

The Imports, Exports and new Tonnage of P. E. Island for the following years :

Year.	Imports.	Exports.	Tonnage Built.
	£ stg.	£ stg.	
1863.....	293,431	311,682	17,035
1864.....	337,928	330,600	17,680
1865.....	381,015	439,095	22,700
1866.....	444,746	383,108	20,968
1867.....	294,434	372,316	18,641
1868.....	363,027	362,913	13,084
1869.....	364,233	359,227	12,445
1870.....	385,732	427,691	12,475

Newfoundland.

The Island of Newfoundland, having a sea coast of nearly two thousand miles, commands the entrance to the Gulf of St. Lawrence. It is situated geographically between latitude 46° 37' and 51° 40' N., and longitude 52° 61 and 59° 31 W. The climate is salubrious, the summer heat being moderate, and the winter cold not excessive, the thermometer seldom falling to zero. The interior of the island has as yet been little explored. There is not only no map of the interior, but no general knowledge of it is to be had. The few roads that exist (except those in the peninsula of Avalon) are made along the coast and lead but from one settlement to another. The interior is supposed to abound in lakes, called by the inhabitants ponds, but as a geological survey, recently begun, is now in progress, much more definite information must before long be available. For some years past a copper mine at Tilt Cove, in Notre-Dame Bay, has been successfully worked, and although owing to the low price of copper which prevailed operations were restricted, yet the marked and rapid increase in price within the last two years has again led to the addition of many men to the working force. Nickel ores have also been found in paying quantities. Besides these it is stated that plumbago, coal, lead and silver have been discovered. Very fine white marble has been found, but there is yet no information to be obtained as to its extent.

The census of the colony does not furnish any estimate of the cultivated and uncultivated land, and there is no other source from which it can be procured. It is confidently asserted by those who know the island well, that the southern and eastern coasts, although presenting a bare and uninviting aspect, offer many desirable spots for cultivation, whilst the western shore abounds in extensive valleys of rich, fertile land. But fishing forms almost the sole employment for the population, and therefore, the people are dispersed along the coast, their houses not being more than a mile or two from the sea anywhere except in the peninsula of Avalon already referred to, where a few villages and houses of shelter are scattered here and there in the interior. The whole prosperity of the colony depends on the fisheries, and whilst the small population of about 130,000 exports on an average somewhere about five million dollars worth of the products of the sea, they are always verging on poverty, as a general rule. One reason for this, is the manner in which the fishing vessels are fitted out. The merchant of Newfoundland is the exporter of the staple, and the supplier of the means of catching and curing the fish. This has led to

the creditor supply system, acknowledged by all to be the bane of the country. Under this system, the fisherman finds his prospective voyage mortgaged to the merchant, who has probably not only fitted him out for the voyage, but fed him and his family during the preceding winter. In a bad season the fisherman, burdened with debt, not unfrequently abandons the voyage and secretly sells what he has caught in order to provide for the coming winter. In a good year the profit to the merchant is very great, as he himself fixes the price he is to pay, at a rate to cover all his risks, but in a bad year his losses are proportionately heavy, and experience has shown that the disadvantages more than overbalance the advantages of the system. It is admitted, however, that the question of getting rid of the system, handed down, as it has been, for generations, is a very difficult one.

SEAL FISHING is one of the most important of the fishing interests. Some seventy years ago, it was prosecuted in vessels of thirty to forty tons, manned by eight or ten men in each. Vessels of from 70 to 180 tons, manned by from 25 to 90 men were substituted for these, the most suitable being those from 120 to 140 tons. During the last five or six years steamers have been introduced, and so successfully that the probabilities are this class of vessel will be used exclusively for seal fishing. In the meantime they are only a small proportion of the whole, about 200 vessels usually being engaged, employing from 8,000 to 9,000 men. Fishing begins from about the 25th of February to about the 5th of March, depending upon the winds, a north east wind blocking up the coast with ice, which the first strong westerly wind clears away.

There are several kinds of seals the Harp and the Hooded seal being the most plentiful. The first of these is the most valuable, the latter although larger and fiercer does not contain so much oil. The crews of sailing vessels are paid no wages, but receive one half of the catch, which they are free to dispose of to the highest purchaser. They pay no proportion of the outfit except about twenty to thirty shillings berth money. The allowance on board of the steamers is one third, but no berth money is changed. The master, or skipper is paid from sixpence to sevenpence, sometimes more, for each seal. The catch varies with the season. An exceptionally good year may produce from six to seven hundred thousand seals. The average is between three and five hundred thousand.

COD FISHING also employs a large number of men, fish to the amount of \$4,000,000 having been exported in 1870.

It has been suggested that the fishermen