progress is 10 feet shorter than both Elsie and the Gorton and is the smallest of the quartette.

Out For Tuning Up.

Yesterday, the Gorton, Elsie and Progress were again out for tuning up. The Progress came in at dusk, hauled out on the ways for final slicking up, and will not leave the harbor again until she goes to the starting line. The Arthur D. Story was launched at high water yesterday afternoon, from Burnham's railways, and this morning at 9 o'clock, Capt. Ben Pine was underway, with just his crew and two or three camera men to go through a final drill.

The Gorton will probably have another fling at tuning up when the new mainsail is banded on, and the Elsie may have another try, although Capt. Norman A. Ross was undecided this forenoon.

Sailed In International Races.

Sch. Elsie is the only one of the vessels with a racing record over a measured course, although the thrilling trips of the Gorton under the lamented Capt. "Billy" Thomas, and other of the foremost skippers in every branch of the fisheries, would fill a book.

The Elsie came into the race picture in 1921, and is the only American vessel to have sailed in the international competition for the International trophy now reposing in Nova Scotia. In the fall of 1921, Elsie, Elsie G. Silva and Philip P. Maza, in an elimination and went to Halifax to give the Bluenose a battle for the trophy which the Esperanto had won the year before. Bluenose won in straight races by 10 minutes and by nine minutes and 21 seconds respectively, but the game little Elsie, sailed by Capt. "Marty" Welch gave the Nova Scotian the slickest kind of a battle, and in both races led in off the wind sailing for 25 miles. It was in the windward work that Bluenose turned the trick on both those days.

The 1921 race saw Ben Pine in his first fishing vessel race. He had the Manta in the elimination contest and went to the line in a boat that he knew and everybody knew, never had a chance, but it undoubtedly kindled a Pine enthusiasm for vessel races that in spite of misfortune, adversity and squabbles has never died.

"A Dog From the Gully."

"A dog from the Gully," is a term that has on occasion been applied to Capt. Norman A. Ross, who sails the Elsie, and while it doubtless expresses much in fishing language, it hardly seems to do justice to the marvelous strength, determined character, resourcefulness, stability and dependability of one of the best all around skippers who ever stepped aboard a fishing vessel.

Racing is not new to "Norm" Ross, and he learned his lessons under one of the greatest, Capt. "Tommie" Bohlin. Although he has never handled a vessel in a fishermen's race, he was with "Marty" Welch at Halifax and he crossed the Atlantic in the Johnson-owned Zodiac in the ocean race from New York to Santander, Spain, for the King's Cup.

Capt. Wallace Parsons, first and last has been a fisherman, and a driver. Some of the most thrilling episodes of the fisheries have found Wallace Parsons in a leading role. As a sail-dragger he has no peer. He is quiet, little given to talking, but when it comes to navigating or handling a vessel, Capt. Parsons can be classed with the best of them.

Capt. Domingoes To Sail Progress.

Capt. Manuel P. Domingoes has been out of active sailing for a dozen years, but if anyone knows the Progress it's Capt. Domingoes. For experience and ability, he need not doff his hat to any of them, and sundown on Monday night may find the name of this intrepid skipper firmly imprinted in the hall of fame alongside those who have preceded in the history of racing among fishing vessels. The Progress is small, but sleek and slippery and with her skipper stands high in the estimation of those who are well acquainted with vessels and skippers.

The course covers 37 5-8 nautical miles. The start will be from a starting line to be established between the judges' boat and a buoy just to the westward of Dogbar Breakwater, thence east by north six miles to a thence east by north six miles to a mark buoy; leaving it to starboard; thence south by west 3-4 west six miles to a mark buoy; leaving it to starboard; thence northwest 1-2 north six miles to the point of beginning; leaving it to starboard; thence repeating the entire triangle to the point of beginning; thence northeast by north 1-2 north 1 5-8 miles to the finish line which will be established inside the harbor.

The Prizes.

Prizes will be awarded as follows: First—One leg on the Frank L. Davis trophy, permanent possession of the Col. and Mrs. John W. Prentiss trophy, \$1500 in cash and \$500 in cash crew prize.

Second—\$1000 in cash and \$300 in cash crew prizes.

Third—\$500 in cash and \$200 cash crew prize.

The start will be at 10 o'clock eastern daylight saving time. The time limit will be seven hours.

The committee boat will be on the line at 9 o'clock and will display signals, as follows:

9 o'clock a. m.—Hoisting of course signals on judges' boat.

9:30 o'clock—Hoisting of warning signal, a red flag.

9:45 o'clock—Lowering of warning signal and hoisting of preparatory signal, a white flag.

10 o'clock—Lowering of course and preparatory signals of hoisting of starting signal, a blue flag.

