

Feb'y 2.

Going On Grampus As Expert.
 Capt. Jerry Cook Of This City
 Has Honor Given To Him.
 He Will Accompany the Vessel
 in Search for Mackerel.



CAPT. JERRY COOK,
 Who will Have the Honor of Going on
 the Grampus.

Capt. Jerry Cook of this port is the man who has been selected to accompany the expedition of the U. S. fish commission sch. Grampus on her mackerel research cruise the coming season. The choice was made yesterday at the annual meeting of the Master Mariner's Association, and it was unanimous.

This action was taken in accordance with a request from the Bureau of Fisheries, under the auspices of which the mackerel hunting cruise is to be made, the latter requesting the association to recommend to it a skipper, who in the judgment of its members would be a good man for the work at hand.

The unanimous action of the association in endorsing Capt. Cook is recommendation of the highest sort. Capt. Cook is a bright, smart master mariner, with good ideas and good judgment, who has been mackerel fishing for many years and competent to undertake the important task for which his brother master mariners have so highly endorsed him.

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CLAMMERS HURT.

Open Season Has Interfered
 With Their Market.

The unusual open condition of the waters along the New England coast, which has permitted of more extensive fishing operations than in past years, has created a shortage in the demand for shellfish, and thousands of men along the coast of Maine and in the Cape Cod and Narragansett Bay sections are without their usual work at this season.

These men annually secure a substantial income from the result of their diggings, the markets of New York, Boston, Philadelphia and other cities being always open to clams, oysters and scallops, in the absence of fish, during the winter.

This year, however, the fishermen are bringing in catches equalling those of the most favorable season of the year in many cases, and the demand for shellfish has fallen in consequence. The Narragansett Bay and Cape Cod clam diggers are reported to have stored large quantities of the bivalves during the fall, in anticipation of the usual demand during the winter, and all their labors have gone to naught.

While the demand for lobsters continues as usual, the supply also remains at the low ebb which has been evident for several years. The lobster is always a favorite, and it is believed that the supply can never exceed the demand to such an extent as to cause any material reduction in price.

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AGAINST THE LEASE SYSTEM.

Animated Meeting at Ipswich
 on Clam Question.

As indicating the great interest shown in the protection of the clam industry of this section there were over 100 people gathered at Ipswich Town Hall yesterday to consider what might be done to contest the recommendation of the fish and game commission to lease the flats for propagation purposes.

Hon. George A. Schofield of Ipswich was elected president of the meeting and Hon. James E. Tolman of this city was elected secretary. An executive committee was elected from each city and town represented. This committee includes among others Hon. James E. Tolman of Gloucester, X. Burnham and Aaron Cogswell of Essex and Eli Morgan of Rockport.

It was voted to draw up a set of resolutions expressing the sense of the meeting regarding the proposition of the state commission and send the same to that body. It was also voted to make effort to get the other cities and towns having shellfish industries to take similar action. It was voted that an article be inserted in the town warrants of this year asking the people to express an opinion upon the subject.

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NUNAN DAY AT T WHARF.

Three of the Cape Porpoise Fleet in
 with Good Fares.

It is Nunan day at T wharf today, for of the six market boats there, with fares, three are of that well known Cape Porpoise fleet of drivers, the Sylvia M., Elizabeth W. and Mildred V.

Each has a good fare, having struck a good spot of haddock and at the fancy prices offered, will make big stocks. Sch. Athena of the market fleet, with 22,000 pounds of fresh fish, mostly haddock, will make a stock of over \$1000, a big one indeed for a shore boat.

There is only one off-shore vessel at T wharf this morning, sch. Rex, with a small fare, 33,000 pounds of fresh fish.

Fish are bringing a fancy price and the dealers are eager for them. Haddock are bringing \$5 for shore goods and from \$5 to \$7 for codfish.

Big Fleet Out.

The big fleet of shore market boats over 30 of them, went out this morning to try to get a chance to make a set and reap the benefit of the high prices this week at T wharf. It is blowing hard outside, however, and there is every indication of another snowstorm, so it is doubtful if they get out to Jefferies and their return is looked for before night, although some of the daring chaps may keep on and risk a set.

Coasting Notes.

Sch. Oliver Ames, the largest two-masted schooner on the coast, is in port today bound from Bay View for New York, stone laden.

Sch. Ralph K. Grant, which was nine weeks getting here from Southwest Harbor, Maine, with a cargo of cured fish, has discharged her cargo this morning, got under way for her home port, but did not go far as the heavy winds outside and threatening snow storm caused her skipper to soon bring her back to her anchorage.

Only One Arrival Today.

There is just one fishing arrival here today, the first from off shore, by the way, since last Wednesday night. The craft is sch. Hattie L. Trask, Capt. Owen Whitten, from a Georges handline trip. She is iced up quite a bit, but her crew don't mind that, for she has a fine fare, 35,000 pounds of salt cod and 2500 pounds of halibut. The skipper reports bad weather.

With Cargo of Cured Fish.

Sch. Sadie A. Kimball arrived here yesterday afternoon from Southwest Harbor, Maine, with a cargo of cured fish, consigned to Fred Bradley.

Shipped Halibut Home.

Sch. Waldo L. Stream, of this port, before reported at Halifax to repair and refit, received permission from Ottawa to ship her halibut and accordingly sent along a consignment of 14,652 pounds.

