

regular and reliable means of transportation, to bring the fish direct from the fisherman to the consumer.

That is what Mr. Aflalo lays such stress upon—a regular supply of fresh fish must, he says, be the paramount object of all future fishery effort.

He has shown the stimulus given to the development of the British fisheries by rapid railway communication from the fishing ports to the great centers of population,—that what is essential to create a great and permanent fishing industry is a daily supply of fresh fish such as we have in England—so that the fishermen are kept in direct contact with the market and have the advantage of a ready money business—rather than the accumulation of great stocks of frozen fish, bought cheap where there is a glut, and sold dear when there is a scarcity.

As I have before stated, to keep fish in cold storage for long periods is by no means a satisfactory solution of the problem. A leading article in the "Daily News" of St. John's, Newfoundland, of the 9th January, 1913, commenting upon an interview in the Montreal "Witness" with Dr. Robertson, the head of the Canadian Conservation Department, states certain draw-backs to it very clearly and forcibly:—

"Dr. Robertson's idea was that cold storage would cheapen the price of food. Instead it has worked in favor of the trusts. Fish bought for a small figure is held in cold storage until stocks are low, when it is placed there at the seller's price; so with eggs and meat. Another serious feature, and one that the Health authorities are beginning to appreciate, is, that although cold storage preserves, it does not so indefinitely, so that foodstuffs deteriorate under the process. The result is that the article sold is often positively detrimental. . . Health authorities have had sufficient opportunity to say just how long it is safe to keep the various food stuffs. If it were made illegal to sell cold stored article after such time, the trouble would soon vanish, and cold storage prove what it should be, a blessing to man. As things now are, the producer and consumer are both being sacrificed for the benefit of the cold

storage magnate who attempts to corner the market."

If instead of cold storage depots, in which the fish is kept for an indefinite time, train-ferries and refrigerator cars were employed in which it could be kept constantly moving through to the different markets, none of these bad results would follow. The fish would be delivered to the customer in a fresh and wholesome condition, and the cornering of markets and consequent control of prices would be rendered extremely difficult.

The fishermen would have an alternative market and the regularity and rapidity of the service would enable them to deal directly with their purchasers, at fair competitive rates.

There is no reason, whatever, why the fisheries here should not be developed in the same wonderful way as the British fisheries if efficient means can be devised for marketing the fish fresh; for bringing it, not from one or two great distributing centres, but for linking up as many great fishing areas as possible so that they may all share in the same rapid transportation service in spite of the long distance to which the fish will have to be sent. The only suitable means for doing this seems to be the refrigerator car, and if the Newfoundland fish is also to be used, the train-ferry, Sir Douglas Hazen, when Minister of Marine, stated that freight trains with iced freight cars had proved to be unsatisfactory. The trains were a long time on the way, the ice melted and the fish was spoilt; and he said that the plan had been adopted instead of sending the fish by a refrigerator car, attached to the passenger Express, with excellent results.

I have often been asked why ordinary steamers, with refrigerator holds, would not do just as well as refrigerator cars on a train-ferry. Sir Douglas Hazen's statement is the answer—with the repeated handling, the fish would deteriorate even more than it has been found to do in the iced freight cars.

Those familiar with the fish trade say that the only way by which satisfactory results could be obtained, would be to pack the fish into refrigerator cars directly after being