

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10x		14x		18x		22x		26x		30x	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>									
12x		16x		20x		24x		28x		32x	

No. 492.

Miscellaneous Series.

FRANCE.

DIPLOMATIC AND CONSULAR REPORTS.

FRENCH FISHERIES ON THE
GREAT BANK OF NEWFOUND-
LAND AND OFF ICELAND.



FOREIGN OFFICE,

February, 1899.

No. 492 Miscellaneous Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

CENTRE FOR Nfld. STUDIES

SEP 18 1995

MEMORIAL UNIVERSITY
OF NEWFOUNDLAND

REPORT ON THE

FRENCH FISHERIES ON THE
GREAT BANK OF NEWFOUND-
LAND AND OFF ICELAND.

*Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1899.*

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., Limited, 104, GRAFTON STREET, DUBLIN.

1899.

[C. 9045—20.]

Price One Penny.

CONTENTS.

	PAGE
Fishing vessels	3
.. and preparation on board	3
Drying grounds and preparation on shore.....	4
Packing and prices.....	5
Bounties	5
Table of importations	7
,, exportations	8
Fishing ports	10
Origin of bounties	11

TABLE of Weights and Measures used in this Report.

25 fr.	= 1L.
1 quintal = 100 kilos.	2 cwts.
1 kilogram	2.2 lbs. avoird.

Report on the French Fisheries on the Great Bank of Newfoundland and off Iceland, by Mr. Walter R. Hearn, Her Majesty's Consul at Bordeaux.

(Received at Foreign Office, December 31, 1898.)

About the month of June, as one walks along the Bordeaux quays, if the breeze is from across the river, one becomes painfully aware of an odour, not fragrant nor positively offensive, which possibly carries one's thoughts away at once to former scenes among the Lofoten Islands, the coast of Iceland or the banks of Newfoundland. There is no doubt about the smell of salt cod, and on looking to the river, a double row of vessels, some barque, others schooner rigged, is seen moored down the middle of the stream, and from them the city air is filled with the foreign scent. Descriptive

The fishing vessels begin to arrive in June and continue to come until Christmas time. They are not clean, trim looking vessels, but craft that look as if they could stand a great deal of wear and tear, permeated with cold blasts and damp fogs, salt without and salt within, even the sails sodden with salt and sounds. On the deck are piles of dories five or six in each pile, each boat fitting into the other like Indian boxes. There is as a rule one boat for every two men of the crews, which number from twenty to twenty-five on the larger vessels, measuring up to 300 tons. These are the boats which, when on the banks, go away each morning, like ducklings paddling from the mother duck, and, after see-sawing all day on the ocean swell, probably hidden from view of everything by a dismal fog, in imminent danger of being cut in two and sent to the bottom by some unconscious ocean tramp steamer rushing through foggy space, without any vestige remaining afloat or drowning cry heard to tell the tale, return in the evening laden to the thwarts with their hard-earned spoils. Fishing vessels.

The system of fishing employed in these boats is that of bottom lines, with fifteen to twenty hooks on each, so that a single haul if a good one may bring up a dozen good fish. The codfish have, of late years, fallen off in size, and large fish of 12 to 15 lbs. have become scarce, but, on the other hand, the number of fish has increased enormously, but they are of poor size, averaging some 4 to 6 lbs. When the boats have brought back their harvest to their big parent, the fish are beheaded, cut open and gutted, and the major part of the spine extracted. The head is about the only part thrown overboard, but not before the Fishing and preparation on board.

tongue has been extracted, as this is considered by many people a delicacy.

In Norway, the heads are piled into huge heaps, ground down to powder and used as manure; and I believe that in very hard winters, when fodder is not to be had, the cows are fed on them. Animals have to be strongly fenced off from the drying grounds at Bègles, a suburb of Bordeaux, as they are very partial to codfish, on account of the salt they contain. The livers and offal are placed in barrels, that the oil may be extracted, while the roes are brought home for the sardine fisheries.

