

Jan'y 21.

CAPTURED RIGHT WHALE.

Mammal Was Disporting Itself in Provincetown Harbor.

A fierce fight with a right whale occurred in Provincetown harbor last week in view of the people who assembled on the wharves and lined the shores. Some fishermen returning from their traps, saw the whale cavorting in the upper part of the harbor in pursuit of food. They quickly brought word ashore.

Capt. Joshua L. Nickerson, who has spent a large part of his 60 years in pursuit of whales, quickly assembled a boat's crew, and started out. He found the whale thrashing around, apparently having a fine time among the small fish which covered the surface of the water.

As soon as he caught sight of the boat, the whale made for open water, but he was a little late, for Capt. Nickerson, after an exciting chase of less than a mile, succeeded in planting a bomb lance where it would do the most good, and followed it with another, the explosion of the two killing the creature just within Long Point light.

He proved to be what is called a right whale, about 40 feet in length, and will yield 40 barrels of oil, and 100 pounds of bone, worth altogether \$600.

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DIGBY FISHING VESSEL LOST.

Crew Reached Shore in Boats After Craft Struck Ledge.

The Digby fishing sch. James W. Cousins, Capt. Harry Ross, went ashore on Old Man's Ledge, off Pubnico, N. S., a few miles from Yarmouth, a few days ago.

She left on January 3 for the fishing grounds at Brown's Bank, and had a very successful trip until when, heading for Pubnico Harbor, she was driven ashore by a stiff south easter in a thick fog.

She instantly went to pieces. The crew were able to reach shore by the boats. The cargo, valued at two thousand dollars, was also a total loss. She was built at Shelburne in 1900.

Fish Scarce at Boston.

Boston has just about a mouthful of fresh fish at T wharf this morning, nine of the market boats being in with only 50,000 pounds in all, not enough to make more than an ordinary off shore trip. Prices hold good in consequence so the crews will get something for the chances they have been taking.

At Boston also is the Lunenburg, N. S., sch. Earl V. S., from Bay of Islands, N. F., via her home port and here, with a mixed herring trip, 420 barrels of salt bulk, 280 barrels of pickled and 350 barrels frozen.

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FISH PRICES UP.

Fresh Cod Sold at \$9.25 at T Wharf Today.

With fresh cod bringing 9 1/4 cents per pound, out of the vessel, at T wharf, Boston, this morning, a fresh fish dinner will cost as much as beef steak today.

Nine of the shore boats which succeeded in getting a set yesterday are at T wharf today with fares ranging from 1500 to 13,000 pounds, the high boat being sch. Mary E. Cooney, Capt. Frank Cooney.

Haddock are up to \$5.50 and \$6.50 and the \$9.25 on cod is the biggest price T wharf has seen for many a day.

The storm of last night sent most of the shore boats scurrying in here, and this morning about 80 of them were here for harbor. Quite a number of them came piling in after dark and one got mixed up with a herring vessel lying at anchor in the stream, several others got tangled with her and for a while there was much excitement and a general lowering sails. No serious damage resulted. Some of the boats in here set yesterday, but got few fish.

There were no arrivals with fish at this port this morning, but several of the Bay of Islands herring fleet are expected along at any moment.

Fresh cod 9 25

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Today's Receipts.

Sch. Saladin, Bay of Islands, N. F., 750 bbls. frozen herring, 25 bbls. salt herring.

Sch. Monitor, Green Bank, 24,000 lbs. halibut.

Vessels Sailed.

Schs. Thomas J. Carroll, Victor and Ethan, Viking, Mina Swim, Clara G. Silva, Walter P. Goulart, Ida S. Brooks, Mary Edith, Emily Sears, Rita A. Viator, Minerva, Maud F. Silva, Emily Cooney, Annie and Jennie, Ida M. Silva, Genesta, Teresa and Alice, Leo, Edith Silveira, Flora J. Sears, Buena, Washakie, Thomas Brundage, Manomet, Galatea, Matiana, Margaret Dillon, Flavilla, Stranger, Juniata and Bessie M. Dugan, had-docking.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cents.

