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CHARLES OLSON, NEWMAN SHEA, AND THE FISHING STRIKE OF 1917 LECTURE FINDING AID & TRANSCRIPT

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Video Description

This video captures the third and final installment of writer and historian David Rich's Gloucester Rediscovery Project, an endeavor that examines past Gloucester writers and their work to generate new perspectives on Cape Ann history. In this lecture at the Cape Ann Museum, Rich speaks about award-winning modernist poet and part-time Gloucester resident Charles Olson (1910-1970) and provides context on a figure that appears in two of Olson's best known works, the essay

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“Projective Verse” and the epic *The Maximus Poems*. This real-life character is Newman Shea, a Gloucester fisherman who led the Fishermen’s Union of the Atlantic in the early part of the 20th century during a period that was marked by intense labor clashes as the fishing industry adjusted to consolidation, modernization, and a changing marketplace. Through his research, Rich is able to tell the back story on this volatile period in Gloucester history and presents previously unknown facts about Shea’s life that reveal the full depth of character behind the mysterious fictional persona created by Olson.

Subject list

Newman Shea	Gorton-Pew Fisheries
Charles Olson	<i>Doris M. Hawes</i>
William H. Brown	“Projective Verse”
David Rich	<i>The Maximus Poems</i>
Gloucester Rediscovery Project	Cape Ann lay system
Fishermen’s Union of the Atlantic	

Transcript

Courtney Richardson, Director of Education and Public Programs:

Good afternoon. Can everybody hear me okay? Good. Welcome to the museum. Thanks for coming this afternoon. As you probably noticed, changes are in the air around here. The Folly Cove designs exhibition has been moved up to the third floor. So if you haven't seen the new installation, head up there when you get a chance. And also across the hall upstairs is a new exhibition of Ralph Colburn's paintings. And that's another one to be seen. So we're always trying to get you in here. So come see all the different things that are happening.

On another note, this room will be transformed into a holiday shopping bazaar on November 28, on Wednesdays. You might have seen the sign outside, so another reason to come back. And next weekend, on the 24th, we have another interesting lecture and that's about the man who photographed the man at the wheel. So hope to see you then.

If you aren't a member make sure you grab our program calendar and maybe consider becoming a member so you can be the first to receive our winter activities calendar, which I'm hoping is on its way to the printers.

Anyway, so all good things must come to an end. Last fall, David Rich presented his first lecture in the Gloucester Rediscovery project, the forgotten novels of Alfred Mansfield Brooks, the story of Gloucester's involvement in the West Indies and China trades using historical novels set in the trade era Gloucester that were written by a past president of the museum, Alfred Mansfield Brooks. Earlier this year, he presented Hiram Rich and Clarence Manning Fault, poets of the Gloucester waterfront in which he charted the development of a consolidated and capitalized fishing economy in Gloucester after the Civil War as the city moved away from the trade economy.

And today he presents the third and final installment of his Gloucester Rediscovery project, "Charles Olson, Newman Shea and the Fishing Strike of 1917", in which he will narrate the encounter between an aspiring poet and the business agent for the Fishermen's Union of the Atlantic on board the swordfish schooner Doris M. Hawes. Gloucester native David Rich is the editor of "Charles Olsen: Letters Home", a collection of the poet's correspondence published by the Cape Ann Museum in 2010. We have copies upstairs if anyone's looking for gift ideas. He's a Gloucester native, as I said, and a good friend to the museum. So please join me in welcoming David Rich.

David Rich, Presenter 3:10

Thank you all for coming today. Can you hear me pretty well? Welcome to the final installment of my three part lecture series. This is "Charles Olson and Newman Shea, and the Fishing Strike of 1917". We have so much to cover, and I want to come in at under an hour. This lecture begins where my previous lecture last April ended, with the corporate amalgamation of the four largest fish firms in Gloucester: Slade Gorton, John Pew, Reed and Gamage, and David B. Smith, known as the big four, which formed in 1906, a fish company of unprecedented size, integration and overall economic muscle called the Gorton-Pew Fisheries company, which went on to acquire many local competitors, such as Shute and Merchant, Cunningham and Thompson, before being sold and reorganized as the Gorton-Pew Fisheries Company, Ltd. in September of 1923.

And here you can see on the slide an advertisement for the Pew Fisheries Company which had offices not only in Gloucester, but in Boston, New York and Chicago, and which sold not only saltwater fish, but imported salt, sold fishing gear and manufactured for consumer use "Gorton's Cod Liver Oil Cough Candy."

4:53

While vertically integrated, Gorton-Pew separately chartered the Gorton-Pew Vessels Company, which owned the schooners and employed fishermen, and the Gorton-Pew Fisheries Company, which purchased processed fish from the Gorton-Pew Vessels Company.

The 19th century heyday of Gloucester fishing, which Gloucester historian Joe Garland spent much time chronicling, had come to a close. In 1876, for example, during that heyday, there were 38 independent firms, which owned between them 361 vessels. There were half a dozen firms at the top of the economy, which owned on average between 16 to 20 vessels each, but small companies, owning as few as two or three schooners likewise, flourished. No one firm dominated. Competition was fierce and fisherman had a number of employers to choose from. The work of course had been incredibly hard and fatalities common.

6:03

In my last lecture we analyzed poems by Hiram Rich, a distant cousin of mine, and Clarence Manning Fault. Rich wrote elegies for a vanished pre-consolidated fishing economy, which had early in the 19th century, lured his father from coastal Maine even while Fault, the younger poet, squarely confronted the Gilded Age reality of Gloucester fishing in his poem monologues, in which every level of a radically industrializing Gloucester was represented, from the wharf manager to the salt shoveler, to men who scrub the ships down, even to the women who made special mittens for pulling the rope in winter.

For a brief time, and in the grand scheme of things, but a substantial chunk of any one life, a period of 25 or 30 years, Gloucester came to resemble in the wake of this unprecedented consolidation a company town. The Gilded Age was famously the age of monopolies and trusts. Gloucester was an example, rather than an exception, to this trend. We have to imagine a thoroughly industrialized fishing economy in which it would be possible for vessels, wharves, salt racks, cold storage, cutting and packaging facilities, and distribution and marketing departments to be owned and managed by a single corporate entity, directly and through wholly-owned subsidiaries.

