

SKIPPER AND OWNERS MEET THIS AFTERNOON

Plan To Distribute Mackerel Fleet at Various Ports May Be Agreed Upon, It Is Said

For the third time within a month, the captains and owners of the local fishing boats, engaged in mackerel seining, numbering 56 craft, will get together at the Master Mariners' rooms this afternoon at 2 o'clock, to discuss the vexing problem which forced many of the boats to get rid of their catches after they had spoiled in the holds. Capt. John A. Dahlmer, president of the Fishing Masters Producers' association, will preside.

The latest suggestion is not only that so many boats leave port at one time, but that only so many boats be allowed to land their fish at the various ports where markets may accept them. By dividing the fleet and insuring that a limited number be at any one port with the maximum catch previously agreed upon, it is hoped that each market, such as the Boston, New Bedford, Newport, Portland and other ports will be better able to handle the situation. However, the arguments, pro and con, various measures that have been tried, and new ones to be tried, will probably consume most of the afternoon.

Conferred with Buyers.

Some of the skippers held a meet-

ing with the buyers in Boston yesterday, but after a lengthy discussion, they were no nearer the solution than before. The buyers contend that at the prices set by the vessels, three cents a pound for large, and two cents for small mackerel, that they cannot handle the fish at a profit, for by the time the fish gets to the consumer, the price is above that which the consumer will pay. The present condition of the food market with meats so low, is the greatest enemy to the price of fish, as has been realized before, and the general public will purchase meats in preference to the mackerel at the price required by the vessels.

The buyers further contended that the skippers would have been able to sell their entire catch and more, last week at lower prices, and would have been better off.

The Other Side.

On the other hand, the mackerel seiners fear letting down the bars on their agreed maximum catch and fixed price, because of the past when the price sunk so low, that they were going into debt with every trip. At any rate, they are not particular about running another race among the fleet to see who can land the most fish and get the least for them. They aver they would rather tie their boats at the local wharves, than go back to the old conditions.

SQUIBS FROM THE WATER FRONT

HALIBUTER CATHERINE STOCKED \$4923 ON HER TRIP LANDED THIS WEEK.

Nature sure is grand, and that's no mistake to judge by the twin rainbow which arched the eastern heavens about 8 o'clock last night, and brightened the sombre grey background of the heavy wind squall that sent sails fluttering nervously as if keen to take advantage of the unexpected and hectic breeze. 'Twas a glorious sight along the waterfront last evening to watch the brighter of the two rainbows, one of which was evidently a reflection of the other.

Perhaps the most spectacular feature of the sky at that moment were the silver-like gulls which in flying against this background and apparently trying to perch atop the rainbow, seemed like jewels. Coupled with this exotic (what a place for a blue-blood word) setting, was the dramatic scene of small boats scurrying into port, to escape the fury of the squall that was increasing every minute.

How does that old salty rhyme go? "A rainbow at night, is the sailor's delight." Yet hardly six hours later, the heavens broke loose in this neck of the woods and gave a concert of percussions, and wicked flashes of lightning with rain galore, that was far from a delight to anyone, even the sailor. It took the dawn to clarify the situation and restore to the waterfront, its usual serene self.

The mackerel seining skippers will be at it again this afternoon at the clubrooms of the Master Mariners in this city, and once more will try to solve the harassing question.

There must be some fair way to solve this problem. Over 800 men, most of them with families are dependent upon this type of fishing for their living. That is one reason why the question is so important to Gloucester.

They tell Squibs that Skipper Archie McLeod and his crew of 27 fishermen in the halibuter Catherine were not so fortunate on their latest trip, for although they had a fare of over 75,000 pounds of halibut, and about 20,000 pounds of salt cod, they stocked but \$4923, making the share just \$60 for each member of the crew. Expenses for the long trip ate into the stock, since they were gone longer than usual.

Which doesn't phase Capt. Archie any. He's one of the best skippers out of this port, and knows where to find 'em, if they're to be found, so yesterday afternoon he was at the Cape Pond Ice Company wharf at the Fort, taking ice, preparatory to getting away this morning, bound for the distant lair of the halibut. And may he strike a better market on his return.

More about the Catherine. It looked to Squibs yesterday as if the schooner was frothing at the mouth, but upon asking, he discovered that the white matter along the entire length of the vessel, well below the waterline, was only lime which prevented the oil and grease and other marine nuisances to impair the boat while it was at ease.

N. F. Codfish News.

The Oporto market is overstocked and prices are far from satisfactory. The Italian market is stronger, and it is expected that stocks will be absorbed before new fish is available. The Spanish market is taking moderate supplies of good quality. Reports from North Brazil state that she has sufficient stock at present. The South Brazil market is stronger, but shippers will probably have to wait for some months for payment. Holdings of old stocks in Iceland are said to be practically exhausted, while holdings in Norway are approximately 28,000 quintals. The Porto Rico market continues dull, owing to heavy stocks.—St. John's, N. F., Herald and Trade Review.

