

SAORSTAT ÉIREANN.

REPORT
OF
DEPARTMENT OF FISHERIES.

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ROINN IASCAIGH

(DEPARTMENT OF FISHERIES).

ANNUAL REPORT

Roinn Iascaigh,
Plás Chilldara, 3,
Baile Átha Cliath,

1st June, 1927.

An t-Aire Iascaigh.

A Chara—

I have the honour to submit a report on the Sea and Inland Fisheries of An Saorstát for the years 1923-25, and on the Rural Industries schemes in the Congested Districts for the years 1924-25.

The work of co-ordinating the duties and staffs of the various bodies which were entrusted with the task of looking after the fisheries and rural industries up to the date of the establishment of this Department is the principal reason for the delay which has occurred in preparing this Report. A further reason is afforded by the necessity which existed for immediate legislation to preserve our valuable inland fisheries which were being imperilled during the years immediately preceding the setting up of the Department in 1923.

The Report for the year 1926 will be ready for publication before the close of this year.

Is mise le meas mór,

L. C. MORIARTY,

Ranaidhe.

REPORT OF DEPARTMENT OF FISHERIES, 1923-25.

In presenting this first report of the operations of the Department of Fisheries it is desirable to review the history of the growth of Government administration in relation to Irish fisheries.

FISHERY ADMINISTRATION.

In 1869, Inspectors of Irish Fisheries were first created to deal specifically with the administration of the fishery laws then in operation. Prior to that date the work of administering these laws had been assigned to the Commissioners of Public Works, in whose hands were held certain funds out of which loans were advanced for fishery purposes. The construction of fishery piers and harbours was carried out by these Commissioners out of moneys voted for specific works. From 1829, when the herring bounty was discontinued, up to 1891, no provision of public money was made for the development or encouragement of Irish Fisheries beyond the building of harbours. This was in accord with the policy which had been adopted by the British Government early last century, when it was an accepted principle that it was not a function of government to develop industries by direct State activity.

The first departure from this doctrine of *laissez faire*, so far as the Irish fishing industry was concerned, was made in the year 1891 when the Congested Districts Board for Ireland was constituted. That Board was given an administrative area which covered the greater portion of the western seaboard. It was endowed with an annual income of £41,250, and its functions included, amongst other activities, the aiding and development, by indirect as well as direct means, all suitable industries in its area, including fishing. The Board received from the Commissioners of Public Works about £84,000 in cash and securities in respect of the fishery loan funds applicable to the Congested Districts which had up to 1891 been administered by the Commissioners.

The second event which marked the changed attitude of the Government towards fishery development in this country occurred in 1899, when the Department of Agriculture and Technical Instruction was constituted. The Act which set up that Department provided that a fixed sum of £10,000 should be devoted out of the Department's income to the development of Irish Sea Fisheries. In addition, the balance of the Fishery Loan Funds, amounting to £20,000, was vested in the D.A.T.I. for fishery loans; and there was also available from the surplus of agricultural grants, varying sums each year which were employed to supplement the annual grant of £10,000.

The administration of the laws governing the fishing industry for the whole country was by the same Act transferred to the Department of Agriculture and Technical Instruction,

which took over the powers and duties of the Inspectors of Irish Fisheries, and the Irish Fisheries Office after an existence of 30 years thereupon ceased as a separate Department.

In January, 1923, upon the establishment of the Department of Fisheries, the functions of the Department of Agriculture and Technical Instruction and of the Congested Districts Board, so far as these functions related to Fisheries in Saorstát Éireann, were transferred from these bodies to this Department, and the transfer was formally enacted subsequently by the Ministers and Secretaries Act, 1924, when a Department of Fisheries was called into being.

CONDITION IN 1923.

I. SEA FISHERIES.

The European War, by taking from the fishing industry the Scotch and English steam trawlers and drifters, afforded a great opportunity to Irish fishermen, who were the principal suppliers of fish in the English markets during 1916-1919. Many of the owners of large motor drifters at the outbreak of that war were able to take full advantage of the markets when fish was at almost famine prices, and those who were without boats got loans to purchase them at prices correspondingly high and far beyond their value in normal conditions. When the Scotch and English fleets were demobilised from naval duties and resumed fishing in 1920, the Irish boats began to feel the stress of competition. The prices for our fresh fish in the English markets fell to the pre-war level, as the foreign high-powered vessels came in with huge catches of prime fish from the deep sea grounds which had lain fallow for over five years. The post-war economic disturbances in Central Europe and Russia put the herring fishery practically out of action. In 1922-3 the Scottish herring drifter owners went heavily into debt. The high cost of coal and the poor markets in England due to industrial depression in that country caused more than one-half of the steam trawling fleet of England to be laid up in 1924.

Conditions in Ireland were naturally still worse, for in addition to bad markets, political disturbances, disorganised traffic and a scarcity of fish during 1921 and 1922, wiped out the savings of the fishermen accumulated during the prosperous years of 1915-1919, and left them with worn-out nets and boats badly in need of overhaul. While the market price for fish had fallen to a figure even lower than 1914 levels, the cost of cotton, nets, ropes and the other requisites of the fisherman's calling remained at a figure over 100 per cent. above the 1914 costs. Many of the boats had been purchased at extravagant prices, and the heavy instalments on the loans falling due for payment could not be met. In April, 1923, out of a total sum of £151,887 outstanding on loans which had been advanced by the Department of Agriculture and by the Congested Districts Board, the amount in arrear was £49,376, or nearly one-third of the total outstanding.

