

This shows an unprecedented development in bounty-fed exportation in 1897, the exportation in that year from Bordeaux alone being very little short of the entire exportation from France in 1896. I understand that the reason for this is that the fisheries in French vessels were unusually large, while the other fisheries were very small, and consequently the French market was more largely drawn upon for exportation than is the case when English and Norwegian fisheries are prolific.

The following figures show the movements of the fish trade inwards to Bordeaux and the whole of France in 1897:—

	Number of Vessels.	Tonnage.	Crews.	Codfish.		Oils, Roes, and Residues.
				Green.	Dry.	
				Kilos.	Kilos.	Kilos.
Bordeaux	190	25,481	3,151	37,972,017	417,272	1,340,763
France	598	57,129	9,671	51,548,682	1,764,682	3,602,100

By comparing the number of vessels with the total tonnage, it will be seen that it is vessels from the Newfoundland fisheries which chiefly come to Bordeaux, they being larger than the vessels employed in Iceland. Whereas the number of vessels arriving was only 31 per cent of the whole entered in France, the tonnage which arrived at Bordeaux was very nearly 45 per cent. of the whole. The crews numbered 32 per cent., and the codfish imported equalled 65 per cent. of the total importations.

The tonnage of the vessels entered at Bordeaux employed in the cod-fisheries since 1879 has been as follows:—

Year.	Tons.
1879	16,555
1880	14,607
1881	14,263
1882	17,576
1883	20,786
1884	21,836
1885	27,175
1886	23,595
1887	26,885
1888	22,595
1889	25,053
1890	24,639
1891	20,010
1892	19,255
1893	18,662
1894	16,771
1895	22,351
1896	24,669
1897	25,481

From the foregoing table, it is seen that in about 20 years the tonnage of the cod-fishery vessels coming to Bordeaux has increased by over 53 per cent., and that between 1879 and 1885 it increased