The fish are spread out flat in the holds of the vessels, in layers, with salt between, and thus the work goes on day by day, the vessel seldom touching at any port, or even sighting land, until, her stained and patched sails filled by the favouring breeze, she makes her way home to "la belle France," and, moored in the muddy waters of the River Garonne, distributes her odoriferous cargo to the drying grounds of Bègles, where the only landscape is that of miles of suspended codfish. The number of vessels employed in the Great Bank fishery is about 190, from 250 to 300 tons, whereas the schooners employed in the Iceland fisheries average about 150 tons.

Drying
grounds.

The drying grounds at Bègles are some twenty-five in number, there are also two at Talence, the next commune. The ground that I was kindly permitted to visit lately at Bègles, and shown over by the most obliging and amiable proprietor, who took much trouble to explain everything connected with the business, had 50,000 codfish hanging up drying at the same time. Each fish occupies at least 18 inches space on the drying rails, so that, in that one ground, there must have been 75,000 feet, or about 14 miles of rail, and, if all the twenty-five drying grounds are of the same capacity, the village of Bègles must contain about 350 miles of rails capable of drying at the same time 1,250,000 of codfish.

The fish are conveyed from the vessels, moored below the Bordeaux bridge, in lighters to the Bègles landing place about 2 miles up the river, and are, from there, carted to the sheds in the drying grounds, where they are stacked until the demand for them causes them to be prepared.

Preparation
on shore.

There is no secret whatever about the mode of preparation, as some merchants would have it believed. The fish are first of all washed in troughs, and the salt brushed out of them with brushes made of dogs' grass or esparto grass. So soon as they are sufficiently free of salt, those fish destined for the Spanish market have the blackish skin of the stomach, which adheres to the flesh, removed by women, but this is not done for other markets. They are then conveyed in wheelbarrows to the rails and dried, every fish being invariably taken back into the sheds at night, and re-hung in the morning, if the weather is suitable. The rails on which the fish are dried are formed of upright posts in rows, 20 to 25 feet apart, with transverse double laths nailed horizontally along them, one set of laths being about 6 feet and another 3 feet from the ground. I noticed that some rows of posts had three sets of laths, doubtless to dry the smaller fish on.

The rails run east to west, so that the sun may be the whole day on the interior of the fish, which is exposed towards the south. The tail of the fish fits into the double lath, and can be turned to right or left, so as to regulate the amount of sunshine on the fish. A moderate sun, with a gentle, dry, northerly breeze, is the best suited for drying fish, with a temperature of from 22° to 25° Centigrade (72° to 77° Fahr.), and under these conditions the fish require three days to be dry enough for the market. A higher temperature is bad for the fish, and it is not possible to dry them in full sunshine in summer, or they melt and rot and fall from their tails. In summer, therefore, it is necessary to shade the fish with straw mats placed across the tops of the poles so as to form a roof. In rainy, foggy weather, which is by no means rare in this part of France, outdoor drying is out of the question, and drying houses have been erected on three or four of the drying grounds, heated by means of hot air or steam, conveyed in pipes round the room, with electric fan ventilators to carry off the damp steamy atmosphere. They have, however, not found much favour, as they do not perform the work nearly so effectively as the sun and fresh air.

The fish cured here are not dried so much as the fish cured in Norway or Newfoundland, as they are not sent such long distances, and it is, of course, of advantage for the fish to lose as little in weight as possible. As it is the fish dried at Bègles lose about 25 per cent. of their weight.

The system of hanging out and taking in the fish is very slow and laborious, but the cod fish drier is very averse to progress, and dislikes any innovation in the mode of preparation carried down from his ancestors. A system of Décauville rails and trucks would economise half the labour and a great deal of time in drying. On the ground I am describing 30 permanent labourers and several women are employed, and extra hands are taken on in busy times.

When dried the fish are packed in casks of 300 kilos. (6 cwts.) for the French West Indies, and in bales of 50 kilos. (1 cwt.) for European markets, and in smaller quantities for home consumption. With regard to sizes of fish, it appears that the demand for size varies, and that sometimes the demand is for small fish, and at others for large, so that the prices vary not with the size, but with the demand for size. The average price for some years for all sizes of fish has been from 55 to 60 fr. (2*l.* 4*s.* to 2*l.* 8*s.*) per metric quintal of about 2 cwts. The system of treating the fish with sulphur or other drugs to make the flesh whiter is little used by the Bordeaux driers, who say that it spoils the fish.