Portland News.

In hope of bolstering recent rock-bottom prices for mackerel, Portland dealers have agreed not to buy from the fishermen until Monday, forcing about 25 fishermen to abandon mackerel netting operations until Sunday. Low prices and damage to nets by dogfish prevent profit by the netters and it is hoped the moratorium will better both dealer and fisherman.

Lobster Notes

The collecting boats National IV., Captain James Schmissener, and the Dominion Halsyd, Captain Lowe, were in Drum Head, N. S., Monday, when the National IV transferred her 153 crates on board the Halsyd, which left there direct for Boston. There were only 11 crates from Drum Head. The like has never been known for the scarcity of lobsters. Fishermen cannot pay their expenses.

First Halibut in 21 Years

Believe it or not! For the first time in 21 years or thereabouts, a halibut has been caught in the Strait of Canso. William Power was enjoying the sport of line fishing off Brophy's Point, Mulgrave, when he landed the beauty, a halibut weighing 15 pounds.

June 10

A British naval officer, Commander Christopher Tracy is to assist Capt. Warwick Thompson in skipping the strange craft Wander Bird on its coming European cruise, with a blue-blood crew which will forego the usual afternoon tea, and swap it for a mug o' coffee in the fo'c'stle. Just to give the former German pilot boat a diplomatic touch, one of the sailors happens to be William Phillips, Jr., son of the under-secretary of state of President Roosevelt's cabinet.

How come they refer to men of the sea as "common sailors." There's nothing "common" about men who have the nerve to battle all manner of weather on the open sea, brave the dangers of gales, fog, blizzards or the chance of fire at sea. If the writer who apparently superciliously termed sailors as such, considers such a man as "common," then what must be his definition of "uncommon."

Maybe Capt. Clayt Morrissey hasn't the largest boat in the Gloucester fleets, but just the same he made more clear money last week than the majority of them, and in fact can almost be said to be high-liner. His small power boat, the Nimbus was engaged in mackerel netting, and he took advantage of the healthy market, the first of the week, and was also able to dispose of other small trips in other ports, so that he made a good week's work of it. What's more, he hasn't the responsibility of a large craft on his mind all the time. He's docking at Capt. Ben Pine's wharf at present.

Sailing into the harbor under weather befitting her name last night, the British sloop yacht Cyclone, Capt. Frederick J. Wells, from Chester, Nova Scotia, stopped for harbor here, before proceeding to New London, Connecticut, where she will participate in races from that port to Baltimore.

The Thomas S. Gorton is on Parkhurst's Marine railways, where the bottom of the old-time sailing vessel is being painted. Capt. Donald McCuish, one of the prominent master mariners of this port, who has been sailing out of Gloucester for years and years, will command the vessel on a trip to the Magdalen islands next week, and will bring back a cargo of fish for Gorton-Pew Fisheries company, which owned the Gorton. This vessel is one of the very few fishermen, which still moves by sail alone.

The Wander Bird, former German pilot boat, and at present a yacht in which the wealthy are taught navigation on practical cruises by the skipper, Capt. Warwick Thompson, lived up to her name last night, and obeying the call of the winds, broke away from her anchorage at Rocky Neck, and began to drift toward the open sea, beginning her scheduled trans-Atlantic voyage a bit too previous. However, Five Pound Island was in her way, and before she could ground upon it, along came two Coast Guard boats from Base Seven to arrest her progress, and tow her back to her anchorage. The rescuers were the CG-172, Chief Boatswain's Mate Melvin H. Low, and the CG-1159, Chief Boatswain's Mate George F. Norris. The sea was kicking up considerable at the time of the rescue.

SQUIBS.

MACKEREL AND CODFISH LANDED

The total amount of fresh fish landed here since yesterday was 18,700 pounds of mackerel and cod, when the small trawlers and handliners caught 8400 pounds of cod, seven gill netters had 8200 pounds of cod, and one small netter had 600 pounds of mackerel, while the seiner Leretha unloaded 1500 pounds of mackerel at Murray & Tarr's at the Fort.

Most of the seiners returned to port for the meeting this afternoon. The halibuter, Catherine, Capt. Archie McLeod, planned to sail this afternoon.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Helena, trawling, 500 lbs. cod.
Mary Ellen, trawling, 500 lbs. cod.
Plymouth Rock, trawling, 1200 lbs. cod.
Jones Brothers, trawling, 800 lbs. cod.
Theresa, trawling, 600 lbs. cod.
Emily, trawling, 800 lbs. cod.
Leretha, seining, 1500 lbs. large mackerel.
Small boats, handlining, 3000 lbs. cod.