Salt Georges cod, large \$4.00, mediums, \$3.00.

Bank halibut, 12 cts. per lb. for white and 10 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2, Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

Boston.

Sch. Warren M. Goodspeed, 7000 haddock, 3000 cod.

Sch. Valentina, 4500 cod.

Sch. Eddie A. Minot, 2500 cod.

Sch. Evelyn L. Thompson, 8000 haddock, 2000 cod, 1000 hake.

Sch. Frances P. Mesquita, 4000 haddock, 1000 cod.

Sch. Ellen C. Burke, 5000 haddock, 300 hake.

Sch. Hobo, 1800 cod.

Br. Sch. Earl V. S., 420 bbls. salt bulk herring, 280 bbls. pickled herring and 350 bbls. frozen herring.

Sch. Little Fannie, 1500 haddock, 1500 cod.

Sch. Elva L. Spurling, 500 haddock, 4000 cod, 4000 pollock.

Haddock, \$4.80 to \$5 per cwt.; cod, \$4.80 to \$5; hake, \$2.50.

PORT OF GLOUCESTER.

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Miscellaneous Movements.

The Lunenburg, N. S., schs. Juniata and Coronation, with frozen herring, arrived at their home port from Bay of Islands, N. F., last week.

Sch. Catherine G. Burke was at Liverpool, N. S., on Tuesday, and sailed.

NEWFOUNDLAND FISHERIES.

Important Conference Held at Washington Yesterday.

An important conference on the Newfoundland fisheries was held at the state department, Washington, today. It was participated in by Secretary Root, Ambassador Bryce and Messrs. Aylesworth and Kent, ministers of justice from Canada and Newfoundland, respectively.

The United States government is anxious for an early agreement, so that the treaty may go to the senate for ratification at this session.

WITH HERRING CARGO.

Sch. Tattler Arrived Home from Bay of Islands This Morning.

Sch. Tattler, Capt. Alden Geel, arrived this morning from Bay of Islands, N. F., with a partial load of salt and frozen herring, having 550 barrels of frozen, 100 barrels pickled and 150 barrels salted. She had a good passage home and met no ice in the gulf.

Lobster Found in Cod.

The Cable Brothers of Provincetown, while fishing off Plymouth last Tuesday, caught a large codfish, which, when opened, revealed a lobster of about one pound weight which the fish had swallowed. The fish was landed at O'Neill's wharf.

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N. E. FISHING EXCHANGE OPENED.

MOST OF THE SKIPPERS WILLING TO GIVE PLAN A FAIR TEST.

ONE PER CENT. RULE THE ONLY OBJECTIONABLE FEATURE.

The New England Fishing Exchange began operations at T wharf, Boston, yesterday, and like any innovation in any line, the new method of buying and selling trips of fresh fish, together with the buyers-skippers agreement, came in for much comment, both favorable and unfavorable.

Some of the skippers kicked and many of the fishermen growled, but who ever saw a smart skipper who wouldn't kick, or a good fisherman who wouldn't growl? The fact remains that most of the skippers of vessels going to T wharf have signed the agreement, which shows that the new plan will be given a fair test. True, many of the skippers who signed are not wholly satisfied with the articles of agreement, but put their names down with the feeling that almost anything would be better than the old methods of buying and selling employed for years on T wharf.

Members of the exchange voted the innovation a rousing success, but the skippers of vessels were not so enthusiastic.

When the skippers neared the fish pier heretofore, they have received a cheering welcome and had bids for their fares shouted at them from the caplog. All this was changed yesterday, and the fishermen do not like the change.

The scene at the opening was a lively one. The skippers were jostled and their tempers were disturbed. They received good prices for their fares, however, and this restored their good nature.