The result of these accumulated adverse circumstances upon the morale of the bulk of the fishermen—especially those in the Congested Districts who had small holdings—was to produce a feeling of discouragement which caused them to neglect their boats. Valuable motor engines became useless through rust and neglect, and in many cases the deterioration of the boats and engines through this neglect put the boats beyond repair.

This brief survey of the conditions existing in January, 1923, will make it fairly clear that the task of resuscitating and vitalising our sea fisheries was a heavy one.

II. INLAND FISHERIES.

Our fresh-water fisheries were not in much better condition. The various local Fishery Boards were hampered in their work during the political struggles of 1919-1920, while the civil strife in 1922-23 and the absence of an effective policing of the rivers and spawning streams had a very serious effect. Poaching on the fishing rights of owners of rivers, and the killing of breeding fish in the close season were common occupations in the more remote areas where the civil conflict was heaviest. The Boards of Conservators suffered in revenue, as licence duties were not paid in many districts, and as a consequence these Boards were unable to employ adequate staffs of water-bailiffs to secure observance of the fishery laws. The Garda Síochána was in process of formation, and the excellent services which that force has been rendering in protecting our rivers since 1923 were not then available in the remoter districts where illegal operations were openly being carried on. The disturbed state of those districts in the South and West, which contain our best angling grounds, deterred anglers from following their usual holiday sport, with consequent loss to the fishery owners. Many of these owners were, in consequence, unable to pay watchers to protect their rights even in cases where they considered that such protection would be effective.

In addition to these serious causes which, if allowed to continue for a few years longer, would have speedily destroyed our valuable salmon and trout fisheries, several defects in the laws regulating the fresh-water fisheries existed, the removal of which was a necessary preliminary to the work of developing that industry to its fullest capacity.

FISH-CATCHING POWER.

A stock-taking of the fishing fleet in April, 1923, showed that the following was the fish-catching power of the Saorstát:—

Trawling	Steam Vessels,	11	employing	98 men
Lining,	Steam Vessels, Motor Vessels, Sailing Vessels, Yawls & canoes,	3	..	27 ..
Drift nets,		209	..	1081 ..
Seine nets		1199	..	4551 ..
& Ring nets		1870	..	5480 ..

HERRING NET SPREAD.

Herring Drift Nets mounted in a "train" vary in length from 3,000 yards in steam vessels to 2,250 yards in large motor boats, to 1,500 yards in sailing luggers and down to 250 yards in canoes. Assuming that all these vessels had been in working order in 1923, and were fishing with their maximum capacity of net spread, the herring catching power expressed in square yards of net would be approximately 32,263,548 square yards.

MACKEREL NET SPREAD.

Most of our motor boats and sailing drifters are equipped with "trains" of mackerel nets as well as herring nets. The mackerel "train" varies in length according to the size of the boat from 4,000 yards to 275 yards in length, while the depth varies according to locality from 10 to 7 yards.

MAN POWER.

The number of whole-time fishermen in the Saorstát is very small as compared with other countries having a large seaboard. Of the 11,237 men returned in the statistics collected by the Department as engaged in fishing in 1923, it is safe to say that not more than 2,415 are solely dependent on the industry. The fishermen of Clogher Head, Balbriggan, Howth, Arklow, Ballinagoul, Dingle, the Claddagh (Galway), Aran Islands and Downings (Co. Donegal), with a few scattered crews in other districts, constitute our whole-time fishermen. The remainder of our fishing man power consists of part-time fishermen who follow the industry at seasons only, and work on the land when no fishing is available in their locality.

FISHERY HARBOURS.

The number of first-class harbours having railway service, deep water landing facilities and safe shelter is small, being 12 only. There are 35 harbours which may be rated as second class. These are harbours having railway connections with shallow berthage at low water or deep water harbours having no railway connection. In addition to these harbours there are upwards of 300 small harbours with piers or landing places scattered along the seaboard at which the fish caught in small boats is landed.

ICE FACTORIES, GRAVING DOCKS AND REPAIRING SLIPS.

There are 5 ice-making plants in the Saorstát which supply ice required for fish transit; for the repair of large steam vessels there are 8 graving docks upwards of 150 feet long and 4 Patent Slips capable of taking vessels over 100 feet, and a number of small gridirons and slips on which repair work is done on smaller vessels.

FISH MARKETS.

There is but one fish market for the entire Saorstát. This market, which is situated in Dublin, is not convenient either to railways or shipping, and consequently the expense of extra haulage and handling has to be met by the fishermen consigning their catches to this market.

The foregoing brief survey and stocktaking of the fishing industry in the Saorstát in 1923 will indicate the very backward state of our fisheries when contrasted with those of other maritime countries. With a seaboard of approximately 1,000 miles, and situated in the Atlantic Ocean near good fishing grounds, the possibilities of development of this industry deserve much more study and attention from the investing public.

FISHING ACTIVITY.

STEAM TRAWLING.

10 steam trawlers made 372 landings at Dublin port during the year ended 31st December, 1923. The quantity of fish caught by these vessels was 47,535 cwts., which was disposed of in Dublin market. The value of these catches amounted to £93,910. The trawlers fished principally in the Irish Sea and off the South Coast. No landings were made from steam trawlers at any other port in the Saorstát.

In the year 1924 the number of steam trawlers landing their catches at Dublin was 9. The number of landings was 318 and the quantity caught was 34,998 cwts., which realised £63,203. Labour disputes were chiefly responsible for the shortage in catch as compared with 1923.

In the year 1925 steam trawlers made 227 landings, of an aggregate weight of 25,839 cwts., which were sold in the Dublin market for £46,454. The activities of the fleet at the beginning of this year were affected by industrial disputes also.

DRIFT NET FISHING.

