

was built for the accommodation of fishermen. Amsterdam was originally a village of herring catchers. It was an ancient proverb—

Amsterdam is founded on herring bones, and Dutchmen's bodies are full of pickled herrings.

The naval greatness of England came from the same source. The ancient rule of the church which forbade the eating of meat on Friday is said to have been due to a politic purpose to encourage fisheries. In 1563 the British Parliament, to encourage the building up of a naval marine, passed an act extending this prohibition to two more days of the week. The act declares that—

As well for the maintenance of shipping, the increase of fishermen and marines, and the repairing of port towns, as for the sparing of the flesh victual of the realm, it shall not be lawful to eat meat on Wednesdays and Saturdays unless under a forfeiture of £3 for each offense.

Edmund Winslow, the governor of Plymouth, has recorded that when King James asked the envoy of the pilgrims who went over from Leyden to England to tell him of the place they had fixed upon "what profits might arise in that region," the answer was "fishing."

The fishermen are the only portion of a nation that maintain unimpaired their fighting quality during a long peace. Armies become enervated on a peace establishment. But the daily life of the fisherman is a constant discipline in fearlessness, endurance, and activity. Our fishermen are all we have left on the sea as a resource for a sudden occasion.

If anything further were wanting to show the importance of this occupation to national defense and to national wealth it would be found in British and Canadian testimony. Our free-trade friends talk about the duties on fish. They tell us of the hardship of a tax on so cheap and wholesome a food. Mr. President, we pay \$600,000 a year for West Point and Annapolis. Canada exported from the produce of her fisheries in 1887 a value of \$6,843,388. Of this we took nearly a million and a half. Every dollar of that was a payment to our great rival, to our only possible enemy, towards the support of a naval school to which Annapolis or Greenwich is quite unimportant.

The desire of Canada and Great Britain to contract within the least possible limits the fishing ground to which America shall have access, and to possess themselves without obstruction of the calling which brings to the great American market its supply of fish for food and fish-oils, has a vastly larger purpose than a mere struggle for a profitable industry, important as that may be.

England possesses to-day the great steam fleet of the world. She has, subject to the authority of her Queen, or under her political or commercial control, three hundred and fifty millions of people, a third of the population of the world. She controls the commercial dealings of the inhabitants of 12,495,000 square miles of territory, an area four times as great as that of the Roman empire. She has taken possession of all the great routes of commerce. She steps from island to continent, and from continent to island, from fortress to naval station, and from naval station to fortress. Let me repeat a few sentences which I uttered here last year:

England has not only laid her hands on these enormous countries and the men who inhabit them, but the way she has got control of the great highways, the great roads of commerce, is more wonderful still.

There are four great roads by which the commerce of the world must travel from nation to nation. There are two old roads and two new roads. The old roads are down through the South Atlantic. One