Packing and prices.

As I have shown by the foregoing description, the port of Bordeaux is largely interested in and occupied with the French codfish trade, which the bounties and drawbacks accorded by the French Government exclusively to French vessels, and to the produce of French fisheries transported in French vessels, constitute a monopoly in France and her colonies.

The main object, however, of these bounties, unlike the sugar Bounties.

and other bounties, is not to create a trade monopoly, but has a far reaching national object. The French Government, seeing that the advent of steamers is fast driving sailing vessels off the seas, and consequently that the number of sailors is diminishing, has instituted these bounties as an encouragement to men to take to the cod-fisheries in order that they may become hardy and expert seamen, and form an efficient reserve for the navy. The Newfoundland vessels carry crews of about 25 men, and the younger men probably spend from five to 10 years in fishing vessels, although, of course, many remain in them till they retire from old age.

Now, supposing that the men remain on these vessels, let us say, 10 years, the number employed being some 13,000, it results that, in addition to those still on the ships, there retire annually an average of 1,300 well-trained, experienced, hardened seamen to enter other branches of the mercantile marine, and who form, with the majority of the 13,000 men receiving bounties on the cod-fishery ships, a valuable reserve impossible to be obtained in any other way. Steamships will not make seamen. For this encouragement of seamanship, the French Government paid as equipment bounties in 1896 658,080 fr. (26,323*l.*).

The bounties for the encouragement of the cod-fisheries are fixed until June 30, 1901, as follows:—

Equipment
bounties.

50 fr. (2*l.*) per man of the crew for the fishery, with drying ground (*la pêche avec sécherie*) either on the coast of Newfoundland, at St. Pierre and Miquelon, or on the Great Bank of Newfoundland; 30 fr. (1*l.* 4*s.*) per man of the crew for the fishery, without drying ground (*la pêche sans sécherie*) on the Great Bank of Newfoundland; 50 fr. (2*l.*) per man of the crew for the fishery, without drying ground in the Iceland seas; 15 fr. (12*s.*) per man of the crew for the fishery on the Dogger Bank. Equipment bounties are only granted once in each fishing season (*campagne de pêche*).

Stores duty
free.

French vessels equipped for the cod-fisheries may withdraw from the bonded warehouses, that is free of duty, the provisions and other articles for their victualling. With regard to tobacco, the amount allowed free of duty is limited to 40 kilos. (88 lbs.) per vessel. The State tobacco factories, however, sell them tobacco, cigars, and cigarettes at reduced prices. The shipment of salt meats and butter as provisions gives a right to repayment of the salt tax, and refined or raw sugars put on board for the same use are rated as goods admitted temporarily. French salt used on board is exempt from consumption tax, while foreign salt is only exempted from customs duty on condition of its being used for salting at sea, cod fished off Iceland or on the Dogger Bank.

Bounties on
the produce of
the fisheries.
Exportation
bounties.

For dried cod of French fisheries, the bounty, per metric quintal (100 kilos., about 2 cwts) is:—

For codfish exported either direct from the fisheries or from the bonded warehouses in France to the colonies and French establishments in America, India, and West Africa, or in other trans-Atlantic countries, provided that there be a French Consul at the port of importation, 20 fr. (16*s.*).

For codfish exported to the colonies and French establishments or trans-Atlantic countries aforesaid, when the fish are exported from French ports without having been stored there, 16 fr. (12s. 9d.).

For codfish exported either direct from the fisheries or from the bonded warehouses in France to European countries and foreign States on the coasts of the Mediterranean, with the exception of Algeria and the former States of Sardinia, 16 fr. (12s. 9d.).

For codfish exported either direct from the fisheries or from French ports to Algeria and the former States of Sardinia, 12 fr. (9s. 7d.).

For roes of cod caught and brought to France by French fishing vessels, per metric quintal, 20 fr. (16s.).

The lower rate of bounty for codfish exported to the late States of Sardinia is an anomaly difficult to understand, but is probably the remains of some former treaty with Sardinia when it was a separate kingdom. The higher rate of bounty is easily obtained for codfish destined, say, for the Sardinian port of Genoa, by shipping it to the Tuscan port of Leghorn, and forwarding it on by railway or coasting vessel.