7:47

While some fishing captains remained independent operators, like we have today, skippering the one boat they own, many had been transformed into middle management. Yet despite the modernity of the Gorton-Pew operation, despite the full tilt industrialization of Gloucester fishing and the onset of diesel powered engines, the arcane 19th century method by which fishermen had been getting paid, was still in effect. The post World War Two system centered primarily on family-owned Italian boats, and called the Italian lay system, is the one we generally know of today. Expenses are covered by the boat first, the oil and ice for example are paid for, then the owner, captain and crew will receive their cuts at different percentages from the sale of the catch.

To understand why fishermen would found the union in the first place for the purpose of going on strike and collectively bargain, we first must become fluent with the older payment arrangement, a Yankee lay, which was governed by quite different rules. According to the Yankee lay system as described in fishermen's grievances, published in the Gloucester Daily Times in 1917, the vessel-owning company received their cut from the gross, right up front. An owner, for instance, might receive officially 25% of the gross, the owning company, controlled

the sale of the fish and ascertained the amount that the crew had to pay in for repair and maintenance. It is crucial to keep in mind that fishermen were never given detailed statements or itemized receipts as to how much fish was caught, how much it was sold for, or exactly how the owner reckoned the cost of energy and maintenance.

9:53

And maintenance costs absorbed by the crew were substantial. The crew, from their percentage, had to cover every expense associated with the vessel and the trip. From their percentage, fishermen paid to maintain, clean and repair the owner's vessel. The fishermen paid to repair, tar and hang the owner's seine boats. Fishermen paid to maintain the owner's engine if there was an engine, and had to purchase the oil for that engine. If the fishermen wanted a foghorn, which could be a life-saving device, fisherman had to pay for it themselves, but if they did so, it would become the property of their employer. In addition, fishermen had to pay to replace damaged or lost gear and even if the gear returned home in working order, they still had to rent it from their employer at a cost of 10% of their individual take-home. It is easy to see that even after a successful trip, fishermen would routinely see their earnings dwindle after such reductions, which were never fully explained.

It should not surprise us, then, that fishermen organized themselves to alter the system and implement a new system. In Boston Daily Globe articles, which ran in July of 1915, we see two things. One, the appearance in Boston of George F. Grimes, a representative of the Fisherman's Protective Union of Newfoundland, and the political party in charge, then peaking at 22,000 members, to advocate for the rights and safety of fishermen. So that in Newfoundland there is actually a political party organized by fishermen themselves for no other purpose than advocating for their rights.

Second, is the formation in Boston of a fishermen's union by a Boston fisherman named William H. Brown as part of the American Federation of Labor. The Union, according to the Globe, was ambitious to make changes in the methods of operation and payment. And I mentioned the Fishermen's Protective Union of Newfoundland, since the New England union founded by Brown would come to emulate the Newfoundland organization in several important respects. Organizing a New England fishermen's union really took off, however, when a second fisherman entered the picture, Newman Shea, who became business agent and who was later credited by the Boston Globe for personally enrolling almost 4,000 Gloucestermen.

12:48

Newman Shea, whose encounter with the poet Charles Olson on board the swordfish schooner Doris M. Hawes will act as the flashpoint for my narrative today, was born on March 24, 1880 in Inverness, Nova Scotia, a fishing town on the northeast coast of Cape Breton, son of James and Jamie. Shea immigrated to Gloucester before 1910 with his brothers Austin and Edward. In 1912, Newman Shea married Mabel Somes, and lived for much of his life at 5 Rear Mount Vernon street, a house which was taken down to expand westward the parking lot of our Lady of Good Voyage church.

13:37

The New England Coast Fishermen's Union, later renamed the Fisherman's Union of the Atlantic, led by Brown and Shea, by February 1917, was ready to prosecute its first strike for the purpose of making more equitable the system by which fishermen got paid. Their goal was for the corporate vessel-owning company to begin sharing the financial burden of vessel maintenance, repair, and especially engine repair and the price of oil. Yet even as Brown and Shea began preparing for a general strike, vessel owners took advantage of the ethnically fragmented fisherman's organizations, making a preemptive and separate deal with the Lisbon Beneficial Association, the union for Portuguese fishermen. In exchange for concessions, the Lisbon Beneficial Association gave assurances that its membership would remain fishing all through the impending strike, thereby sabotaging any effort of the Fishermen's Union of the Atlantic to cut off their employers' fish supply and work with work stoppages and picket lines.

The first five Gloucester schooners to haul up and refuse to fish once the strike was declared on March 1, 1917 were the A. Piatt Andrew, the Robert and Richard, the Natalie Hammond, the Thomas S. Gorton, and the Elsie, and upstairs is a model of the Elsie. Lenten season was upon Catholic New England and the master mariners, none of whom had agreed to be named in the Gloucester Times article, grumbled to the press that the common fishermen were well paid, despite receipts showing members earning as little as \$25, a small sum even then, for the kind of work and time involved for the long and dangerous midwinter trip to the North Atlantic fishing banks.

One week into the strike, 40 vessels were tied up. Newman Shea told the Gloucester reporter, quote, "It was a case of hanging together, just as the members of the Union were doing. The Union," said Shea, "wants to have the entire situation settled for all times."

Near the end of March 1917, Brown and Shea announced that membership had voted for a general strike. Gillnetters and beam trawlers were called out to support the same voters. Portuguese fishermen from Provincetown arrived at Boston to man vessels tied up by the strike; a show of force by union picketers turned them away. In Gloucester, picketers patrolled the waterfront day and night to prevent company-owned schooners from sailing. On March 26, Newman Shea announced that as a show of goodwill, gillnetters and beam trawlers would go back out, and Joseph Mesquita, captain of the schooner Joseph P. Mesquita, previously tied up by the strike, left Gloucester to head out with a new all-Portuguese crew.

Next evening, City Council, which had no power to arbitrate, listened to State Representative Frederick H. Tarr, who doubled as lawyer for local fish firms and later joined the board of directors of Gorton-Pew Fisheries, Ltd. announced that his clients might be willing to concede on what he called trivial matters. Newman Shea, present at the meeting, rebutted Tarr, saying that not one of the fish firms in Gloucester affected by the strike, having received the list of the fishermen's grievances, had even replied. Their reply had only been a suspicious silence.

On March 31, 1917, Gorton-Pew fish handlers walked off the job. Fishermen continued picketing the waterfront. The following day at City Hall, convened the largest mass meeting of organized labor Gloucester had ever seen. Only union members were allowed in and the hall was packed. A crowd of the curious was turned away. James Duncan vice president of the American Federation of Labor, Ignatius McNulty, agent of the Boston Buildings Trades Council, and William H Brown and Newman Shea of the New England Coast Fisherman's Union were slated to speak. "It was a case of a showdown," said William H. Brown, "between the fishermen and skippers and owners. We are on the level and all we ask for is justice."