A gun or whistle will be used to call attention to the signals. If the gun misses fire, crafts will start on display of the starting signal.

In case of a 30 minute postponement of the course or starting signal a "black ball" will be displayed on the judges' boat. If the hoisting of the course signal is delayed, all following signals will be delayed the same length of time.

In case of postponement of the race for the day, two "black balls" will be displayed on the judges' boat.

Will Patrol Course.

The course will be patrolled by eight 75-footers four each from Base 7, East Gloucester and from Section Base 5, U. S. Coast Guard, East Boston. Captains of all observation crafts are warned against crowding the races and must keep one-half mile from them at all times. At the start competing schooners must be given plenty of sea room in which to manoeuvre, and the finish line in the harbor must be kept clear.

Preparations have been made to handle automobile traffic at Eastern Point, and along the back shore. The finish should be seen from Stage Fort Park and also along Niles' beach.

Navvies To Assist.

U. S. S. Bushnell, submarine mother ship, which has participated in practically every race since the first of the International contests in 1920, arrived yesterday afternoon from New London and received a cordial greeting back to Gloucester. The Bushnell will carry eight-secs, tickets being issued by the Race Committee.

The U. S. S. Sturtevant, naval destroyer, also arrived yesterday afternoon from Newport, R. I. The Sturtevant will be used by the sailing committee and press.

U. S. S. Tuscarora and U. S. S. Kickapoo, Coast Guard cutters, are expected this afternoon.

The Goodrich dirigible, Mayflower, which is on a cruise, is expected to fly here Monday, and make a landing if possible either at Eastern Point or possibly near Good Harbor beach.

Notes of the Races.

Through the courtesy of John Hays Hammond, Jr., property owned by him at Dolliver's Neck, Fresh Water Cove will be accessible to all who care to go there and view the races, while the series is on.

The race committee has arranged for another broadcast this evening, from 6.15 to 6.30 o'clock from Stations

Comparative Specifications of Vessels

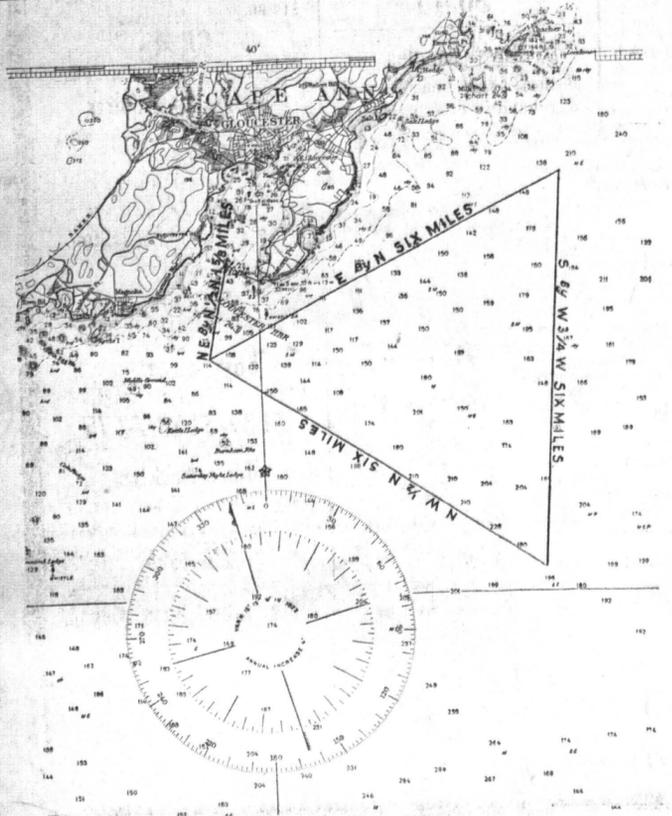
Number.	Name of Vessel and Skipper.	Length.	Beam.	Gross Tonnage.	Draught.	Built.
2	Progress Capt. M. P. Domingoes.	96.7	23.2	117	11.8	Essex, 1913
3	Thomas S. Gorton Capt. Wallace Parsons.	106.6	25.4	140	11.5	Essex, 1905
4	Elsie Capt. Norman Ross.	106.5	25	135	11.5	Essex, 1910
5	Arthur D. Story Capt. "Ben" Pine.	113	25	140	11	Essex, 1912

MINISTERS. The first court of assistants held in Hartford, in 1630, determined that ministers should be settled, houses built and salaries raised for them at the public expense.

RAILROAD OF 1848.

To those who think our forefathers were slow—may we remind that a railroad train in 1848 made the trip from Springfield to Hartford, 26 miles in 33 minutes.

Race Course Over Which Contestants Will Sail



WNAC and WEAN, the Shepherd Stores, Boston and Providence with musical numbers and short informative talks about the Fishermen's races.