The vast and increasing importance of the cod-fisheries, as regards Bordeaux, will be seen from the following table of fish imported to this port since 1875. It shows that the amount increased steadily from 1875 to 1881, in which last year the Norwegian fisheries failed and Spain was obliged to come, for the first time, to France for codfish; this attracted more capital to the trade so that we see the importations in 1882 jump from the tens of millions of kilos. to the twenties, and since then the trade has gradually increased till now it is well on into the thirty millions.

Table A.—QUANTITIES of Codfish Imported to Bordeaux during the Years 1875–97.

Year.	Iceland.		Banks.		Total.
	First Fishery.	Second Fishery.	First Fishery.	Second Fishery.	
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
1875	589,572	2,737,268	2,387,918	7,315,305	13,030,063
1876	757,928	1,534,726	2,051,561	9,323,248	13,667,463
1877	568,599	1,693,155	2,177,122	9,500,521	13,938,397
1878	233,858	2,190,288	2,290,971	12,335,822	17,053,959
1879	235,428	2,363,896	2,872,840	12,707,109	18,179,273
1880	551,365	3,069,637	3,281,737	10,768,335	17,671,074
1881	637,863	1,790,406	2,318,508	10,974,606	15,721,383
1882	1,113,867	2,586,758	2,992,595	15,599,221	22,292,441
1883	940,069	1,761,149	3,466,390	18,249,687	24,417,295
1884	876,375	2,545,656	4,739,020	20,156,933	28,318,034
1885	1,044,938	2,080,680	4,710,035	24,957,500	32,793,753
1886	1,546,317	1,735,963	4,420,258	28,753,641	36,456,179
1887	456,192	1,306,920	5,328,983	23,073,064	30,165,159
1888	1,257,719	1,828,302	2,591,775	21,012,993	26,690,789
1889	1,322,129	1,930,703	3,203,131	20,776,086	27,232,049
1890	1,177,638	2,005,509	3,725,323	19,283,333	26,191,803
1891	1,266,032	2,654,324	3,932,521	15,200,374	23,053,251
1892	1,636,483	3,188,669	2,784,154	16,375,691	24,034,977
1893	1,843,318	4,191,510	2,593,055	18,348,528	26,976,411
1894	2,225,043	4,253,898	2,188,486	16,478,055	25,150,482
1895	2,030,393	3,860,851	3,946,306	23,576,740	33,414,290
1896	1,841,768	3,619,202	4,127,072	31,356,271	40,944,313
1897	1,422,071	2,670,575	3,448,635	27,636,069	35,172,350

Codfish
imported.

The corresponding amounts imported into France in the last six years were as follows:—

Year.	Codfish.		Total.
	Green.	Dry.	
	Kilos.	Kilos.	Kilos.
1892	35,187,000	1,145,100	36,332,100
1893	39,797,200	997,700	40,794,900
1894	40,196,400	1,061,200	41,257,600
1895	46,568,100	1,127,500	47,695,600
1896	52,838,800	1,164,900	54,003,700
1897	51,548,700	1,764,700	53,313,400

The codfish trade of Bordeaux amounts to about two-thirds of the entire codfish trade of France. It is carried on by the "Syndicat du Commerce de la Morue" chiefly composed of 31 merchants, 29 driers, and 6 consignees.

Codfish
exported.

The following table gives the amount of bounty-fed fish exported from Bordeaux and from France in 1897:—

To—	Quantity.	
	From Bordeaux.	From France.
	Kilos.	Kilos.
French Guiana	135,075	155,757
Guadeloupe	645,700	671,956
Martinique	1,499,770	1,586,231
Réunion	442,904	803,796
Spain	7,956,730	9,139,730
Portugal	143,062	143,367
Italy	5,008,678	5,891,678
Algiers	887,120	1,317,592
Greece, Turkey, and Levant ..	331,300	2,250,860
Other countries	130,397	142,689
Total	17,180,736	22,103,656

The corresponding amounts exported from France in previous years were:—

Year.	Quantity.
	Kilos.
1892	9,980,100
1893	8,667,800
1894	10,396,200
1895	9,462,400
1896	17,815,600

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	1,340,783
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

in an even greater proportion, owing to the entry of French fisheries into competition, in 1881 onwards, with Norway in the Spanish trade.

