

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.

### TRAIN FERRY SERVICE.

Now how can that be secured? I have been asked by the Government to give my opinion regarding the feasibility and usefulness of the proposal which has recently been put forward for the linking together of the two great bays, Placentia and Trinity—by means of a short standard gauge rail line across the Isthmus of Avalon, and the establishment in connection with it of a train ferry service to Louisburg, from little Southern Harbour, or from some other suitable port on the Placentia Bay side of the Isthmus. I do not care to offer any opinion as to the train ferry. I can of course see that if such a thing be possible as conveying a train upon a steamer in the way that is outlined, it will save handling, always a great desideratum when dealing with fresh fish, and that it will insure a more regular as well as a more rapid service. But whether the advantages which can be obtained are sufficiently great to justify the putting on of a train ferry boat instead of employing the less costly means of a refrigerator steamer, I am not in a position to say, but I have been able to form a very definite opinion as to the value of the proposed line, I think it would form an absolutely necessary link in by far the most practical and economical means for the opening up of a market for fresh fish both in Europe and America, for the main difficulty in the way of establishing such a market has not been in the catching of fish, but in the collecting and concentrating of it in the way most suitable for transportation.

### COLLECTING SYSTEM.

Each of the great inner arms of the bays is a fishing ground in itself, and the problem is how these fishing grounds can best be utilized not separately, but in co-operation with some general system of transportation.

Now a glance at the conformation of the two great bays in question Trinity and Placentia, will show how easy it would be to organize a collecting service in each of them; to gather up the fish day by day as it is caught, and to hand it over at the two terminal points on each side of the Isthmus. In order to judge for myself I went to Trinity accompanied by Mr. Thomson who has had so much to do with the proposal, and we took the 'Ethie' to Clarendville, and I was able to see how simple a matter it would be for a motor boat doing about ten knots and carrying from 100 to 150 tons of cargo to go rapidly round the bay every twenty-four hours, collecting fish on its way. The distance is not great from Catalina at the entrance of the Bay to Tickle Harbour at its head, only about 70 miles, and a boat such as this could call for fish all down one side and up the other; at Catalina, Port Rexton, Trinity, Bonaventure, Ireland's Eye, Heart's Ease and Bay Bulls Arm, deliver its fish there and go up the other side to Tickle Harbour, Heart's Content, Old and New Pelican and Grate's Cove, and then go across the bay again to Catalina. The fishermen are already getting motors for their boats, and such a service would stimulate them to get still bigger and better boats and motors so that they could go out and fish without difficulty or dependence on wind and tide, and be able to have their fish ready every day to meet the collecting boat at the point most handy for them—and the most important point of all to receive in return for it ready cash. I afterward went over Placentia Bay in the 'Argyle' and found that the facilities for collection, though different, were almost equally satisfactory. There the