18:30

Exactly one week later, Sunday night, April 8, 1917, 41 hired men armed with leather grips and revolvers boarded a special car attached to the 9:45 p.m. commuter train from Boston. Calls came from North Station. Newman Shea, alerted to this invasion, gathered a crowd of fishermen and those that sympathized with the fishermen, at the Gloucester depot. The armed strikebreakers, imported on the Boston train, were to meet resistance, even as they tried climbing down the train steps. But the strikebreakers had calls of their own, words circulated through conductors. The strikebreakers got off one stop early in West Gloucester, but the bus and cars idling by the track couldn't hold them all. About half approached Gloucester on foot.

The special rail car came to Gloucester empty; only commuters stepped down from the train. The crowd of fisherman parted. The half which ran to the Blynman bridge were too late to stop the bus of strike breakers, which careened over the canal. All they could do was hurl stones which bounced harmlessly off the side.

11p.m. Pew Wharf. Brandishing pistols in the moonlight, strikebreakers scared their way to the rendezvous, but the crowd followed after. Hundreds of fishermen risked a stray shot to corral the strikebreakers into the Pew wharf fish dryer, and then risk gunfire again to heave the heavy wooden doors off their iron hinges and rush the armed men who had doubled down behind piles of fish. The strikebreakers were paraded down Main Street to Union headquarters, relieved of their weapons and presented to Newman Shea. Quote, "business agent Newman Shea addressed the men and told them that fishermen were playing fair and that no attempt intent be made to molest the men." In response to the armed attack on Gloucester, Brown and Shea called a region-wide general strike, pulling every union man off the job from New York City to Eastport, Maine.

A mere three days later on April 11, 1917, Frank W. Adams, formerly of Gloucester, but employed as representative for a New York detective agency, met with Gloucester city council to offer a squad of 75 armed New York men to patrol the city and protect corporate property. City councilors, however, refused to enter into such negotiations. Word spread that Adams was to be seen at the main office at Gorton-Pew Fisheries, a crowd of several thousands massed spontaneously, jamming the streets and surrounding a Gorton-Pew limousine. Local police made a show of requesting the crowd disperse. But in vain. An hour passed. The crowd remained. The local newspaper reported that Adams had hid in Gorton-Pew's cellar. Finally

Newman Shea arrived. Adams may have been humiliated, but spontaneous crowds threatening life and property only served the argument that Gloucester required lockdown under a private army, since the police force made up of former fishermen was unable or unwilling to curtail crowd action. Newman Shea ascended the Gorton-Pew limousine, planted his feet on the roof and in a loud clear voice according to the paper, he addressed the massive gathering. "I don't blame him," he stated. "I wouldn't blame any man for not wanting to come out here and be crucified."

Now, Shea continued, dispersing the crowd. "I want to ask you men, as men, if you will give this man protection if he comes out and shows himself, and will allow him to go on his way. Do you know what this things means? If it continues, it means martial law." And that's where Gloucester was, in the spring of 1917, on the brink of martial law.

23:31

"This strike is not a fight against any individual owner or skipper", wrote one letter to the editor published on that day in the Gloucester Daily Times, "but is brought about to break the system which has long been intolerable and to standardize the lay for the different kinds of fishing. If the fishermen were given fair treatment, the owners would not have this strike on their hands today. Fishing is a hazardous calling, and the man who risks his life on the water is entitled to receive more than he's getting. The owners and skippers have refused to meet the men halfway. They will make no concessions of any value. The fishermen have public opinion in their favor, and I think any fair-minded body of men can see their side," said that letter.

In April 1917, Congress and President Wilson declared American entry into the First World War. For the sake of the national food supply, a government arbitration board got the union and corporate owners to agree to a provisional truce that would last until War's end.

24:43

Part Two. Enter Charles Olson.

Fast forward almost 20 years later. It is July 1936. The fishing fleet of Gloucester has been diversified to include redfish and swordfish, among other species. In the midst of Depression, ambitious and independent-minded men like Ben Pine, manager and co-owner of Atlantic Supply wharf, have been able to carve out spots for themselves. Across the country, the fad of mergers and acquisitions, of corporate consolidation as the wave of the future, of monopolies and trusts, has expended itself, and is closely watched by the federal government. Gone also are the persistent weekly notices in the Gloucester Daily Times. "Fishermen's Union weekly meeting this evening at 7:30, meetings every Thursday in Newman's shed". The ethnic makeup of the waterfront had likewise changed. The old mixture of Canadian and Portuguese, which at times was very contentious, had begun to yield in numbers to new immigrants from Sicily.

26:00

The poet Charles Olson who appears in the photo above, who would later become a foundational figure of post World War Two American modernism, was born on December 27, 1910 in Worcester, Massachusetts, to Carl Josef Olson, a postal worker and immigrant from Sweden, and Mary Hines, the daughter of Irish immigrants. They lived in an apartment in a triple-decker house and Olson attended the Worcester public schools. At age of five, Olson began spending summers in a cabin on Stage Fort Avenue, a small money-making development based on seasonal leases on a fill-in gravel pit developed as a private concern by Gloucester Mayor Homer Barrett.

Olson had grown up in a union household. His father, who organized employees of the post office, was in his son's words, "the wheelhouse of the union." His father attended National Association of Letter Carriers conventions, and worked for the development of widows' pensions and optional retirement after 30 years of postal service. Retribution from post office management came in the form of de-merited pay, a lost postal route and reassignment to the entry level position of night collector. In August of 1935, Olson's father, consumed by his fight with post office management, died of cerebral hemorrhage in Cleveland while attending an NALC meeting.

During the summer of 1936, one year later, Olson, then a 26-year old teacher, recently accepted into the American Civilization graduate program at Harvard, signed on for a three-week swordfishing trip with the Atlantic Supply Company of Gloucester. Reading Herman Melville had compelled Olson to experience commercial fishing before his pursuit of a doctorate would consume all of his time and take his life in another direction. Olson had been looking for a site on a Gloucester fishing vessel but was cold-shouldered or dodged. To take a young man entirely unfamiliar with fisheries work onto a vessel could easily result in a serious accident or fatality.