Fishing ports. The total number of large vessels equipped in France for the Newfoundland cod-fisheries in 1898 was 177, an increase of 17 over the previous year. Of this number, 53 belonged to Fécamp, 30 to Granville, 70 to St. Malo, 15 to Caule, 3 to Nantes, 1 to Paimpol, 3 to Binic, 1 to Dahonet, and 1 to St. Valery. For the Iceland fishery, 59 vessels were equipped in France, 40 of them belonging to the port of Paimpol. This was a decrease of 11 vessels from 1897. In addition to these vessels a large number are used as transports for the produce of the fisheries.

In order to show the codfish markets of France, in their relative importance, the following list of codfish vessels which entered with cargoes at the various ports in 1897, with their tonnage and crews, is given.

Port.	Number of Vessels.	Tonnage.	Crews.
Binic	16	1,607	434
Bordeaux	190	25,480	3,151
Boulogne	6	328	92
Calais	2	92	21
Dahonet.. .. .	4	322	97
Dunkirk	94	8,937	1,625
Fécamp	4	638	115
Granville	15	1,223	216
Gravelines	120	3,096	945
Paimpol.. .. .	43	3,940	1,010
Port de Bouc	15	2,431	146
St. Malo	31	3,342	669
St. Servan	22	2,275	515

The ports of France which export the most codfish and the amounts exported in 1897 are:—

Port.	Quantity.
	Kilos.
Bordeaux	17,180,737
Marseilles	2,142,013
Port de Bouc	2,013,263
Cette.. .. .	633,120
Granville	134,518
Total	22,103,656

Finally the following table gives the results of the fisheries and the amounts of the equipment and exportation bounties paid since 1892:—

Year.	Number of Vessels.	Crews.	Bounties.		Exports from France and Fisheries.		Bounties.
			Francs.	Kilos.	Francs.	Kilos.	
1892	1,146	12,809	595,057	296,349	59,270	13,477,386	2,275,786
1893	1,142	12,285	585,378	354,347	70,870	16,022,392	2,828,249
1894	1,136	12,559	626,160	423,621	84,724	17,325,010	3,016,401
1895	1,136	13,314	642,046	464,051	92,510	16,116,852	2,781,970
1896	1,235	13,646	658,080	617,041	123,408	23,375,903	4,841,358
1897*	664†	12,523†	621,075	768,641	153,728	26,751,744	4,611,155

* Provisional figures.

† Not including St. Pierre and Miquelon schooners.

So far as I can learn the bounties, both for equipment and exportation, were first granted by the French Government in 1851, and have existed ever since, although altered and modified on several occasions. Origin of bounties.

The year 1851 corresponds fairly well with the rise of steamship navigation, and therefore it is probable that the desire to have a practical training ground and ships for the French navy was the incentive which caused these bounties to be granted from the first.

The codfish bounties are regulated by the laws of July 22, 1851, July 28, 1860, August 2, 1870, December 15, 1880, and July 31, 1890. As the present bounties are fixed until June 30, 1901, I presume that a new law will be necessary in the year 1900.

LONDON

Printed for Her Majesty's Stationery Office

By HARRISON AND SONS

Printers in Ordinary to Her Majesty.

(1825 2 | 99- H & S 298

NEW SERIES OF MISCELLANEOUS REPORTS.

The following Reports from Her Majesty's Representatives abroad, on subjects of general and commercial interest, have been issued, and may be obtained from the sources indicated on the title-page:—