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CAPT. DOYLE'S HARD TRIP.

Secured Good Catch Despite
 Adverse Conditions.

Sch. Arabia, Capt. William Doyle, which came from Boston Sunday, has completed what has certainly been a hard trip. Capt. Doyle, in spite of adversity, stuck it out, however, got a good catch of fish and got a good stock out of it.

She went to Western bank the first of the year and struck into more than her share of bad weather. After being on the ground a short while her rudder braces were snapped off while hove to in a heavy breeze, and the steering gear was also damaged.

Making an emergency rudder of an anchor stock and cable, Capt. Doyle worked his craft 120 miles almost to Halifax, being obliged to anchor in a thick fog at St. Margaret's Bay, a short distance from that port, not caring to take the chances of running her in in her disabled condition and perhaps get ashore.

A towboat, learning her disabled condition, wanted an exorbitant price to take the vessel in but Capt. Doyle succeeded in making a better trade with him later.

In heaving up, the Arabia's cable fouled one of the Atlantic cables, so 40 fathoms, with the anchor, were cut away that the latter might not be damaged. For this Capt. Doyle was recompensed at the office of the company at Halifax.

Capt. Doyle says it was lucky he took the towboat, for soon after they got in at Halifax, a heavy gale sprang up, the wind reaching 60 miles an hour. Had he remained where he was, it would have been impossible to have worked the craft off shore and to have tried to ride the gale out there might have been a most serious proposition.

The Arabia hauled out at Halifax and repaired and then completed her trip, although the same old hard weather hung with her until she reached T wharf.

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TIMES FISH BUREAU.

Today's Receipts.

Sch. Sadie A. Kimbal, Southwest Harbor, Maine, cargo of cured fish.
 Sch. Hattie L. Trask, Georges, 35,000 lbs. salt cod, 2500 lbs. halibut.

Today's Fish Market.

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

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

Bank halibut, 10 1-2 cts. per lb. for white and 8 1-2 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.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$3.00 per cwt.

Boston.

Br. sch. Juniata, 700 bbls. frozen herring, 85 bbls. salt herring.

Sch. Sylvia M. Nunan, 12,000 haddock, 2000 cod, 3000 hake.

Sch. Elizabeth W. Nunan, 7000 haddock, 500 cod, 3000 hake, 2000 cusk.

Sch. Rex, 33,000 haddock, 3000 cod.

Sch. Athena, 20,000 haddock, 1000 cod, 1000 hake.

Sch. John M. Keen, 10,000 haddock, 800 cod, 2000 hake.

Sch. Mildred V. Nunan, 11,000 haddock, 1000 cod, 1000 hake.

Sch. Ida M. Silva, 4000 haddock, 300 cod, 300 hake.

Haddock, \$2.50 to \$5 per cwt.; large cod, \$5 to \$7; market cod, \$5 to \$7; hake, \$3.50 to \$6; pollock, \$4; cusk, \$2.50.

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Sch. Helen B. Thomas is on Burnham's railways.

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The Silsbee was the most costly fishing vessel ever constructed. She was fitted with a 300 horse-power gasoline engine, the largest in the fleet, and fitted and ready for sea represented an outlay of at least \$25,000. She has been going but four seasons and before going ashore was considered worth \$16,000 or \$17,000. She is owned by the Atlantic Maritime Co., of this city and it is understood to be partly insured.

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Most of the crafts only made short sets, but several got splendid returns 18 of them getting from 8000 to 17,000 pounds, mostly haddock, which means from \$15 to \$35 to a man for a short afternoon's work. Others of the fleet did not do so well, getting only from 2000 to 4000 pounds, while others were almost completely "skunked."

After the boats got on the ground it did not look too good and nobody seemed anxious to set, but after a while one chap put his dories over and of course the rest had to follow although all realized they were taking chances. The thoughts of the big prices they were sure to get urged them on and today, at T wharf, the crews of 22 of them are profiting on the strength of the chances they took. They struck a big market, getting \$4 for haddock and \$6 to \$7.50 for large cod, which means a good trip for every boat there.

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Cape Cod Expert Believes

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Capt. Dyer's Views.

Capt. Charles A. Dyer of Portland, who has caught, handled and sold thousands upon thousands of barrels of mackerel and who has been accounted one of the authorities on the mackerel subject has written to the Times on the subject. Capt. Dyer has always, season after season, made a resume of the fleet and expressed his opinion as to what should be done to ensure the success of the fleet the following year.

Capt. Dyer writes that he is glad to see that some efforts are now to be made to improve the situation and calls it a most important move in the interests of Massachusetts and Maine. He believes that one thing which should be done at the outset, to insure an improvement in the catch from year to year, is to have a close season; that is, to

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He says that the old time mackerel catchers have not forgotten the Chatham, Boon Island and Middle bank catches during the three months mentioned, but for the last 15 years the season has practically closed before the part of the year when the big catches made at these points has arrived. He states that, of course, it is too late to advocate a close season for this year, but not too late to advocate it for 1910.

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He says that he has had 30 years experience in the mackerel fishery and has made a close, careful study of their habits and believes that the habits of these fish are not as much unknown today as they were 100 years ago.

He says it is true that it has been nearly 25 years since we have had an average catch of mackerel, but that it is because

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