Under the new regulations skippers are compelled to pay one per cent. of the proceeds of their catch to the exchange, and to this they object, although admitting they are pleased with most of the other rules. The average yearly receipts from sales of cargoes at T wharf are \$2,500,000, and this deduction means that about \$25,000 will go to the exchange, all contributed by the skippers.

One of the skippers, voicing this discontent, declared yesterday that he would put an auction flag over his vessel if he would have to pay for selling what he and his crew secured by hard labor.

Another skipper declared that if he couldn't collect the money for his fare, he would go back to his old farm down in Maine.

Although the skippers objected to the forced contributions to support the exchange, they all agreed that there was some protection for them and their crews in the new method of conducting the fish business. Whether this protection is worth the price they are forced to pay for it, is what they are now considering.

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COMMISSIONER BOWERS' REPORT

Calls Attention to Need of Protection of Migratory Fishes.

In his annual report made public recently, George M. Bowers, United States Fish Commissioner, says:

"The most serious condition now confronting the American fishery industry is the failure of the state to afford adequate protection to migratory fishes in state and interstate waters."

Mr. Bowers graphically depicts the great destruction wrought to certain species of fish and makes an earnest appeal for their preservation. Pointing to the history of the New England fisheries as a warning, the commissioner declares that some of the states seem yet absolutely indifferent to the crying needs of fisheries for species of similar habits, whose obliteration, he says, is certain unless radical corrective measures are taken.

Mr. Bowers states that the fish most in need of consideration are the shad, the striped bass and the sturgeon on the Atlantic coast, and the salmon on the Pacific. Mr. Bowers declares that "factional and personal considerations have been allowed to interfere with the passage of the needed laws and the condition remains unrelieved."

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PLENTY OF FISH.

BUT PRICES AT T WHARF NOT TO THE LIKING OF CREWS.

This morning, just a day later than they really wanted their fares badly, the T wharf dealers, found 32 fishing vessels tied up to the wharf. In all they brought about 300,000 pounds of new fish, all being market fishermen, but owing to the very mild weather, and a large fleet of off shores looked for on Monday, these week end fares were met with a drop in price not at all pleasing to skippers and crews.

The Provincetown schs. Matchless and Mary C. Santos were high boats, with about 35,000 pounds each, and from that the trips scaled down to 1,500 pounds for some of the bobber boats.

Sch. Evelyn L. Thompson, Capt. Herbert Thompson, there yesterday hit it about right. The crew getting \$50 share for the two trips made this week.

Sch. Frances P. Mesquita was there yesterday, with her first trip of the winter, after being hauled up. Her crew had only one small set, but Capt. Mesquita ran to market with the catch, struck the market and all hands made 415 each.

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Fishing Facts and Fancies.

The sea-mossers of Scituate are unhappy just now, for the price of their product, which is as important to them as the cranberry crop to the Cape Codders, has dropped to less than three cents a pound.

The fisheries and game commissioners from the five seacoast states of New England in Boston in conference declared for a uniform law for the licensing of all lobster fishermen, smack captains, and dealers and for a law closely following that now on the Maine statute books relating to measurements, that is, a minimum length of 4 3-4 inches over the back of the lobsters, from the end of the bone of the nose to the center of the rear end of the body shell.

Much controversy has taken place on the question of sense of hearing in fish, and many experiments have been tried with a view to settling it. Some of the latest of these are those of which M. Marage has given an account in the Paris Comptes Rendus. The fish he experimented with were carp, tench, pike, eel and others, and the author finds no evidence of a sense of hearing. Sounds were transmitted into the water close to the fish with an energy capable of affecting deaf mutes. No effect was produced on the fish.—Forest and Stream.

The report of James Donahue of Rockland, Me., as commissioner of sea and shore fisheries, states that there has been a great change in the feeling towards the laws for the protection of fish, especially those regarding lobsters. It commended the work done in this direction by the lobster fishermen's national protective association.

Newfoundland Herring Catch.

A Bay of Islands, N. F., dispatch says that the catch during the season which ended yesterday, amounted to about 75,000 barrels, valued at about \$180,000. The catch in 1907 amounted to 142,000 barrels, valued at \$352,000. Of this season's catch 46 American vessels took 52,000 barrels.