It was Ben Pine, operator of Atlantic Supply Wharf, a savvy promoter of the Gloucester fisheries who had risen in the industry as a junk dealer, trading discarded gear, who hired Charles Olson for the three-week trip. Swordfishing, Pine knew, knew in particular the summer hunt on banks, was the kind of adventurous voyage a young man like Olson would have wanted. Swordfishing was unlike most other forms of fishing practiced at Gloucester. It did not require being stooped on deck for hours at a time in a pen with a fine blade. That kind of repetitive work could easily have curtailed Olson's enthusiasm for Gloucester whereas a summer swordfish excursion with Cecil Moulton, an experienced captain backed by a veteran crew, was precisely the exciting experience Pine wanted Olson to have.

11 o'clock Tuesday night, July 7 1936, Charles Olsen boarded the swordfish schooner Doris M. Hawes. The Doris M. Hawes was one of 33 swordfish vessels, which employed a total of 400 men, to work out of Gloucester in the summer of 1936. The redfish boom had resulted in the conversion of four of Gloucester's swordfishing schooners into redfish boats. Redfish was the money fish of that season, and the prospect of swordfish was missed. The Gloucester Daily Times reported on May 26 1936, that "the skippers feel it is better to take trips lasting only four

days, and return with a hold full of redfish worth at least one cent a pound, and sometimes as much as two cents, than to cruise on George's, taking at least three weeks for a trip, only to find a shipment of Japanese or Canadian swordfish had driven the price down to a point for which it would have been almost a bit more satisfactory to have left the fish in the drink". 30:58.

Captain Harry Clattenburg[?], who would meet the Hawes on the water as skipper of the Clara and Hester, had sent the Bohio, the dragger, to New Bedford for scallops under the command of his son Brown. It was a bum market for swordfish, Pine must have thought, no harm in allowing a college teacher to tag along. The swordfish industry in Gloucester had two bases: Atlantic Supply, co-owned and managed by the Newfoundland born Ben Pine at Harbor Cove, which employed Newfoundlanders and Nova Scotians, and United Fisheries, site of the old steamboat line where Portuguese highliner captains were staging. Even into the 1930s this division between Portuguese and Canadian was still very strong.

The Gloucester Portuguese originated in the Azores islands where whaling was a prime industry from the 18th until the 20th centuries. There are legitimate parallels between how to catch a whale and how to land a swordfish. And the carryover skill of the Gloucester Azoreans is what made them confident swordfishermen. And for a Herman Melville-struck college teacher like Charles Olson, this is the best approximation of being on the Pequod with Captain Ahab that you could get in 1936.

32:29

(Pointing to photo on screen) That's the swordfishing boat they had with the very high masts for spotting. Swordfish had to be spotted, then struck. A swordfish hunt is a whale hunt in miniature. They were spotted from the masthead, a high triangular web of rigging on the mast where a lookout was placed. Olson, on July 16, was placed there. As the Gloucester Daily Times explained in a May 26, 1936 article on the swordfish industry, the masthead spotter, quote "must be correct at a distance of a mile, and sometimes more, with only a fin out of the water to tell what fish is in the range of vision."

[indecipherable]

33:25

Olson was set up on the masthead, spotted two swordfish in quick order. They tend to travel in pairs. The fish were harpooned and landed. In admiration, and mocking admiration, a crew member laughed, "you oughta hire more college guys". Captain Logan yelled up to Olson and asked if he had any spare eyeglasses to share with the crew. Once spotted, and the schooner maneuvered into position, the striker who stood on a platform over the water in a pulpit at the extreme end of the bowsprit, fit a lily iron into the harpoon shaft and thrust it at the swordfish, in the hope of a quick kill. An empty keg tied to the lily iron was carried away by the wounded swordfish in its flight, a floating marker by which to track the fish. Two of the crew would go over the side in a dory to retrieve the bled-to-death swordfish, but if the striker failed to penetrate a fatal spot, the dory men must chase and tire the fish to death. Swordfish, in a

frenzy, to stave off death, were known to double back and ram the chasing dory with their sword.

34:43

Ten days into the Hawes trip, Olson wrote in his diary he was “pulled up” by what a member of the crew had said. The swordfishermen told Olson that the novelist Joseph Conrad, quote, “makes me feel as though I was about to be called up for a watch.” That swordfisherman was Newman Shea. Newman Shea was 55 years old and exhausted from the reversals he had endured. He was a fisherman again, no union leader. When the union went bust, he went back to sea. Olson had known nothing of it. Olson had become a friend of Ben Pine, a political conservative and supporter of Alfred Landon during the Roosevelt landslide in 1936. According to Olson’s journal, Cecil Moulton also claimed he would, like his father, also vote for Landon. Now, Olson had heard, probably from Pine himself if not from Moulton, that Shea had lost “baby money”[?] sometime back, and Olson had no way of knowing what that would have meant.

Newman Shea had a copy of selected Voltaire texts he was reading on board. (I would like to have met him.) Olson borrowed *Zadig* from Shea, a 1747 novel subtitled *La Destinée*, or “fate”. The novel charts the course of its protagonist, a promising Babylonian man named *Zadig*, who through an extraordinary set of victories and reversals, from obscurity to the height of power, and down to the degradation of poverty, encounters an angel, who explains to him the design of fate and the need for humanity to submit to it. The tale obviously spoke to Shea, his own improbable rise and then fall. Olson unaware that Shea had been as late as 1925 the most prominent labor leader in Gloucester and for a brief time had been one of the most visible executives of the nationwide labor movement, could not have perceived why Shea would have loaned him *Zadig*, which Shea in the act of loaning the book might have been getting at.

There was much that Olson, unaware that Pine, Moulton and Shea had a fraught personal backstory, could not have got. Moulton was a favorite of Ben Pines and it was Moulton who two years later in 1938 skippered Pines’s *Gertrude L. Thebaud* in the International Schooner Race, a publicity bonanza for owners and their masters. Whereas, Edward Shea, Newman Shea’s brother had died onboard the Atlantic Supply Company schooner, *Arthur D Story*, Cecil Moulton, Captain, on January 1, 1934, two years before. Edward Shea, who was 55 years old, was a single man and lived on board vessel without a home of his own. The schooner he slept on was tied at Atlantic Supply. The foc’sle sealed and fumigated with a disinfectant that was fatal when inhaled. Shea, wanting to return to his bunk in the January cold, had assumed the poison spent. He removed the hatch cover from the forehatch, climbed down and was overcome. Edward Shea attempted to exit the way he had come; when he realized his mistake, but he died on the companionway where Cecil Moulton discovered his body. The *Boston Globe* reported Edward Shay's death in detail the next day.