The bulk of the fish landed in the Saorstát is caught in drift nets. These nets are "shot" so that they drift with the tide and thus enmesh the shoals which swim against the tide near the surface. The principal surface fishes—known as pelagic fishes—which shoal in our waters are the herring and mackerel. The precise conditions which determine the presence of mackerel and herring in the inshore waters of our coast are not yet definitely ascertained. The temperature and salinity of the water and the presence of the plankton on which the herring feeds are known to be factors governing the occurrence of herrings. Again the herring and the mackerel come very close in-shore at certain

periods of the year. As the fish approaches the spawning stage it reaches a prime condition, being fat and "full." It is thus much more valuable as a food than when spawning has taken place, being then known as "spent."

Herrings are present in our waters, more or less constantly, all the year round. Mackerel visit our shores at certain periods of the year only which roughly coincide with the Spring and Autumn.

HERRING FISHING, 1923.

Howth.—Fishing began on the 19th June and continued up to the 22nd September. The total catch was 10,806 crans, which realised £10,966. The quality was fair. About 3,000 crans were cured for foreign markets, the remainder being sold fresh in Dublin markets and through the country. The number of boats engaged in this fishing was 52,—22 were steamers of which 20 were foreign. 30 motor boats also participated.

The number of fishermen engaged was 420.

Arklow.—The Summer herring fishing lasted from July to October and was small in result as only a few boats were engaged. 875 cwts. were landed, the value being £312. The winter herring fishing by local boats resulted in a catch of 1,638 cwts. valued at £719. The bulk of the Arklow fleet fishes with lines for cod in the winter.

Dunmore East.—The Summer fishing opened in May and continued up to the end of June. The catch amounted to 4,634 cwts. which realised £2,185. Arklow, Howth and West Cork motor boats took part in this fishing. The Winter fishing began in November and continued up to April, 1924. There were 2,699 cwts. of herrings landed, valued at £1,775. Most of these herrings were kippered.

Kinsale.—The Summer fishing lasted from May to October but the catches were light, amounting to 3,864 cwts., valued at £1,355. The bulk of the catch was consigned to market fresh, only 200 barrels being cured. The Winter fishing yielded 3,710 cwts. The quality was good and, markets on the Continent having improved, higher prices were realised by the fishermen, the total amount realised being £2,549.

Baltimore.—Fishing for herrings was not regularly followed at this port in 1923. A small quantity was landed, having been taken in the mackerel nets.

Galway.—A small Summer fishing resulted in a catch of £625 value.

Killybegs.—The fishing opened in January and continued to March. Only a few boats were engaged and the catch amounted to 1,712 cwts. which realised £865. The Summer fishing ran from May to September and the yield was 651 cwts. only, valued at £478.

Kincasslagh.—The catch for the Autumn herring fishing amounted to 3,066 cwts. These realised the very poor price of £877 owing to absence of competition.

Downings.—There was no fishing done in the Summer season (May-June) owing to lack of markets and disturbed conditions. A few boats were fitted out for the Autumn season (September-October), and landed 1,628 cwts. which fetched the very low price of £512. The Winter season was, as a result, not extensively followed, only a few small boats being engaged. The catch was 501 cwts. valued at £228. Most of the catches at this port were disposed of fresh, little curing being done.

Buncrana.—Owing to prevailing conditions in early 1923 the Summer season was practically neglected at this port, only 74 cwts. valued at £51 being landed. The improved conditions towards the close of the year are reflected in the better fishing results in the Winter season when 4,665 cwts. were landed. These realised £2,172. The season lasted from December, 1923 to end of March, 1924.

HERRING FISHING, 1924.

Improving markets and more settled conditions of trade in 1924 were reflected in the improved landings and realised values. The landings were, however, much less than normal owing to the very severe weather which prevailed. Successions of gales and rough seas prevented the fleets from pursuing the herrings steadily.

Howth.—The Summer herring fishing was in operation from June to September (inclusive). 85 boats were engaged, of which 45 were steam driven and 40 motor driven. Only two Irish steamers were engaged, the remainder being English and Scotch. The number of fishermen employed was 700, and 140 shore-hands were working at curing, carting and soforth. The catch amounted to 11,590 crans valued at £22,853. Nearly 6,000 crans were cured and sold in U.S.A. and Germany. 600 crans approximately were kippered and the remainder was sold fresh. A considerable export trade in fresh herrings to English markets was done. The quality of the herring was remarkably fine and there was a keen demand for the cured fish. Owing to the granting of loans by the Department, the local boats were well equipped with good nets of suitable mesh. Some of the Scotch boats had to abandon the fishing because their nets were not of large enough mesh to catch the herring.

Dunmore East.—The Summer season opened a month earlier than usual, 20 motor boats and 4 steam drifters being at work on 4th April. The shoals were located between 25 and 30 miles off the Hook in a direction W. $\frac{1}{2}$ S. The value of the catch for the season was £5,947, the total quantity landed being 4,734 crans. The quality of the herring was excellent, and the average price obtained was £1 5s. 1d. a cran. Three kippering houses were fully occupied. Out of the total catch, 3,534 crans were sent fresh to English markets and 1,200 crans were kippered.

Cork and Kerry.—No deep sea herring fishing by large motor or steam vessels was done in the South-West during 1924. The local motor vessels, being almost entirely equipped for mackerel

fishing, did not take part in the herring fishing which was confined to yawls and row-boats. The fishing was, therefore, mostly inshore. The results were on the whole satisfactory. Satisfactory landings from 40 yawls were made during the season at Kinsale and good prices were obtained. No curing was done except at Baltimore where only 100 barrels were turned out. In Bantry Bay the herrings were scarce and the result of the fishing by the 12 local boats was disappointing. In Ballinskelligs Bay good takes of herrings were made during the Autumn. These were disposed of fresh, via Cahirciveen. In the Dingle Peninsula some good herrings were landed at Ventry and sold fresh.

