

are introduced. The lobsters fetched last year in Scotland an average of 1/3 each, although they are not nearly so large as those found in Newfoundland. It is evident therefore, that the time will come when lobsters will be far too valuable to be canned. They will all be sent to market in a fresh state.

HARBOURS.

Newfoundland enjoys the inestimable advantage of a great number of excellent natural harbours. There are few stretches of straight shore without a harbor of some kind. Almost everywhere the fishermen can find shelter in time of need. In the North Sea on the contrary—and it is a particularly rough and stormy sea—the chief fishing ports are on the most exposed portions of the coast. The East coast of England is even worse off than Scotland for fishing harbors, but on the whole of the North east shore of Scotland, between the Firth of Forth and the Cromarty Firth, a distance of some sixty miles there is no good natural harbour. At Aberdeen, Peterhead, Fraserburgh, and Wick, fishing-boat harbours have, it is true, been made, but only with a great expenditure of labour and cost.

The importance of harbours for the efficient prosecution of a fishery cannot be over-estimated. Men will hang on to their nets to the last moment when they know they have a place of refuge at hand into which they can run at any time of the tide. But they will not risk it when they know that the neighboring harbor has a difficult and shallow entrance and is only accessible at certain states of the tide. The requirements of a fishing boat harbor were stated in the Report of the Commissioners, appointed in 1878 to inquire into the Scotch herring fishery to be as follows:—"The requisites of a perfect fishing boat harbour are an entrance which will allow the boats to have free access and egress at all times of the tide; perfect shelter within the entrance, suf-

ficient space for all the boats that frequent the place to be together without crowding or jostling, enough depth of water in every part of the harbour to enable them to be afloat at all times of the tide, and proper facilities for taking in their nets and gear and landing their fish."

A NATIONAL ASSET.

There are very few harbors in Newfoundland which do not comply with all these requirements. No country in the world has, I should say, so immense a coast line, with its vast indented floods or bays, with great inner arms extending out of them still further into the land, and nowhere are there such wonderful deep water land-locked natural harbours, lying often within a few miles of each other, and so capacious that a whole fleet of the largest steamers might shelter in them with ease.

The two greatest necessities for the development of a fishery are suitable harbours, and the adoption of steam or motor propulsion for the fishing craft; and the constantly increasing size of the fishing boats makes the spacious deep water harbours of Newfoundland a national asset of the greatest possible value. The provision of motor power would conduce to the economic development of the fisheries by affording more regular employment of the boats and enabling fishermen to work larger boats where by they could go more into the open sea; and by enabling the fish to be brought to market more quickly, more regularly, and in better condition.

LIMITLESS SUPPLY.

I have dealt already with the supply of fish, most observers agree that it is practically inexhaustible. With the facilities for catching it, with its harbors and its great land-locked floods, 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