38:31

Olson had his own reasons for joining the crew of the Doris M. Hawes, to carry out his love of Melville, to get close to the Gloucester fishermen he had respected from youth, to associate with older men in the wake of his father's young death the previous year. He was an outsider and the men were wary. The backstory of industrial politics in Gloucester, owner and skipper versus crewmen, informed what Olson experienced, but he was unaware. Olson could perceive, however, the physical, structural problems of the Hawes. The Hawes, like most Gloucester fishing vessels then, was worked until it broke down. Olson spotted from the masthead, he had a knack for it. That's really high up.

Two years after Olson went out with the Hawes, a 28-year old father with little experience named George Miller, a native of Traverse City, Michigan, who had sailed only once before, on an old gillnetting schooner called Elizabeth N. James assumed the very position on the Hawes mast Olson had spied from. Olson had been lucky, Miller, not. The top of the mast collapsed on August 3, 1938, and Miller toppled from the masthead to the deck. His skull fractured and Miller died, leaving a widow and two children. Although there had been no breeze and the sea was calm, the top 15 feet of the mast had snapped off. On February 16, 1940, the Hawes sank, 185 miles off Cape Hatteras, in a storm but the crew was saved by a Dutch ship that happened to be in the area. Olson in retrospect was aware that the vessel he briefly worked on had fatal flaws. Quote, "her screws were no damn good", he wrote in the Maximus poems, and Captain Moulton, wrote Olson, was pre-occupied with collecting driftwood planks from a wrecked schooner they had discovered so that he could get free lumber to build a garage back home.

In terms of fish landings, it was an average trip. The Doris M. Hawes caught 65 swordfish. The Gloucester Daily Times reported July 28, 1936 that in addition to the 65 fish the Hawes landed in Boston, four other swordfishermen came in. Of the five, the Magellan had 81 fish, Ruth and Margaret, 72, which caught more than the Hawes; the Hawes was in the middle of the pack.

Now we go again in time to Olson as a grown man. Now I wonder if we should pause for the change of the tape or are we okay. This is being video taped.

41:29

In 1950, 14 years after the 1936 Hawes trip, which included Newman Shea, and his foundational essays towards a new poetics based on immediacy, energy, and the [?] called projective purpose. Projective verse was first published in the literary magazine called Poetry New York in 1950, and since then, has been republished and translated many times. To illustrate 'word as noun' versus 'word as thought', Olson quoted Shea at the galley table of the Hawes. "If logos is word as thought, what is word as noun, as "pass me that", as Newman Shea used to ask at the galley table, "put a jib on the blood, will'ya" -- put a jib on blood, put your arm on the ketchup."

Olson had filled his Hawes diary with quotes from the Nova Scotian swordfishermen onboard. Only the Captain and co-owner, Cecil Moulton, was, like Atlantic Supply manager and Hawes co owner Benjamin Pines, from Newfoundland. During the card game, Olson records what Shea said in a jab at Moulton and/or Pine, it's ambiguous, "He's still the owner. Do you see?" We see

there, Shea trying to get at a man who is going to do something in the world that explain something.

43:05

So in contrast, Newman Shea next appears in the Maximus Poems, letter 20, not a pastoral letter. So I'm going to grab my Maximus Poems. So, let me see, I'll just, I'll just read it. In contrast to a figure, figures appear in the Maximus Poems, not in a biographical sense, but in an archetypal sense, what they represent for Olson was like the concept of the moral emblem, which is a Baroque term, using these figures to represent some idea of moral concept. So that's how figures really appear in the Maximus Poems, as far as I can read, especially early. So, in letter 20 not a pastoral letter, section four also talks about a man that he feels is very scrupulous with money. And so then in section five he says, "Shea was the opposite, had stolen a crew's pay 30 or 40 years before, the story you could never get straight. It was only, as always, it was not the substance of a man's fault. It was the shape of it. It was, it is what lives with him, is what shows in his eyes, in our eyes. The days the water poured down upon us and no one of us had any insurance the Hawes wouldn't go over on her beam ends in the next seas. It was Shea who handled the books, paid off at the end of the trip, didn't have as the owner of us as the best comfort. And it was he who I talked books to, at dawn, on the deck, after we had done our duty and his tobacco corrected the air. He taught "Coondr'd" to me and was curious about books to read. "Coondr'd" being Joseph Conrad, if you were from Cape Breton.

45:22

So when Olson was writing this part of the Maximus Poems in the mid 1950s, he was living in North Carolina, at Black Mountain College, a progressive art school. He was writing from memories that were then 20 years old, and from studies on colonial philosophy, Gloucester as it existed in the Gilded Age, and as it had been during the contentious World War One period. Olson never conducted the kind of oral history, research that would have been necessary for him to fill in gaps in his understanding. The Maximus Poems are not the history of Gloucester in verse. I think that is a common misconception. Despite the oratorical conceit of its first pages, it is a lyrical project, peopled with figures from history or from Olson's experiences seen as archetypes or moral emblems. In the Maximus Poems, Newman Shea appears as a mysterious figure, haunted by his shame from his past. Although Olson plans to mention about stealing from his pay, he also leaves it as a story that he could never get straight.

The true story of Gloucester's embattled waterfront eluded Olson and never appears in the Maximus Poems. Now Olson had been 26 years old, a summer tourist in Gloucester from the age of five, but without a sit-down talk, the last 20 years of waterfront contention laid out, it was not feasible for him to disentangle the knotty relations quietly shaping his experience on the Hawes. Newman Shea was 55 when Olson shipped with him in 1936. It would not have been possible for Shea to have stolen the crew's pay 30 or 40 years before, as the Maximus Poem said, although I don't doubt that Shea appeared much older and more rundown than his 55 years.

The true story of what happened to Newman Shea is greater and far more epic than a supposed theft decades before. Shea, when he and William H. Brown had reached the fullness of their power, had in fact, bet union money on a nationwide scheme, not theft, but loss that investment and loss that power on a scale Olson could not have suspected

47:47

June 21, 1919. The wartime truce was over. The reorganized Fishermen's Union of the Atlantic threatened to strike over low prices. Fish prices were abnormally low and gear, ice and the overall cost of living, high. The Union called for a price floor, a guaranteed minimum price per fish but the Attorney General called the minimum price per fish price fixing and a criminal act. As a result, 3,000 to 4,000 men, as they had two years before, walked away from their owners' vessels. Of all New England ports, only Gloucester, in particular, the Gorton-Pew Fisheries company, refused to sign on to the temporary minimum price tables announced on August 15, 1919. Confident that cold storage technology could revolutionize the fish business from the bottom up and break the power of fish dealers and corporate fish firms, Newman Shea and William H. Brown, chartered the Fisherman's Purchasing Company through the Fishermen's Union of the Atlantic, Shea as President, Brown as Vice-president.