Donegal.—With the exception of Kincasslagh, the herring ports of Donegal did badly during 1924. The large sailing and motor drifters were badly equipped with gear; curers were not reassuring as to their ability to handle large catches at satisfactory prices owing to the still unsettled condition of trade with the Continent. The result was that in the Summer, when the prime Matje herrings are to be got, the deep sea fishermen preferred to concentrate on the salmon drift net fishing. In the Autumn the herrings come close inshore where the big boats cannot work, and, consequently, only yawls were employed during August-September. These yawls were fitted with ring nets which surround the densely packed shoals as they make for the creeks.

At Kincasslagh 30 yawls landed 2,990 crans valued at £4,762. These were cured for Continental markets.

At *Killybegs, Teelin, Downings* and *Burtonport* the fishing results were very poor.

Co. Mayo.—Prime herrings were landed at Clare Island and Achill during August-September, 1924 by the yawls and small boats. These were cured mostly for local markets. The Department sent an instructor in herring curing to Achill to teach the local curers how to put up the herrings in the manner required by foreign markets.

HERRING FISHING, 1925.

Co. Donegal.—The Winter fishing usually opens in Donegal in the first week of the year. For the first year since 1914 the Scottish steam drifters came to Buncrana in considerable numbers in January, 1925, and the three local steam drifters and some of the motor boats from Downings Bay and Gweedore took part in the fishing. The bulk of the fish landed at Buncrana was sent fresh to English markets. Prices were well maintained on the whole. The total landings for the season by 48 steam drifters was 8,282 crans valued at £16,874.

At Downings Bay, Kincasslagh and Burtonport very little was done at the Winter herring fishing. Most of the motor boats were laid up owing to lack of gear and engine repairs, while some of the sailing boats which had gear were unable to go to the fishing grounds on account of bad weather.

The Summer herring fishing in Donegal begins usually in

May and lasts for 8 or 10 weeks. This is the best season for the local boats and prices were excellent, ranging from 38/- a cran for inferior quality to 90/- a cran for Matjes. Many Scottish boats fished during the season into Donegal ports, and several Scottish curers were operating there. It is to be regretted that many of the local crews prefer to fish in yawls for salmon with drift nets during the Summer herring fishing, rather than concentrate upon the herrings. The Donegal Summer herring commands the highest price for cured herring in Europe. Downings Bay Matje herrings were sold in the German markets in 1925 at 128/- per barrel, while Scottish Matjes of the same season were fetching 60/- less per barrel.

Practically no herrings were landed at Killybegs or Burtonport during the season. The landings at Kincasslagh were small, as the small boat-owners went salmon fishing and the large boats were laid up through lack of gear.

The Autumn herring fishing in Donegal was also very disappointing. The herrings were on the coast in satisfactory shoals, but, owing to dogfish, the netmen having had their nets torn by these pests, decided to discontinue fishing. The season was in consequence a very poor one indeed for the fishermen.

Dunmore Summer Fishing.—This fishing opened in May when there were 2 curers on the ground. The Arklow, Howth and Baltimore motor drifters made up the Irish fleet to 21 boats. There were 36 steam drifters and 11 motors owned outside the Saorstát also engaged. The fishing was carried on with success up to 19th June. The herring shoals when first located were 20 to 30 miles West of Dunmore, in the neighbourhood of Mine Head, and moving eastward. The motor boats found the long run expensive and on some nights when the weather was rough they were unable to make the ground. This disability was removed when the shoals advanced within closer range of Dunmore.

The Department endeavoured to induce curers and motor-boat owners to work at Helvick Head, where a fine harbour and curing grounds exist. Helvick Head is close to Mine Head, and had the motor boats fished from that harbour their catches would have been heavier and their expenses lighter. The absence of a guiding light at Helvick and lack of other facilities decided the fishermen to remain at Dunmore.

The landings for the season amounted to 7,185 crans valued at £7,892. Of this catch 1,000 crans were sent fresh to Irish and foreign markets and 3,000 barrels were exported to Germany where they found a satisfactory market owing to the excellent quality of the herring.

Arklow Summer Herring.—The shoals of herring which approach the South coast in the Spring and which move eastward on their way north through the Irish Sea to the Scottish lochs come within striking distance of Arklow early in July. The Arklow and Howth boats return from the Dunmore fishing in time to join the Howth fishing, which usually opens early in July. This year a trial was made by these boats of a fishing

in July into Arklow, with very encouraging results. The season is a short one as the shoals move out of range with fair speed. Between 5th June and 31st July 1,031 mease of herrings were landed at Arklow by 25 boats. The value of the catch is estimated at £1,433. The bulk of the catch was cured for export by three Irish curers whose enterprise in organising this fishing was rewarded by satisfactory results on their sales on the Continent.

Howth Summer Herring.—This fishing was one of the most successful experienced at the port since its revival nearly 20 years ago as an important herring centre. The fine quality of the 1924 herrings had attracted the interest of several large Scottish curers who induced a large fleet of Scottish and English steam drifters to come to Howth in July. The demand for curing sites on the two piers was so great that all the available space on the harbour was occupied. The Commissioners of Public Works made several improvements for the accommodation of curers and fishermen, including considerable dredging of the harbour and bar.

