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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 squirrels.

"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 fiishermen 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 Fsh 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, $1.50 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. Knowlton, 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.

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## 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

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also benefitted, if they could be given the advantages of a school such as Grimsby has conducted for years and has proved successful.

An effort was made here a few years ago, we believe, to teach navigation, but for some reason it had to be abandoned, not, however, because of lack of attendance.

What a thing it would be for some number of well to do men to annually defray the expense of a couple of competent teachers in navigation and practical seamanship. Think of the practical good it would be doing Gloucester and her greatest industry. Would it not even be a good, paying investment for our fishing firms themselves to pay for these teachers? They know what a "good skipper" means to a firm and to the community. No one knows better than they.

It would not be necessary to hire a building in which to hold the school. We believe the Gloucester Fishermen's Institute would readily open its doors to such an institution. We believe the institute would like to conduct the school itself and pay the bills could it only afford it, in connection with its other good work.

Think it over. Could not some of the money annually sent out of Gloucester to help other far-away ones, be used to pretty good advantage right here to aid or establish this navigation and seamanship school project?

Once started and in good working order, the benefit of such a school would be readily seen in this community and after the good effects were felt, it seems to us that it would be grandly and gladly supported.

Right down in our neighboring town of Lunenburg, Nova Scotia, they have one of these schools. Lunenburg is called "the Gloucester of Nova Scotia." She calls the school a good thing. Look at the positions to which men have risen that have been to these schools in England. A captain, who only a few months ago took command of one of the big Cunarders started in as a boy at one of these schools, then as fisherman and fishing captain. We find boys from these schools today lieutenants in the Royal navy; in command of ocean craft, steam and sail, encircling the globe and shaking hands with friends in all the great ports of the world.

Such a school, we believe, would be a good thing here. The position of master and mate of fisherman or coaster, tramp steamer or ocean liner is a grand one. No calling is more honorable. Hundreds of fishermen would take advantage of the opportunities of such a school. Perhaps some, many, of our home young men would also be attracted to it. Do you not think the experiment worth trying, considering that it has proven such a success in other sea ports? Don't you believe it would be a good thing for Gloucester? Talk it up.

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### Fears for Nova Scotia Schooner.

It is feared that the fishing sch. Vesta, which left Halifax some time ago for the Grand Banks, was lost off the southern coast during a recent storm. Two broken boats, with the name, "Vesta," on them, have drifted ashore.

The Vesta carried a crew of six men, and if the schooner went down, it is thought they would have had little chance to escape.

### Mackerel Imports.

The imports of salt mackerel at Boston to date of the catch of 1908 are 39,717 barrels against 21,613 barrels to date, of the catch of 1907.

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### Today's Fsh 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. Pontias, 11,400 haddock; 1500 cod; 300 hake.

Sch. Flavilla.

Sch. Leo.

Sch. Genesta, 5000 haddock, 800 cod, 700 hake.

Sch. Mary Edith, 3000 haddock, 1000 cod, 500 hake.

Sch. Maud F. Silva, 3000 haddock, 1000 cod, 1000 hake.

Sch. Esther Gray, 2400 cod.

Sch. Evelyn L. Thompson, 6000 haddock, 2500 cod, 2000 hake.

Sch. Galatea, 15,000 haddock, 1000 cod, 1500 hake.

Sch. Mary E. Silveira, 6000 haddock, 2000 cod.

Sch. Belbina P. Domingoes, 18,000 haddock, 1000 cod, 5000 hake.

Sch. Ida S. Brooks, 5000 haddock, 200 cod, 2000 hake.

Sch. Juniata, 10,000 haddock, 2000 cod.

Sch. Little Fannie, 2500 haddock, 2500 cod, 2000 pollock.

Sch. Seaconnet, 9000 haddock, 600 cod, 1200 hake.

Sch. Thomas Brundage, 1600 haddock, 600 cod.

Sch. Teresa and Alice, 3000 haddock, 600 cod, 500 hake.

Sch. Gertrude, 20,000 haddock, 20,000 cod, 10,000 cusk.

Haddock, $2 to $2.60 per cwt.; large cod, $3 to $4; market cod, $2 to $2.50; hake, $2 to $3.50; pollock, $3.

### Fishing Fleet Movements.

Capt. John F. Vautier, the well known seining skipper of sch. Monarch, who has been fishing on the Maine coast this winter in sch. Mineola, landing fares at Portland, Rockland and Boothbay Harbor, is at home, the latter craft having changed owners and hauled out.