On September 23, 1923, the Boston Daily Globe, in an article entitled "Mackerel in millions and no one to buy them, Gloucester man plans cooperative system of marketing to make fishing pay and also make food cheaper," reported that 2 million pounds of mackerel had been landed in New England ports on a single day, 2 million pounds on a single day. The glut made prices drop, a penny and a half per pound, and some fishermen, quote, "went begging at any price". It had been the largest catch in 30 years, a sudden surge of mackerel after two years of such scarcity that men had pulled out of the business. Those who had stuck with it found that their incredible September yield proved unproductive, that they'd caught far too much, and not all of the mackerel could even be handled that rotted upon the boards.

The Boston Globe reported that earnings had sunk, quote, "below living conditions, men in their prime were hard to find, the work dangerous, the return meager." According to the article, Newman Shea had studied the scientific and cooperative methods of the California fruit industry. Refrigerator cars enabled California fruit to be sold in the East, for a steady, moderate return. Shea explained to the Globe that fresh Gloucester and Boston fish was marketed and sold only in the northeast, mainly within the bounds of New England, that Americans beyond the Fulton fish market, quote, "hardly know the taste of fresh North Atlantic seafood." Quote, "take the mackerel situation of this past fortnight and see how this proposition works out on paper," said the Globe. "Instead of this glut of fish going begging for want of customers, this surplus will be loaded aboard these refrigerator cars and stored in these cold storage depots in the large cities and fed up to the chain stores as occasion required, thereby a glut in low prices would be obviated."

This in brief was Shea's scheme, read the Globe. He would divide the country into sections. In each of these distributing centers would be erected cold storage fish receiving plants in New

York, Albany, Buffalo, Cleveland, Philadelphia, Chicago, and in other great industrial and mining centers, he would have these plants built. Then in connection with these, a series of chain retail markets would withdraw their supply from these central stations as demand warranted. It's important to note that such a daring and innovative plan came directly from the fishermen themselves, from Newman Shea, William H. Brown and their fishing membership, the union being the one legal or financial vehicle that fishermen themselves had developed and through which they could attempt to put such innovations in motion.

52:00

Newman Shea furthermore quote “planned to have this fish distribution project,” said the Globe, “as part of an interlocking scheme with other similar movements around the country so that as far as possible, the same machinery would be utilized as interchange of cars, selling agencies etc.” But Shea’s plan, increasingly grandiose, went even further. Last fall, wrote the Globe, Mr. Shea put in motion, a scheme designed to eliminate the middleman, everything having to do with the outfitting of a vessel, provisioning, rigging, the buying of trawls, nets and fishing gear, bait, dories, engines, oil, salt, in fact all things that go aboard a vessel are to be bought by a central purchasing agency and sold to the fishermen at cost. Difficult to pull this off. The preliminary steps to that end had already been taken. Last September, the Fishermen's Purchasing Company was organized with an authorized capitalization of \$100,000, which is a lot for fishermen to scrape together and to get a loan for.

53:21

For just such purpose, buildings have been secured here and in several months it is expected that the scheme will be in operation. Shea’s plan, which was modeled in part on actions already taken by the Fisherman's Protective Union of Newfoundland, was hailed as the salvation of Gloucester and its fishing industry in the Boston papers. The plan, announced the Globe, will practically revolutionize the distributive measures of the vast North Atlantic fresh fishery by stimulating demand, standardizing prices on a basis profitable to the fisherman and fair to the consumer without violent price fluctuations. Its proponents believe that it will revivify the lagging fish business. Other headlines boomed “Minute men of New England fishing industry seek way to prosperity and cooperation in the Boston area” and and the “Cooperative selling of fish expected to boom Gloucester,” in the Christian Science Monitor. Even President Calvin Coolidge sent a congratulatory letter to the union. Quote, “I have been much interested in the movement to organize the industry on a cooperative marketing basis from the very initiation of your project,” wrote a Republican president, “for I feel the movement is certain to promote the best interest of the industry. Your program,” continued the President, “unquestionably looks to service alike the consumer and the producer.”

This is how the Boston papers read it. The Gloucester Daily Times, however, while it had discussed the mackerel glut at length, said in a September 12, 1923 article that, “although prices are low, the fishermen are making a good dollar.” Despite admitting the bottom market, quote “was unable to care for the unusually large amount of fish brought in, was turning boats

away, the fish was given away, so it was in the interests of the vessel owners to get rid of their catches before they were spoiled.”

I combed the Gloucester Daily Times back issues from August through December of 1923 and nowhere is mentioned Newman Shea, or the Fisherman's Purchasing Company. To compare the Gloucester Daily Times from this period to the Boston Globe is to examine parallel worlds. In the Boston Globe version, Newman Shea, the Fishermen's Union and the attempt to form a cooperative are central. In the Gloucester Daily Times reporting from the same time, neither Newman Shea nor the union appear. The one mention of the cooperative I could find covered the October 3, 1923 visit to Gloucester by Aaron Sapiro, lawyer for the California fruit growers cooperative, clearly at the invitation of Shea. It foregrounds a brief speech by Mayor MacInnis and fails to mention Shea at all, although it does say that, quote, “local officials of the fishermen's union are the prime movers in the attempt to form a fisherman's block, nearly 1,000 fishermen have signed the petition favoring the Association.”