The season opened in the third week of June and continued up to the second week of September. The fleet engaged included 50 Irish steam, motor and sail vessels, and 75 English and Scottish vessels. The total landings for the season were 17,459 crans valued at £44,177. Of this quantity 6,621 crans were sold fresh, the bulk being shipped to outside markets. 10,643 crans were cured and 195 crans were kippered. American buyers attended at Howth during the season and sales of the prime fish were freely effected by the curers at very satisfactory prices. Owing to the very high quality of the catch, sales to buyers for the Continent were carried through readily at remunerative figures. The Department affixed, for the first time, the Saorstát "Harp" brand to herrings at Howth this season, 1,648 barrels being branded for the German market.

There were 9 coopers and 115 gutters from Ireland and 10 coopers and 24 gutters from other countries employed.

The prices realised by the fishermen for their catches were high all through, though the total landings per boat were not as high as in 1924. The shoals were 30 to 35 miles off, and the running expenses of the motor boats were consequently high, so that some boats with light catches hardly paid their running bills. The Irish boats fished steadily into Howth, but many of the outside boats made landings in Holyhead, Isle of Man and Ardglass.

South-West Coast.—Herring fishing west of Kinsale had never been pursued by the fishermen in a commercial way. The boats were always fitted out with mackerel gear, and mackerel was hitherto the only outlook of the drift net men. The high freight charges and poor market prices obtained in England for our fresh mackerel had, however, produced depressing results in 1924, and the more energetic fishermen in the Baltimore area who had, or were able to buy, herring nets determined to try for herrings. A Milford Haven kippering firm established an agent at Baltimore early in the season to purchase herrings fresh,

which were sent in ice in its own steamships to Milford for kippering. The relatively poor prices paid for mackerel served as an inducement to the fishermen to try for herrings, and by degrees the herring fleet was extended. The season lasted from early in May till the end of June. 666 Crans were landed by 10 boats. Prices varied from 6/- a cran up to 51/- paid by the Milford Haven shipper. There was no curing carried on. The Department had arrangements made to send a curing instructor to Baltimore when the advent of the Milford Haven merchant made this step unnecessary.

Galway Bay.—The Galway and Aran boats had a good season during September-October. The quality of the herring was below average, however, and hardly fit for curing. The catches were disposed of to Galway buyers for sale fresh. There is a good opening for an energetic curer in this area who can attract outside boats in sufficient numbers to make curing worth while.

Clew Bay.—The Department sent to Achill a herring curer from Donegal to instruct the local curers in the proper method of putting up the splendid herrings caught in this district in Autumn. The fishing was disappointing in result, however. The fishermen of Achill prefer to use the curragh, though the Department offered to provide them with Greencastle yawls by means of loans. The curragh is, no doubt, more easily handled on this coast, where no safe anchorage exists except at Achilbeg, and the heavy yawls have to be hauled up at much labour. In Clare Island, where excellent herrings are also landed, the fishermen have now procured two small 35 feet motor boats, and the Department is arranging to provide a hauling-up slip with skids to enable these boats to be kept in safety on the island.

MACKEREL FISHING, 1923.

The prospects of the mackerel fishing on the South coast in the Spring of 1923 were most discouraging owing to the conditions existing in Cork and Kerry. The Spring caught mackerel is principally sent fresh in ice to markets at home and across Channel. Rapid transit is, therefore, essential. In April, 1923, there was no railway connection serving the ports of Kinsale, Baltimore, Valentia and Dingle, which are the main centres at which this fishing was carried on. The Arklow and Howth fleet were faced with the possibility of being laid up for 2 or 3 months, and the Cork and Kerry boats were in the same position. The situation was very critical for the industry, for the Arklow and Howth professional fishermen had exhausted their resources and their credit, and many of them were unable to fit out their boats with food and fuel for the voyage to the South. Most of the boatowners were heavily in arrear with their loans owing to the causes already mentioned, and it was clear that the State should—even in its own interest—give special assistance to the fishermen.

Special advances of cash were made by the Department of Fisheries to boatowners who after careful inquiry were found to be quite unable to fit out their boats. These advances, which amounted to £1,200, were to be repaid out of the first earnings made at the fishing voyage. The Department then entered into arrangements for chartering two steam trawlers to take the catches of mackerel from Kinsale and Baltimore to Milford Haven where the arrangement was made with a salesman that the fish would be sold by auction. The net proceeds of the sale of each trawler's landing at Milford was paid over to the fishermen, less 3/- per basket (quarter cran) retained by the Department to pay for the cost of the service. Ice was purchased in Milford Haven and taken to Kinsale and Baltimore by the carrying vessels returning from market. The scheme involved a loss to the State of nearly £2,000. This was mainly due to the fact that while the carrying vessels were on charter from the beginning of April, the Arklow, Howth and local boats were getting no fish, and the shoals did not make their appearance until early in May. For three weeks after the carriers made 5 and 6 trips a week with moderate catches and the markets in Milford were giving satisfactory results to the fishermen. About the beginning of June very heavy catches were landed and sent to Milford. There was at the same time a heavy fall in English mackerel prices, and the proceeds of the sale of the catches did little more than cover the freight charge. The inland connection by rail from Baltimore was resumed at this time and the buyers preferred to consign to the Irish markets where better prices were obtainable. The scheme proved a financial failure owing to the gamble which attends all fishing enterprises; but it succeeded in restarting the deep sea fishing which, but for it, was in danger of being lost. It may be claimed that one beneficial result following from this rather costly failure was that it proved the possibility of carrying on a direct shipment of fresh fish with Welsh ports, and no doubt the successful beginning of a Summer herring fishery in Baltimore in 1925, which was established through the action of the Milford Haven firm, already referred to, is in a great measure due to the scheme for mackerel transport initiated by the Department two years earlier.