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FULL TEXT OF JUDGE'S DECISION.

STRAY FISHERMEN ENTITLED ONLY TO SHARE UP TO TIME OF LEAVING VESSEL.

PREVIOUS DECISION IN UNITED STATES COURT FOLLOW THIS PRINCIPLE.

The decision of Judge Dodge of the United States Circuit Court, in the case of John Martin and 15 members of the crew of the sch. Massachusetts to determine the rights of men who had strayed from their vessel, is a most important one to fishermen and all others who follow the sea, and derive their remuneration from the share system.

This question has long been a source of annoyance, and this case was the result of what is known as a friendly suit, for the sole purpose of having a decision as a basis for settlement of future cases of a similar character.

The decision of Judge Dodge is as follows:

"The sixteen libellants were fishermen on board sch. Massachusetts during a fishing trip made by the vessel from Gloucester to the fishing grounds in Labrador and back during the summer of 1908. The respondent is the master of the schooner, and has in his hands a part of the net proceeds of the catch, which the libellants say he ought to divide among them.

"The facts are not disputed. There are no articles signed for the voyage in question, but the 16 libellants, the master and two other men, Keefe and Mara, 19 men in all, agreed to go in her on half lay. This means, according to Gloucester usage, that from the gross proceeds of the catch, certain general charges are deducted, and what then remains goes, one-half to the owners of the vessel and the other half to her master and crew in equal share.

"The sixteen libellants and master made the entire voyage, leaving Gloucester on or about May 21, and returned there on or about September 18.

"Keefe and Mara, however, having left the vessel, as usual, in a dory on June 21 to attend to their trawls, got lost in a fog, were unable to find their way back to the schooner, finally reached the Labrador in a dory, and from there made their way home to Gloucester. They were unable to rejoin their schooner in time to take any further part in her voyage. At the time they became separated from her, about 8000 pounds of fish in all had been taken.

"Should there be, under these circumstances, 19 equal shares in that part of the proceeds which belong to the captain and crew, or 17 shares only? Each of the libellants have received one-ninth, but contends he ought to receive one-seventh, and that Keefe and Mara ought not to participate at all. Keefe and Mara contend that it was due to no fault of their's that they did not complete the voyage, and that they have not lost their right to share equally with those who did.

"A seaman suing for wages in the usual manner, who becomes separated from his vessel during the voyage, without fault on his own part, is entitled to wages up to the time of leaving his vessel, but not for any further period. Hanson vs. Rowell, 1, Sprague, 117.

"Members of the crew of fishing or whaling vessels who are paid by share in the catch, have the right of seamen claiming wages as regards to recovery of the amounts of their shares, and Judge Sprague, in Loring vs. Thompson, Sprague, 355, applying the principle of the earlier decision in Hanson vs. Rowell, above cited, held that one of the crew of a whaling vessel, who becomes justifiably separated from her before the voyage is ended, is entitled to the same proportion of his share in the proceeds of the whole voyage as the time of his actual service on board bears to the time occupied by the whole voyage.

"This decision was followed by Judge Lowell in Anthony vs. Hicks, —Lowell, 383.

"All these decisions are made in this court, and they seem to me to govern this case. I find no others bearing upon the question.

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It appears that the entire voyage, for which the libellants shipped, occupied three months, (or within three days of that time) and that Keefe and Mara served on board one month out of that time.

"Keefe and Mara should therefore each receive one-fourth part of one-nineteenth share in the crew's part of the catch, and what then remains to be divided, should be shared among the 17 other members of the crew.

"The figures can, I suppose, be agreed on, if not, there may be a reference to ascertain them.

"An interlocutory decree for the libellants may be entered."

M. Francis Buckley, Esq., appeared for the libellants, Gen. William A. Pew, Jr., for the libellee.

The court allowed 30 days from January 16 for an appeal.

