

"The principal fish in Newfoundland," he says, "is the cod, so much so that it overshadows all other fish. Its total value last year (1913) was £1,644,700, whilst the value of the herrings was only £79,983. Yet from my own observations and from the information I was able to acquire there seems to me no doubt that, properly handled, the herring fishery may become almost as important and as valuable as the cod."

Mr. Duff found that the Newfoundland herring have a somewhat tougher skin than the Scottish herring, which will enable them to bear transportation better. He says: "I consider them for flavor and quality superior to the bulk of herrings caught in Scotland. Indeed, the herrings of Newfoundland remind me of those caught on the west side or Atlantic side of Castle Bay, Scotland, the finest in quality and flavor in the British seas."

The Newfoundland cod fishery is the greatest in the world but Mr. Duff says: "Immense though it be, it is capable of still further extension if improved methods of fishing were adopted." He speaks most favorably also about the salmon: "Moreover the salmon at the present time is caught almost entirely in the cod traps. If it were fished for with proper salmon nets, the salmon fishery might be developed into a most important branch of the fishing industry, for from all I could gather there seems little doubt that with proper protection Newfoundland might be made one of the most important salmon-producing countries in the world." Mr. Duff dealt briefly with many other kinds of fish, haddock, hake, halibut, the Newfoundland turbot, flatfish, skate, caplin, smelts, sea-bream, tuna or horse-mackerel, lobsters and cels.

Even dog-fish are being used freely both in London and in New York, and are fetching good prices. As Mr. Duff expresses it, "Once get a means for getting fish away, and before long every fish in the sea that comes to the net or the line will be utilized, as is the case in the densely populated countries of the Empire." He sums up the possibilities of these vast and largely undeveloped fishing grounds in the following words: "With its harbors

and its great, land-locked fiords Newfoundland ought to build up a fresh fish industry which will in time equal its salt-cod industry, and be unrivalled anywhere in any part of the world. The initial difficulty lies in the very immensity of the coast line, in the means for collecting the fish when caught, and concentrating it at suitable points for transportation to the European and American markets; for the first essential—I would again lay stress upon this—to a successful fresh-fish industry, is as far as possible a constant and uninterrupted supply of fish, and regularity and rapidity of delivery."

How rapid the growth of a fishery can be, when ready means of access to a market are provided, is exemplified in the case of Grimsby.

"I will quote from Mr. Aflalo's well known book, 'The Fishing Industry of England and Wales.'"

In 1854 Grimsby despatched 453 tons of fish. In 1882 the total was 56,000 tons; in 1892, 78,225 tons; and in 1902, at the end of which year the port owned over 500 trawlers, mostly under steam, the output reached the enormous total of 165,570 tones. . . .

In an average busy day the Great Central officials are concerned in the dispatch of two or three hundred fish wagons, conveying 700 or 800 tons of fish, while as many as 1,153 have actually been sent away in one day."

M. Marcel Herubel in a most valuable book on Sea-fisheries, published in 1912, shows how the same rapid development has taken place in Boulogne. To take a nearer instance, during the present war Iceland, which was a poor country, has become rich by the sudden rise in the importance of her fisheries—whilst Norway has trebled both the value of her catch and of her manufactured fishery products. The Government has taken control of all branches of the fisheries and is spending the greater part of the increased revenue in railways and improved coastal communications to enable them to be still further developed. If similar efforts were made here, and if suitable means of transportation were provided, a like development might be confidently looked for here.