Jupiter, netting, 600 lbs. mackerel.
Emma W., trawling, 400 lbs. cod.
C7225, trawling, 650 lbs. cod.
Sebastiana C., via Boston.
Jackie B., via Boston.
Old Glory, via Boston.
St. Providenza I., via Boston.
St. Providenza II., via Boston.
Margaret D., via Boston.
Inca, via Boston.
Lobster smack Nova II., via Port
Felix, N. S., 285 crates lobsters.

Yesterday's Gill Net Receipts.

Enterprise, 2000 lbs. cod.
Virginia and Joan, 1600 lbs. cod.
Nashawena, 1500 lbs. cod.
Edna Fae, 1200 lbs. cod.
Naomi Bruce II., 1100 lbs. cod.
C. A. Meister, 500 lbs. cod.
Phyllis A., 300 lbs. cod.

Jailed.

Catherine, halibuting.
Joanna, seining.
Nyoda, seining.
Yacht Cyclone via Chester, N. S.

TIMES FISH MARKET.

Instrumental in having the bureau take this new step of common sense fish talks.

Thousands of people are today taking advantage of the privilege of free fishing, or fishing for a nominal license charge, and thus helping themselves and their families through the depression, bureau officials state. The contemplated national broadcasts will, of course, deal with other angles of the fish subject, such as the nutritive value of fish as food.

The Eat More Fish campaign will supplement the scientific studies and bulletins of the fisheries bureaus, studies which, as Congressman Andrew pointed out to Fisheries Commissioner Bell when the sea captains were here on the Thebaud, are excellent but don't impress the average citizen. They don't help the New England fishing industry as the brief and common sense broadcasts are expected to.

The broadcasts may start soon after Congress adjourns, and New Englanders here hope they will so stimulate the fishing industry that New England fishermen can once again earn a living.

The bureau of fisheries, in the commerce department, is conferring with department of agriculture officials. The agriculture department has been in the non-technical broadcasting business since 1926 and has made a success of it. The bureau of fisheries will take tips from the agriculture department experts.

ONE MACKEREL FARE AT BOSTON

TOTAL RECEIPTS THIS MORNING ARE LIGHT—LITTLE CHANGE IN PRICES.

A fleet of nine vessels arrived at the Boston fish pier this morning with fares to be disposed of at the half day session. Receipts were small. One seiner brought 8000 pounds. Other receipts were 165,000 pounds of groundfish and 27,000 pounds of mixed fish. Prices remained about the same as yesterday. Yesterday among the rail receipts were 100 barrels of mackerel.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Geraldine and Phyllis, 16,000 haddock, 14,000 cod, 8700 mixed fish.
Ingomar, 40,000 cod, 4500 pollock.
Shamrock, 3000 haddock, 87,000 cod, 33,000 mixed fish.

Two Pals, 8000 mackerel.
Mayflower, 8500 mixed fish.
Robert and Edwin, 2600 mixed fish.
Josephine, 1800 mixed fish.
St. Joseph, 1500 mixed fish.
St. John, 700 mixed fish.
Haddock, \$2.50 per cwt.; large cod, \$3; market cod \$2; hake, \$1.50; pollock, \$1; cusk, \$1; gray sole, 3 1-2 cents per lb.; lemon sole, 5 cents; black backs, 1 1-2 cents; yellow tails, 1 1-2 cents; mackerel, 2 cents to 3 cents; catfish, 1 cent.

Nova Scotia Bait Report.

Canso—Few mackerel in traps. Ice available. No vessels in port.
Liverpool—Plenty ice available. Bait for local use only. Drifters getting fairly good catches of herring.
Halifax—Twenty thousand pounds frozen herring available.
Lockeport—Limited quantity of bait.

Lunenburg—No bait. Ice available.
North Sydney—No bait. Ice available.

Port Hawkesbury—Fifty thousand pounds frozen herring and plenty ice available.

Queensport—Forty barrels of herring in traps. No vessels in port.
Shelburne—Forty thousand pounds frozen herring available.

Yarmouth—Plenty fresh and frozen bait and ice available.

Grindstone—Plenty herring and ice available at Gull Island, Hospital Cape, Grindstone and Point Basse.

N. F. Lobsters.

The lobster fishery in the Maritime Provinces has been discouraging to date. The shipment of live lobsters to American markets has shown very little profit to the fishermen. Local packers last year found it difficult to make any profit, and this has caused a decline in the number of licenses issued this year.—St. John's, N. F., Herald and Trade Review.