56:30

Why did this plan fail and fail so catastrophically, that Newman Shea returned to fish as a crewmember after once having been a figure of national significance both in labor and in cooperative movements. Having examined the newspaper articles, it is clear that there had been an intense jockeying for power between Brown who founded the union, and Shea who represented Gloucester, the industry leader in salt fish at that time. Preliminarily, it looks to me like Brown forced the shake out sometime in the year 1925. Another reason. The California fruit growers cooperatives had been organized by farmer proprietors, those who owned the harvest. Shea represented, not the vessel owners, who could have been his adversaries during the 1917 and 1919 strikes, but the crew member, the fisherman, the maritime equivalent, not of the fruit growing farmer proprietor, but of the migrant worker fruit picker. According to one article the Gloucester Times afforded the cooperative attempt, quote, “after the fishermen had been signed up, efforts will be made to have the vessel owners and master mariners sign and then the actual work of placing the organization in working order will have been commenced. With the formation of the association, they say the men will come into their own and earn a compensation worthy of their calling.” Unlike the Boston Globe, however, which discussed how the benefit of stabilized prices would be passed on to the consumer, an aspect of the plan praised by Republican President Calvin Coolidge in an open letter, the Gloucester Daily Times undercut the cooperative plan by saying that the proponents of the cooperative, quote, “did not say just what man and the public would receive any benefit.”

58:23

All newspaper reporting on the cooperative plan is insufficient in some way. The Boston Globe having lavished attention on the plan, failed to follow up on its demise, or shed light on whatever fault lines and power, influence and money was behind the collapse. The Gloucester Daily Times, was studiously silent. Even as Newman Shea announced the birth of the Fisherman's Purchasing Company in the pages of the Boston Globe in September of 1923, the Gloucester Daily Times ran front page stories about the Annisquam Village Hall Association

annual meeting or a meeting of the Girl Scouts, for that matter. It gave special prominence to outed local residents caught with liquor during Prohibition as grocery stores and barbershops were raided and backyards excavated for buried casks of alcohol.

It did however at length discuss a private plan put into motion by the Sealpakt Sea Food Company, which seemed to mimic the cooperative. So October 25, this is a month later. This is what the Times is putting its attention to, Sealpakt which would ship fresh fish from Gloucester on refrigerator trucks and reach, quote, “the inland public in a fresh state ready for cooking”. Sealpakt purchased the Cold Storage and Warehouse company from the Fort Wharf company, an auxiliary company of the Gorton-Pew Fisheries Company. And the Gloucester Daily Times reported that Sealpakt, which is capitalized at \$200,000, twice the union funding, was to be run by William T. Gamage and John H. Powers, two men previously and for many years connected to the Gorton-Pew Companies. But this is about the fourth time that Birdseye came to Gloucester so this whole plan of refrigeration really originates with the men themselves rather than with the corporate leadership, as far as I know.

1:00:40

An article I recently found in the Boston Globe, dated May 14, 1924, showed that the movement to develop efficient cooperatives had gotten away from Shea. There is no corresponding article I could find in the Gloucester Daily Times, but one showing that Gloucester Mayor William J. MacInnis, backed by 50 vessel owners, was advocating a bill then up for vote in the Massachusetts House of Representatives to enable a fish marketing cooperative to exist, not founding one but lifting legal restrictions on founding one, which would exempt it from standing laws against price fixing. But this bill included a provision making illegal, any future fisherman strikes, with grievances being handled by an unspecified impartial arbitrator.

By this time Newman Shea was but one signatory in a long list, which included bank presidents, master mariners and vessel owners. Shea himself shades away, as his cooperative plan is transformed and appropriated. Shea quietly, Shea returns to the sea. Newman Shea died at sea of a heart attack off the coast of North Carolina at nine in the morning December 17, 1936 on board the Gloucester swordfish schooner, Theresa and Dan. This was five months after he worked with Charles Olson. Captain John Hall pulled into Norfolk, Virginia and telephoned the death home. I know the Gloucester Daily Times the next day was reserved, almost tight lipped. It said that Shea “has been connected with the fishing industry, as a fisherman and agent of the fishermen's union since his youth.” I have not found his grave in Calvary Cemetery, by the way.

The Boston Globe, however, was more forthcoming. Shea, the Globe stated, “was one of the best known fishermen along the Atlantic seaboard, being one of the first to form a fisherman’s union affiliated with the American Federation of Labor. Shea, it claimed, “had enrolled the greater part of some 4,000 in the local organization.” His Globe obituary also noted that he was a coworker with the late Dr. John Dixwell of Boston, in establishing a home for aged fisherman. So with Shea, it wasn't just a matter of developing Union strength for its own sake so he could

get power, but I saw in looking through this that they developed the fisherman's home which doesn't exist anymore but also the Fishermen's Rest, although we don't call it that anymore.

1:03:36

The fisherman's home located on the road from Gloucester to Rockport, near what is now the Shaw's shopping plaza, had been built so that aged fishermen no longer strong enough to fish a harsh winter on the banks would have a home for the winter. And this was what was most shocking to me. Until Gloucester's judge, Judge Sumner D. York, brought the matter to the attention of this philanthropist from Boston, John Dixwell, who was descended from Epes Sargent and the Sargent family of Gloucester, who said, that older fisherman would actually approach the court in Gloucester and actually plea, 'please sentence me to jail for the winter so I have a place to stay,' with the sentence being lifted in the spring when it's warmer to go work again. Newman Shea was part of the board of the Fisherman's Home, as we think was his brother Adam, himself who had no place to stay, which is why Edward Shea dies on board the vessel [?]

Unknown Speaker 1:04:41

But Shea was also part of the original Board of Trustees of what is now Beechbrook Cemetery, the Fisherman's Rest, which existed so that Cape Ann fisherman would get an actual grave and grave marker rather than be buried in a pauper's field. So when you went into Beechbrook, there used to be this big boulder that came up out of the ground with this placard, but the road to the Cape Ann Animal Shelter facility that's out in West Gloucester, that boulder must have been in the way so it's been greatly reduced and then this plaque is inset in the retaining wall. And so nobody knows if the previous configuration of the fishermen's graves are in the same places where they had been. (Pointing to slide showing placard). So you can see Newman Shea, Judge Sumner D. York is also there. They're the trustees.

1:05:45 Thank you for sticking with me on this. Other forms of silence surround the memory of Newman Shea but I will leave you with this image. Since Shea died fishing in 1936 his name appears on a plaque at the Fisherman's Memorial and you can see clearly that even in this instance, his name has been misspelled. That's it. Thank you very much.

(Applause.) Are there any questions, one or two?

Audience Member: 1:06:38

In any of your research of the Globe and the Times, are you looking at microfilm?

Rich: Yeah, I'm looking at the Gloucester Daily Times on microfilm at the Sawyer Free Library. But the Boston Globe is digitized. So I can just search it, yes, there's keywords and up they come, and I can compare that through microfilm at the Sawyer Free Library. So I know what dates I'm looking for at that point... The Globe is a paid service, absolutely, but the microfilm is free at the Sawyer Free Library. Any other questions?