No.		Price.
415.	<i>Germany</i> .—Translation of Decree respecting Information to be given by German Custom Authorities	1d.
416.	<i>Germany</i> .—Report on the Operation of the Insurance Laws for 1896 ..	1½d.
417.	<i>France</i> .—Report on the Regency of Tunis during the French Protectorate	4½d.
418.	<i>Turkey</i> .—Report on the Bussorah Date Season of 1897	½d.
419.	<i>Italy</i> .—Suggestion for Development of British Trade	½d.
450.	<i>Italy</i> .—Report on the Dairy Industry of Italy	1d.
451.	<i>Spain</i> .—Report on Agriculture in Las Palmas	1d.
452.	<i>Germany</i> .—Report on Agriculture in Germany	4½d.
453.	<i>Mexico</i> .—Report on the Cotton Manufacturing Industry in Mexico ..	2d.
454.	<i>Germany</i> .—Report on the Coal Industry of the Rhenish Westphalian Provinces	6½d.
455.	<i>United States</i> .—Report on the Trade between the United States and China	1d.
456.	<i>United States</i> .—Report on Immigration into the United States	2d.
457.	<i>China</i> .—Report of a Journey to North Ssu-chuan	8½d.
458.	<i>China</i> .—Report on the Trade of Central and Southern China	1s. 5½d.
459.	<i>Africa</i> .—Report on the Congo Independent State	1d.
460.	<i>Turkey</i> .—Report on the Vilayet of Brussa	1½d.
461.	<i>Germany</i> .—Memorandum on German Trade in the First Quarters of 1897 and 1898	½d.
462.	<i>Germany</i> .—Memorandum on German Imports and Exports of "Iron and Ironware" and "Implements, Machines," in 1896 and 1897 ..	2d.
463.	<i>Italy</i> .—Report on Florence, its Administration and Institutions ..	3d.
464.	<i>United States</i> .—Report on the Improvement of the Entrance to Galveston Harbour and the Commercial Results therefrom	6d.
465.	<i>Russia</i> .—Report on the Government Spirit Monopoly in Russia	1d.
466.	<i>China</i> .—Report on a Journey from Peking to Shanghai Overland	1d.
467.	<i>Sweden</i> .—Report on the Trade and Industries of Great Britain in their Relation to those of Foreign Countries	1d.
468.	<i>Germany</i> .—Report on the Commercial High School at Leipzig	1d.
469.	<i>Turkey</i> .—Report on the Sponge Fisheries of Tripoli, North Africa ..	½d.
470.	<i>Russia</i> .—Report on the Warsaw Wool Fair of 1898	½d.
471.	<i>Russia</i> .—Report on the Beetroot Sugar Industry in Russia since its First Introduction in 1800	1½d.
472.	<i>United States</i> .—Report on the Fire Department of the City of Boston, Massachusetts	1½d.
473.	<i>China</i> .—Report on a Journey from Hong-Kong to Ssu-mao	1d.
474.	<i>Germany</i> .—Report for the year 1897 on the German Colonies	2½d.
475.	<i>China</i> .—Notes of a Journey to Tachienlu	2½d.
476.	<i>Central America</i> .—Report on the Legal Status of Foreign Residents in Central America	2½d.
477.	<i>Belgium</i> .—Report on Higher Commercial Education in Belgium	½d.
478.	<i>Germany</i> .—Report on Savings Banks in Prussia	1d.
479.	<i>Germany</i> .—Report on the Trade between Hamburg and Africa	1d.
480.	<i>United States</i> .—Report on Agriculture of the State of Maine	1d.
481.	<i>United States</i> .—Report on the Cattle Industry of the United States, June, 1896, to June, 1898	2d.
482.	<i>Germany</i> .—Report on the Trade between Great Britain and Hamburg in Cotton, Woollen, Linen and Jute Yarns and Tissues	½d.
483.	<i>Germany</i> .—Report on Commercial Education in Germany	2d.
484.	<i>Belgium</i> .—Report on the Metallurgical Industries of the Province of Liège during the year 1897	1d.
485.	<i>Germany</i> .—Report on the Production and Export of Beer at Hamburg ..	½d.
486.	<i>Mexico</i> .—Report on the British Export Trade of Mexico	½d.
487.	<i>Germany</i> .—Report on Local Government and Finance in Prussia ..	1½d.
488.	<i>Italy</i> .—Report on the Mother-of-Pearl Industry on the Calabrian Coast	½d.
489.	<i>Germany</i> .—Report on British and Westphalian Coal Trade at Hamburg in 1898	½d.
490.	<i>Germany</i> .—Report on the Development of Commercial, Industrial, Maritime and Traffic Interests in Germany, 1871 to 1898	3½d.
491.	<i>Belgium</i> .—Report on Commercial Education in Belgium	½d.