The Spring, 1923, mackerel season was a poor one on both the South and West coasts, as with the exception of Baltimore, there was no means of forwarding the catches. There was no curing done during the season.

Autumn Mackerel Season.—The abnormally stormy weather along the South and West coast during the early Autumn of 1923 delayed preparations by the fishermen, while many large motor drifters were without nets and unable to procure them on the terms on which the Department of Fisheries was prepared to give loans. In Baltimore the curers, too, were discouraged from making preparation by very pessimistic reports emanating from the United States to which all cured mackerel is sent. The absence of the fish from the coast was, however, the main cause for the season being a very poor one.

6,950 barrels were cured in the County Kerry stations and over 8,000 in the Castletownbere peninsula. The prices paid to the fishermen were satisfactory, and improved methods of curing and grading were reported in the Kerry centres.

In Galway and Clare the very stormy weather and scarcity of fish caused the fishing in these districts to be almost blank.

MACKEREL FISHING, 1924.

An early start was made at Baltimore, but the boats did not strike heavy shoals. 19 boats, mostly local motor drifters, fished from this port. The best fishing was on 8th April, when 18 boats landed "shots" varying from 10,000 downwards. In early May the herring made its appearance among the mackerel shoals and the mackerel shoals went off early in June. The total landings in the Baltimore area were 8,677 long hundreds valued at £3,314, and the average price paid to the fishermen was 8/- per long hundred. About 100 barrels were cured and the remainder sold fresh.

Autumn Mackerel Fishing, 1924.—Unsettled weather greatly interfered with the fishing, which is principally carried on in small boats with seine nets. Several large motor drifters were prevented from fishing because they had not got nets. The fishing results were in consequence light all round. In addition, curers were slow in starting because they had received reports from America of a discouraging kind. That these reports were designedly misleading is rather suggested by the fact that the American market was calling for Irish Autumn mackerel in December as supplies were short. However, as curers had been influenced against putting up mackerel for that market early in the season, the Department was unable to get any supplies for American inquirers.

The total quantity cured was 16,500 barrels, of which County Cork contributed 11,300 barrels and Kerry 5,200 barrels.

A Norwegian export fish company had agents during the season in Castletownbere, Cleggan and Kilronan. The Company imported cheap barrels and salt which they sold to the curers. They purchased over 4,000 barrels of Cork fish which they shipped to Norway where it was regraded and ultimately sold in U.S.A.

The quality of this Autumn mackerel in 1924 was very good, over 60 per cent. of the fish landed in the Cork ports being "Grade II." i.e., of a size running from 250 to 350 to a barrel of 200 lbs. net weight.

The prices realised for well-cured fish in America were very satisfactory, as much as 95/- per barrel being offered for "Grade II." fish f.o.b. Liverpool.

The mackerel fishing in Galway and Clare during the Autumn of 1924 was practically a blank.

MACKEREL FISHING, 1925.

South Coast.—The Spring-Summer season in West Cork and

Kerry was the best since 1920. This was largely due to the demand in the United States for pickled mackerel, as a result of which curing was done on an extensive scale at Dingle, Valentia Harbour, Castletownbere, Schull, Cape Clear, Baltimore, Castlehaven and Union Hall. Freshing was also done at Valentia, Baltimore, Kinsale and Dingle. As, however, the English markets were well supplied by the Cornish mackerel steam drifters, prices on the Billingsgate market, even in March and April, frequently dropped to such a low figure that shipping from the Saorstát was unremunerative. Buyers then turned their attention to the possibilities of openings in our provincial towns. Luckily the United States began to call for pickled mackerel early in the season, and the curers began operations, with the result that prices improved.

The total landings of mackerel during May, June, July and August on the South-West coast were as follows:—

	Quantity	Value
	cwts.	£
Dingle	976	453
Valentia Harbour ...	13,176	7,537
Castletownbere	2,585	950
Schull	696	195
Cape Clear	1,750	460
Baltimore	13,545	4,290
Union Hall	985	274
Kinsale	1,659	829
Total	35,372	14,988

The price paid to the fishermen varied from 9/- to 12/- per hundred (126 fish), though on a few occasions as much as 20/- and as low as 3/6 was paid. The total quantity cured at these centres was 13,475 barrels, Valentia alone accounting for 6,975 barrels and Baltimore 2,800 barrels.

The fishing at Valentia Harbour was carried on by a large fleet of motor boats attracted by the good prices and better competition. The Kerry buyers paid the fishermen on an average 2/3 per hundred more than was received in the Cork ports.

The curers had no difficulty in effecting sales in the American market at the opening of the season as the demand was strong, and the average price realised was about 70/- a barrel. Prices dropped to about 52/- f.o.b. Liverpool towards the close of the fishing.

The Autumn mackerel fishing on the South-West coast opened late, for although the boats were hunting the sea from early September it was not until mid-October that considerable catches were landed.

At Baltimore extensive preparations were made for a heavy season. 22 motor boats and 15 sail boats were fitted out. Twelve buyers and curers were on the spot and good prices were offered. The fish failed to put in an appearance in any considerable quantity, however, and the season, which was largely a failure, came to a close before the end of November.

Union Hall.—Eight motor boats landed their catches which were purchased by two buyers. About 400 barrels were cured and some mackerel was sent to the fresh markets. The season was poor and closed in the middle of November.

Castlehaven.—Six motor boats operated from this port. The landings were poor, only 200 barrels being cured. The fish was large and of fine quality.

Castletownbere Peninsula.—No heavy landings were made at any of the ports in this area. The quality of the fish was excellent, being large and fat. About 7,000 barrels in all were cured for the American market. The average price paid to fishermen was 10/- per 126.