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T WHARF FISH SALES AGREEMENT.

FULL TEXT OF REGULATIONS ADOPTED BY NEW ENGLAND FISH EXCHANGE. RADICAL CHANGE MADE IN METHODS OF SETTLING FOR TRIPS.

Of greatest local interest, because of its novelty and being a radical departure from the long existing condition of things which have never been satisfactory, is the change in the manner of buying and selling fish fares at T wharf, Boston, which is inaugurated today. It is the chief topic of conversation in fishing circles, and even salt and frozen herring are for the time forgotten. The Times is enabled to present to its readers the full text of the agreement between the T wharf dealers and the Fishing Masters Association, which has never appeared in any paper.

The agreement is as follows:

New England Fish Exchange Regulations.

"The following regulations will govern the purchase and sale of fish on the New England Fish Exchange, between the Dealers and the Fishermen subject to amendment.

"First—All fish are to be bought as formerly, each firm of Dealers buying as many or as few as they wish, paying any price they can agree upon with the Captains and each conducting its business as formerly.

"Second—All fish bought are to be taken out as soon as possible and at the price agreed upon, providing they are as represented, and in case of dispute as to this the same shall be arbitrated by the Buyer appointing any two Captains, these four appointing the fifth person, and these five will decide if the fish are as represented; if so, the Dealer must take them at the price sold for; if it is decided that they are not as represented the Captain must sell again.

"Third—A detailed statement in writing will be given the Captain, if desired, for the fish sold.

"Fourth—Each trip will be paid for either in cash or by check as the Captain may desire. If he wishes cash, he must so notify the Exchange so that they may be prepared.

"Fifth—No fish are to be engaged or written up until the fish have been actually bought and sold.

"Sixth—The Exchange will furnish vouchers so that the vessels can have a receipt for every pound of fish delivered saving disputes and mistakes.

"Seventh—Fish taken away from the vessels have been accepted and must be paid for at the price agreed upon.

"Eighth—The Exchange will do all in its power to advance the interests of the Fisherman in a legitimate way that does not seriously conflict with the interests of the Dealers and others.

"Ninth—All fish are to be sold in rooms provided by the Exchange and no fish of any kind are to be sold on the wharf, excepting for salting.

"Tenth—Captains are to collect from the Dealers, vouchers for the amount and price of fish taken from their vessels and present the same at the office of the Exchange for payment.

"Eleventh—Vessels will pay a fee of 1 per cent, or \$1.00 for each \$100 of their stock sold on Exchange.

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"Twelfth—Captains must report the correct quantity, quality and grade of fish before sale. Captains must see that Dealers get what they buy, that they get full weight, delivered as quickly as possible.

"Thirteenth—Dealers must take the amount of fish that they may cause to be set against their name at the price agreed upon, provided the fish are as represented. The Buyer of a trip or of a variety in the trip is responsible for the whole bought until he has disposed of the quantity the Captain claims he has among the Dealers, and the same has been written on a card and the card delivered to the Captain or his representative after which each is responsible for his part only.

"Fourteenth—The following cull is to be recognized:

"Cod, 9 lbs. and over, are large.
 "Cod over 2 1-2 to 9 lbs. are markets.
 "Hake, 6 lbs. and over, are large.
 "Hake, over 2 lbs. to 6 lbs. are small.
 "Hake, 2 lbs. and under, are squirls.
 "Cod and haddock, 2 1-2 lbs. and under are scrod.
 "Cusks, 3 lbs. and under, are scrod."

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RIGHTS OF STRAY FISHERMEN DECIDED.

JUDGE RULES MEN ARE ENTITLED TO SHARE ONLY WHILE ON VESSEL.

A decision of more than ordinary interest to fishermen has been handed down by Judge Dodge, in the United States district court at Boston as a result of a friendly suit brought by John Martin and others, libellants, members of the crew of sch. Massachusetts vs. John J. Carroll, master and part owner of the vessel.