Vessel owners and fish buyers are expecting a big fleet of off shore vessels at T wharf on Monday.

Seventeen shore and one off shore arrivals is the record at T wharf today. Sch. Gertrude from off shore, has been gone three weeks and has 50,000 pounds of fish. A few of the boats have good catches, but the majority have small fares.

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## PROMINENT BUSINESS MAN DEAD.

## Sylvester Cunningham Passed Away at Home Saturday Night.

## Was Connected With Fishing Business and Banking Institutions.

**Sylvester Cunningham, one of the most prominent citizens and leading business men of the city, died at his home, 12 Hovey street, Saturday evening after a long and painful illness in the 59th year of his age.**

Mr. Cunningham was a native of this city, being the son of Capt. Sylvester and Mary P. Cunningham, and received his early education at the schools in this city and at the Eastman Academy of Poughkeepsie N. Y. His father who was engaged in the fish business with Capt. Solomon Poole under the firm name of Cunningham & Poole and dying before his son had reached his eighteenth year, the latter assumed his father's place in the firm and entered into the conduct of the business with a sagacity and energy, surprising in a young man of his years.

Capt. Poole retiring a few years later and removing to Saccarappa, Me., young Cunningham entered into a partnership with Capt. William Thompson, under the firm name of Cunningham & Thompson the business being still carried on at the old stand on Commercial street under that name, Capt. Thompson having died about seven years ago.

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Mr. Cunningham, was of one of the most active business men in the city, and besides being in the fish business found time to devote his energies to other commercial branches. He early became identified with banking institutions of the city, serving as president and director of the City National Bank from 1891 to 1901, when he retired from that institution. He was also much interested in the Cape Ann Savings Bank, and was president of that institution for a number of years and up to the time of his death. He was appointed a trustee of the Addison Gilbert Hospital corporation under the will of Mr. Gilbert and served as president of that corporation up to the present time. He was appointed to the board of park commissioners in 1894, by Mayor Cook, and was successively reappointed at the close of each term.

Some years ago, the firm became interested in western real estate, large holdings in Omaha and Salt Lake City, and built the largest hotel in the latter place, the Knutsford House.

### Despite the Heavy Calls upon his Time

to attend the details of his extensive business in this city and the interests which he controlled elsewhere, Mr. Cunningham found time to cultivate athletics, and was robustly built, of deep chest and powerful frame. He became an active member of the Gloucester Athletic Club when it first started and continued his interest for many years, devoting much time to hand ball, becoming a most clever exponent of the game. When the Boston Athletic Association was formed, he became a member, and served on the board of directors. He did not appears to take much interest in yachting or fast horses, although he liked a good horse as well as any one.

Mr. Cunningham was somewhat reserved in his manner, but at all times he was courteous and genial in his quiet way, and willing to discuss public affairs in which he took a keen interest.

He served as a member of the common council in 1874 and 1875, but from that time he did not appear to have an ambition to serve in the city council, and although his name was several times mentioned as a mayoralty candidate, and the nomination was several times urged upon him, he declined to consider the proposition.

He was an active member of the Gloucester Board of Trade, serving as president from 1892 to 1905, a director of the Gloucester Mutual Fishing Insurance Company and a member of the Fisherman's Institute.

Mr. Cunningham leaves two brothers, William T., of this city and Guy Cunningham Esq., of Boston, and one sister, Mrs. Florence, wife of Joseph O. Procter of this city. Another sister, Mrs. Annie W. Thompson, died some years ago.

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### Today's Receipts.

Sch. John Hays Hammond, Georges 50,000 lbs. fresh fish.

Sch. Yakima, LeHave Bank, 55,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, Georges, 55,000 lbs. fresh fish.

Sch. Dora A. Lawson, Bay of Islands, N. F., 500 bbls. frozen herring, 100 bbls. salt herring.

Sch Ingomar, Bay of Islands, N. F., 800 bbls. frozen herring, 100 bbls. salt herring.

Sch. Jennie G. Gilbert, Maine coast.

Sch. Rebecca, shore.

Sch. Flora J. Sears, shore.

Sch. Edith Silveira, shore.

Sch. Maud F. Silva, shore.

Sch. Ida S. Brooks, shore.

Sch. Emily Cooney, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Walter P. Goulart, shore.

Sch. Rita A. Viator, shore.

Sch. Clara G. Silva, shore.

Sch. Manomet, shore.

### Today's Fsh 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 deck handline cod, $4.00 for large and $3.00 for medium.