Valentia Harbour.—Scarcity of fish characterised the fishing at this port. About 8,000 barrels were cured and a considerable fresh trade was also done. The average price was around 10/6 per 126. The season was very much below the average.

Dingle Peninsula.—Similar results are recorded from this area. Over 200 canoes take up this fishing in the various creeks around the peninsula from Brandon Bay to Dingle Bay. There was a great scarcity of fish and the season, upon which so many poor families in this area depend very largely, was more or less a failure. Only curing is carried on, and very little more than 1,000 barrels were put up. This is a very meagre result when it is considered that approximately 600 persons were engaged in the industry.

West Coast.—The fishing in Clare, Galway and Mayo was very poor, owing to absence of the fish. The small quantities landed were disposed of for local consumption or sent to inland markets.

General Observations.—Through the fluctuation in the mackerel fishing during the period under review two outstanding features emerge:—

- (1) To send fresh mackerel to English markets does not on the average pay the shipper so long as that country is flooded with the catches of the South English mackerel drifters.
- (2) The comparatively limited market for cured mackerel in U.S.A. makes the business of exporting to that market a very speculative one, depending as it does on the catches of the American and Norwegian mackerel vessels in their own waters.

A by no means negligible market exists in our inland towns which the mackerel buyers on the coast seem to have neglected too long. With proper selling organisation and the co-operation of the carrying companies, it is believed that a valuable trade can be opened up in this direction from centres such as Kinsale, Ballimore, Valentia and Dingle where rail heads exist.

Again, the cured mackerel market being a limited one, it is thought that our fishermen and businessmen engaged in the distributive trade should turn their attention in these districts to the herring, for which an almost insatiable market exists.

Irish herrings are of a quality not surpassed in Europe and will always find a good market.

LINING AND TRAWLING.

Line fishing inshore is not extensively followed in the Saorstát. With the exception of Arklow, where the fleet do line fishing for cod on the adjoining banks, and of the district in West Cork between Galley Head and Union Hall, where lining is done in small boats, and by the Claddagh fishermen in Galway Bay, there is little attempt by our fishermen to follow this fishing in a systematic way. Line fishing is, no doubt, laborious and requires a good supply of suitable bait as well as facilities for getting the catch to market. There is no deep sea lining done in the Saorstát. Considerable earnings are, however, made during the Winter herring fishing season in Donegal by the crews of steam drifters with hand lines while their boats are drifting to the nets. The catches made in this way are a perquisite to the crew, and this perquisite is so considerable that Scottish fishermen are always eager to come to the Buncrana Winter fishing.

Inshore trawling by motor and sail boats is carried on all the year round in Clogher Head, Balbriggan, Dungarvan, Kinsale, Dingle, Galway and Clew Bay. The Dingle and Galway fleets have carried on for generations. The fishing grounds though limited, are not over fished, and the transit facilities are reasonably good.

Efforts have been made by the Department to induce the fishermen to pay more attention to the manner of preparing and sending their catches to the market. All fresh fish keep better when opened and cleaned, and the fishermen will find that the extra labour is well repaid in the better prices obtained in the market. Prime fish, left ungutted, is packed in boxes often dirty and slimy without drainage holes, and the result is that the fish is in bad and almost unsaleable condition when it gets to market. It is regretted that the efforts to improve the fishermen in this direction have so far proved futile.

The high cost of paraffin fuel has discouraged many owners of motor boats from trawling which otherwise they would have engaged in during the off seasons when drift netting was not possible. In Galway Bay some motor boat owners actually removed the engines and trawled with sails only. The Department has introduced into County Mayo a lighter trawl net capable of being worked in small yawls and low-powered motors. This trawl has proved successful in certain districts of Denmark ; and in the Clew Bay area, where it has been demonstrated by the Department, the fishermen are adopting this net as being superior in catching power to the heavier net when used in suitable grounds.

The Danish seine net, which is really a trawl, continues to find favour on the East coast where the conditions are suitable. On the South and West coast, however, are few fishing grounds where this trawl can be worked to advantage.

The following Table shows the result of trawling and line fishing by motor and sail vessels during the three years 1923-5. The interruption in transit services in 1923 and the exceptionally bad weather in 1924 account for the comparatively poor results in those years: —

DEMERSAL FISH.

	1923		1924		1925	
	Quantity. Cwts.	Value. £	Quantity Cwts.	Value. £	Quantity. Cwts.	Value £
Clogher Head	485	529	455	584	1,649	1,729
Balbriggan	1,238	2,357	2,944	5,577	3,195	7,257
Arklow	2,044	5,397	1,575	3,338	4,541	6,835
Dungarvan	1,384	2,154	1,559	1,982	1,097	1,622
Ballycotton	365	626	284	584	476	812
Union Hall	251	661	182	455	104	334
Baltimore	85	84	116	248	325	508
Dingle	1,539	3,322	1,638	4,450	2,238	4,845
Galway	1,860	3,066	1,570	3,266	1,530	3,144
Clew Bay (West- port)	189	360	435	906	630	1,320
Blacksod	30	57	23	53	437	1,355
Totals	9,470	18,613	10,781	21,452	16,222	29,761

LOBSTER FISHING.