The suit was brought to determine the status of two of the crew of the schooner who went astray on the banks, but rowed to land, and who on the return of the vessel claimed a share in the entire proceeds of the trip, to which the rest of the crew objected.

The judge decided for the libellants, allowing, however, that the two men should have proportionate compensation for their period of service on the vessel.

While on a trip this summer, Edward Keefe and Joseph Mara, two of the crew of the vessel, were lost after the vessel had been on the fishing grounds one month and made their way to Labrador, whence they returned home. The vessel was out about four months and on her return, Keefe and Mara claimed an equal share with the other members of the crew for the entire voyage.

Capt. Carroll was placed in a peculiar position. If he admitted the claim of Keefe and Mara, he stood a chance of being sued by the other members of the crew for the amount which he paid those two men, while, on the other hand if he ignored the claim of the two men, and settled with the crew, without considering Keefe and Mara, the latter might bring suit.

In either event, he saw the possibilities of an expensive law suit, and in order to clear the atmosphere and have a decision by the courts on the question, which has been a bone of contention between fishermen, owners and captains for years, it was decided that the friendly suit be entered by the 16 members of the crew against the captain to restrain him from settling with Keefe and Mara.

Joseph Mara, one of the men interested was since lost from the sch. Vera, the night before that vessel went ashore at White Point, N. S.

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Today's Receipts.

Sch. Tattler, Bay of Islands, N. F., 550 bbls. frozen herring, 100 bbls. pickled herring, 150 bbls. salt herring.

Sch. Emily Sears, shore.
 Sch. Mertis H. Perry, shore.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cents.

Salt Georges cod, large \$4.00, mediums, \$3.00.

Bank halibut, 12 cts. per lb. for white and 10 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

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Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2, Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

Boston.

Sch. Marguerite, 1500 cod.
 Sch. Stranger, 5000 haddock, 8000 cod.

Sch. Matiana, 4500 haddock, 2400 cod.

Sch. Ida M. Silva.
 Sch. Viking.

Sch. Victor and Ethan, 8000 haddock, 2500 cod.

Sch. Hope, 2400 haddock, 3000 cod.

Sch. Matchless, 15,000 haddock, 20,000 cod.

Sch. Julietta, 4500 haddock, 1000 cod.

Sch. Olive F. Hutchins, 18,000 haddock, 1000 cod, 2000 hake.

Sch. Hattie F. Knowiton, 4500 haddock, 600 cod.

Sch. Frances V. Sylvia, 8000 haddock, 2000 cod.

Sch. Joseph H. Cromwell, 8000 haddock, 500 cod.

Sch. Rose Standish, 400 haddock, 5000 cod.

Sch. Mina Swim, 4000 haddock, 6000 cod.

Sch. Walter P. Goulart, 6000 haddock, 500 cod, 1000 hake.

Sch. William A. Morse, 8000 haddock, 1500 cod.

Sch. Manomet, 4000 haddock, 500 cod, 500 hake.

Sch. Mary B. Greer, 7000 haddock, 1000 cod.

Sch. Annie Perry, 10,000 haddock, 3000 cod.

Sch. Mary C. Santos, 23,000 haddock, 5000 cod, 4000 hake.

Sch. Hortense, 8000 haddock, 1000 cod, 3000 hake.

Sch. Emily Cooney, 4000 haddock, 1000 cod.

Sch. Thomas J. Carroll, 2500 haddock, 500 cod.

Sch. Clara G. Silva, 7000 haddock, 1000 cod, 4000 hake.

Sch. Edith Silveira, 7000 haddock, 1000 cod.

Sch. Flora J. Sears, 5000 haddock, 200 cod.

Sch. Azorean, 1500 haddock.

Sch. On Time, 2500 cod.

Sch. Minerva, 7000 haddock, 1300 cod.

Sch. Elizabeth W. Nunan, 7000 haddock, 2000 hake.

Sch. Washakie.
 Haddock, \$2.50 to \$2.60 per cwt.; large cod, \$3 to \$3.80; market cod, \$2; hake, \$2 to \$4.

