

The Newfoundland Bait Act, now in abeyance, was another notable infraction of the rules of international courtesy. It was the outcome, principally, of the interference on the part of France with the free enjoyment of the neutral markets of the Mediterranean by the bounty system—a system the resultant of the “French shore” dispute as to the interpretation of the Treaty of Utrecht of 1713, a fit subject for arbitration.

The Netherlands Indian officials have recently warned the master of a pearling schooner from Australia that he might not visit the port where the mail steamer calls.

*Extension of Privileges to Foreigners.*—In order to give effect to the recognition that ocean fisheries are international property and not so in name only, the facilities I have enumerated require, if possible, to be extended to meet the practical needs of the strangers using the fishery. *a*, *b*, and *c* are already extended in British North America along the entire coast line as well as in ports. Ports were made for ships, not ships for ports, and foreign fishermen chafe at losing valuable time in going to ports to do what they could do just as well at many other points under shelter of the coast. They desire the extension of *d*, *e*, *f*, *g*, *h*, and *j* to the coast line generally, and by such extension the inhabitants would profit considerably, inasmuch as the prices paid would not suffer from competition so much and they would not be grudged. As *a*, *b*, and *c* are already conceded, the facilities for smuggling, slaving, or fishing inshore would