Audience Member 1:07:10

What of the international perspective at that time around the story. You've got the Russian Revolution, you've got Palmer raids. Yeah. How did that all impact the [?] of Gloucester's economy?

Rich: Yeah, well, I mean, Newman Shea was studious about, he understood, public opinion. And he knew that locally at least, his thing was non-violence. If he can disarm people who are coming with guns, we will, and incite to disperse the crowd, like he did with Frank Adams. That's not possible everywhere. Out in Colorado where you had mining companies with the National Guard that had machine guns and canon, obviously always act that way. So here was a different situation. Gloucester was not built as a company town, like towns out West were where the company actually owned where you live, where you did business, owned Main Street, right, Gloucester was not controlled by Gorton-Pew to that extent. So he had more leeway. But yeah, if you look through the 1917, 1918 Gloucester Times, there's yeah, locally, you get a feeling that they would characterize local union guys as communists.

Audience Member 1:08:15

Who owned the Times?

Rich: Gloucester Daily Times, I don't know who owned the Times at that time. Much later, after World War II, Phil Weld bought it, and it became a very different kind of newspaper. (But I was just wondering whether they're actually related. I assume that this about class?) I agree. Businessmen of a certain class in this town probably associated with each other, we're sympathetic with each other. Yeah, I don't think it was any kind of conspiracy, didn't need to be a conspiracy. They just all happened to think similarly as each other, in that way.

Audience Member 1:08:43

Is there anyone left of Shea's family today...

Rich: Behind you is Newman Shea's granddaughter, Betty Shea Rick, and Newman, Shea's great grandson, Timber. I'm very happy that they came today.

Audience Member 1:08:57

Can you tell us a little bit about his educational background and the degree to which he left any literary legacy, but it certainly seems like a pretty well educated person, was he self-educated?

Rich: I think he was self-educated. Yeah. I would buy that. And yeah, I think if he'd been born into a different place in life, he probably would have seen some movement, wouldn't even know his name today, as an innovator and corporate technology or business methods or something, but he was born as a very poor fisherman in Cape Breton, Nova Scotia. And yeah, obviously, well-read coupled together with some education. He he did write essays that appear in the yearbooks for the union that the museum has here in the archive. They're very intelligent, insightful analyses of really what a fishing business should be. One of them is about

how to salt fish, that's about getting to the bottom level, and then refrigeration comes in, we're going to switch to refrigeration and get out of salting because you could get fish to Chicago, without reducing the level of salt fish. You can get fresh fish out there and he was talking about that for anybody else. A very astute business model, and the union was his method by which to get these ideas out there.

Audience Member and Dan Rich:

But with the exception of those annual letters...yeah... or annual reports... Couldn't find much of anything. I mean, you could probably find Congressional reports if you go to D.C. and get some testimony, but it's so little out there that I could find... No letters, no other publications... Not that I know of, no.

Audience Member: 1:10:24

Is any of this fishing union history written up in books are you working on one?

Rich: I hadn't intended to work on a book but it might develop into that but there isn't that much. I mean, there's some written on a second union, with a very similar name, called Atlantic Fishermen's Union, founded in 1934, in Boston by a different man, named Patrick McHugh. And that material exists, you can research that, and through that, you can get a glimpse at this earlier group. But there's very little on this group at all.

Audience Member 1:11:00

I don't know where to start. It's so important what you're doing, what you've done here. There's a thing in psychology called repetition compulsion, I think you've really tapped into that, the tension that you lay out here between, you know what I think the way you describe Gloucester as it became a company town, and the sense of individualism and the worker, the worker management tensions that form maybe the tensions within the union movement at the time, that are currently going on, largely. I talked to an old guy in Gloucester, who was actually a Wobbly and very, very proud of the fact that there were Wobblies organizing and he was part of that and always talked about how in Gloucester, progress has been stymied by seven people that were against each other, particularly the ethnic groups, etc. You go into that, I mean, there's that that whole area, but there was a socialist convention in Lanesville. There were socialist halls, there was that kind of atmosphere. There was actually, again, bringing it up to I4-C2, believe it or not, that parcel which is still the focus of a lot of developmental attention and attention here currently was designated by the city to be a fisherman's Co-Op under the aegis of Carmen [?], who was actually part of the Action agency when they had community development. And that was Carmen's whole drift was to organize in very much the same way as Shea was. The fisheries found cooperative ventures that Coolidge, ironically, was supporting back then, and the government was trying to do that. A lot of opposition from Gorton's at the time because Gorton's actually to me personally the head of Gorton's, Paul Jacobs, sat across the desk from me and said, 'We will not tolerate Action going into competition with private enterprise in this city.' In other words, you know, there's always been that that particular

peculiar tension about the city either developed around the fishing industry and preserving the fishing industry...

Rich: One of the things I'm thinking of is that the space where we think of talking about working people in Gloucester, giving kind of fine grain to that, the type of men who were the crew versus even the master mariners, the master mariners who come up as crew men, but then they come and have a manager position especially back in a corporate setting. They aren't the working independent guys like they are today. But that place where we maybe lionize all that work will often get put on to more of the managers rather than the crew members. I think that that place we talked about captains, Saul Jacobs, or someone, we talk about those men, we put a lot of attention on them and their insights and ability to catch the fish but so much less. That's the thing about Gloucester is that so little work has been about men who actually worked in the quarries in Lanesville, so little work has been done about the men who actually did the fishing on the boats. And perhaps that's because we've talked about industry in a different way here, put the attention on different kinds of employees in the system.

Audience Member: 1:14:17

There were strikes in the granite union as well.

Rich: For anyone interested in this subject, should definitely look into Lanesville. Obviously, I think St. Paul's Lutheran Church was previously the Socialist hall. The Finns had a whole other political sense than the rest of the city. And actually, some Finns after the Russian Revolution had gone back, because they were enthusiastic about the possibilities of the Russian Revolution.

Audience Member and Rich:

There were competing bands in Lanesville, the red Finns and the white Finns... Yeah, right, the red Finns and the white Finns This is a wholly undiscovered country basically, we're just kind of paying attention to. Give me the last question.

Audience Member and Rich: 1:14:53

It just occurred to me. If you are looking for some of this in print, a little magazine out of Gloucester, Polis, the fourth edition of it, will have a bit of this narrative in it in about a month, appearing in the bookstore... Write up about Newman Shea.

Rich: Thank you all for coming.