Jan'y 23.

FROZEN HERRING RECEIPTS.

Seven of the Bay of Islands Fleet Yet to Arrive.

Three vessels have arrived from Bay of Islands, N. F., since last reports, schs. Smuggler, Arkona and Aloha, all with partial cargoes of frozen herring.

Sch. Smuggler has 600 barrels frozen and schs. Arkona 50 barrels and Aloha 600 barrels of frozen herrings. Each craft has also a few barrels of salt and pickled herring.

All the crafts report a good passage home, with some cold weather which kept the crews busy with the ice mauls.

The receipts of frozen herring have been very light, indeed the catch is one of the smallest on record. The advent of some cold weather is all that is necessary to make the market on these fish very strong. Most of the frozen herring are still held in first hands and are considered quite desirable property, all things considered.

The fleet is now pretty well home, there being but seven vessels left to arrive, schs. Wm. Matheson and Hiram Lowell of Provincetown and schs. Dora A. Lawson, Georgie Campbell, Ingomar and Alice R. Lawson of this port.

High Price for Bait.

Fresh bait sold for a high price at Provincetown last week, the small lot taken in weirs being eagerly sought for by a multitude of dory fishermen. Jackson Williams had one barrel of herring and squid, which brought \$15. Fred Lewis had seven baskets of herring, which sold at \$6 per basket, and the Conwell Brothers weirs contained a few barrels, which went at about the same price.

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A NAVIGATION AND SEAMANSHIP SCHOOL.

The success attending the efforts of Grimsby, England, the greatest fishing place in all the world, in giving fishermen technical education for their calling is attracting considerable attention in many fishing ports, now that the Fish Trades Gazette of London has called attention to it.

That Grimsby has been engaged in this work is probably not known here, or only to a few at least, but if any doubt exists as to the advantages gained thereby the report of last year's success should be all convincing.

At Grimsby the work is undertaken by the local educational authority, and instruction in net making, rope splicing, seamanship and navigation is free. In England a very high standard is required by the Board of Trade before masters' papers are granted, but the technical shore taught ones are meeting with great success before it and some of them are even displacing the old time skippers.

It is claimed that these new recruits not only mean a goodly number of competent masters always on hand, but that since they have begun to be in command in any number, the cost to owners for damages resulting from collisions, accidents and unskillful navigation has been materially decreased.

During 1908, some 927 fishermen attended the lessons, among whom were 59 who were already masters, 95 second hands, 114 third hands, 458 deck hands, 149 apprentices and 52 trimmers. Of these 93 per cent passed in the grades for which they took the examinations and 62 new skippers were made and received their Board of Trade certificates, while 33 also passed the mates examination.

It is not probable that this city could see its way clear to conduct such schools and give such tuition as is done at Grimsby, yet when the matter is viewed in its proper light, nobody can deny that it would be, in time, one of the best investments Gloucester could make. Good captains are always in demand, and it is not to be denied that at times the demand does really exceed the supply. Then again, it must be admitted that there have been times when the city has suffered, indirectly, it is true, through incompetent masters of vessels.

It is a common expression around Gloucester, "Well, I don't want my boy to go to sea," and in consequence the lad enters a trade or profession and succeeds or not as the case may be. It may have been that to go to sea was his bent; that did not matter; to sea he could not go and that was all there was to it.

A good nautical school would have a tendency to appeal to the parents of these boys and perhaps lead them to feel that to go master of a fisherman or deep water or coastwise craft was not such a bad profession after all. But be all this as it may, it must be admitted that the general feeling of the parents of Gloucester is against their boys going to sea, whereas once it used to be the end and aim of every family, leading and otherwise, to have some members of their family grow up to command a banker, an East Indian or a Surinam ship.

Leaving that aside, there are men here, young men and middle aged men, active, healthy and with a good working knowledge of some parts of fishing and seafaring life, who would like to be skippers and who could be really benefitted, and the city thereby