The catch of lobsters during the three years 1923-5 shows a steady increase. This result is mainly due to the improved demand on the Continent. The principal market for Irish lobsters during the European War was in England. Previous to 1914 two or three Irish firms collected the catch on the South coast which they transported alive to the Continental markets. This trade ceased on the outbreak of war. In 1924 it was resumed by French merchants, who sent over "well boats" to carry the lobsters in tanks to France. The result of this direct trade with France has been that better prices were realised by the lobstermen for their catches, and this has caused the industry to be followed more extensively about our coasts. The French market demands big supplies of crayfish (French: *langouste*), for which the traders are prepared to pay up to 18/- per dozen as compared with 12/- to 15/- for lobsters. The crayfish being much larger than the lobster, a larger trap is required for this fishing. The Department of Fisheries has sent specimen traps to the fishermen on the South and West coast, and local supplies were made from the pattern. The French traders supplied the traps in some districts. Fishing for crayfish has not been taken up as energetically as would be expected owing to the size of the traps. The fishermen found that they could carry in their small boats almost twice as many of the smaller

wicker-work lobster traps as they could of the larger cray traps, and that the net return of their fishing for the less valuable lobster was better than if they had fished for crayfish.

The importance of our valuable lobster crop has not been fully grasped by many of the poorer dwellers on our West coast. In certain districts, such as Hare Island, off Baltimore, the Blasket Islands, off Kerry, and the Inishkea Islands, off Mayo, the lobster has been the principal fishing followed by the people, and the earnings it has yielded have enabled the islanders to live on their very poor land. Along the rocky coast of Donegal, Galway and Mayo there are untouched lobster fishing grounds. The difficulties of transport are being gradually overcome, and the organisation of markets is being improved, so that there is now no reason why the lobster and crayfish exports should not be greatly increased. The capital outlay is small and well within the means of the poorest of our coast dwellers in these counties, of whom a relatively large proportion migrate to England and Scotland annually.

In the more backward districts of Galway and Mayo as well as West Cork the Department found it necessary to get lobster and crayfish traps made, and these were kept in stock to be sold to the fishermen when the season for lobstering opened. These traps are all eagerly bought up, and had they not been available considerable earnings would have been lost owing to the want of provision among these fishermen.

Numerous complaints of trespass on our territorial waters by French lobster fishing boats were received during 1924 and 1925. Several arrests were made by the Garda Síochána and by the patrol cruiser of the Department. Maximum fines with confiscation of gear were imposed, but the fall in the franc has no doubt offered the trespassers a sufficient inducement to repeat their offences, and more drastic punishment will be required to prevent this form of poaching.

OYSTERS.

The decline in the yield of our Oyster fisheries during the past 25 years is serious and indicates a regrettable want of interest in the possibilities of this fishery. There are at present 21 public and 62 private oyster beds in the Saorstát. Of the latter, 17 have not been worked for many years, and the licences under which some of these exclusive rights in the seabed are enjoyed will have to be revoked unless the licencees show greater interest. The disease which ravaged Oyster beds in Great Britain and other countries has caused the value of our oysters to increase greatly. The dredging on important public beds such as Clarinbridge, Co. Galway, in Clew Bay and elsewhere continues to be supervised by the Department's staff to ensure the observance of the by-laws.

MUSSELS AND WINKLES.

In 1925 complaints were received from the Cromane (Killor-

glin) and Laytown districts that certain markets in England were refusing to take mussels from the local beds owing to unfavourable reports as to the condition of previous consignments. The Department had independent bacteriological examination made of samples taken from various beds in these districts. Some of the samples were found to be contaminated. The Department arranged to issue certificates of purity in respect of those mussels which were taken from beds which were found to be free from contamination, and in this way prevented the stoppage of exports which would otherwise have happened.

KELP AND CARRIGEEN MOSS.

The demand for kelp, which was used as a source not only of iodine but also of potash during the European War, fell off in 1919, and in consequence very little weed was burned during the following four years. In 1924 the demand revived and the French chemical firms became interested in the trade, largely through the instrumentality of Mr. Joseph McBride, T.D., Westport, who organised the French trade in kelp and also in lobsters and crayfish in 1925. The Department has been directing the attention of Irish firms on the West coast to the possibilities of expansion of the kelp trade with a view to the setting up of a plant in the Saorstát for the extraction of the fine chemicals on the spot.

Improved methods of burning the weed are necessary to secure that the more volatile valuable constituents are not lost and that the kelp may be free from adulteration. The Department of Fisheries is giving this matter attention.

The market for Carrigeen moss has increased in 1925 owing to French demand.

LOANS TO FISHERMEN.

The service of granting loans to fishermen was undertaken by the Irish Government in 1848 when by a Statute then enacted certain funds which had been subscribed for charitable purposes were taken over by the Government of the day to be administered for the benefit of fishermen principally in the maritime counties. These funds were administered by the Commissioners of Public Works in Ireland, acting under the advice of the then fishery authority, up to 1891 when a portion of the money and securities standing to the credit of the funds were transferred to the Congested Districts Board which was brought into existence that year. The remaining funds in the hands of the Commissioners were handed over to the Department of Agriculture and Technical Instruction in 1898 when that Department was created. The latter funds were administered by the Fisheries Branch of that Department up to 1923 when the Department of Fisheries superseded these two bodies and assumed control of our Fishery administration. The fishery loan funds which still remained to these bodies were absorbed into the Exchequer in

accordance with the provisions of the Constitution of the Saorstát.

On the 1st April, 1923, there were 1,446 loans current, the total amount in collection being £151,887. Of this sum £102,511 had not accrued due and £49,376 was in respect of instalments of loans which had fallen into arrear. The Department advanced 171 loans amounting to £12,549 during the year 1923-4, and collected £7,740. A sum of £82 was written off as irrecoverable in the year. The arrears at the close of the financial year 1923-4 had increased by £20,133 to £69,509.

During the year 1924-5 the Department advanced 159 loans amounting to £10,989. The amount collected on outstanding loans was £9,368 and £1,366 was written off during the year as irrecoverable. The arrears of instalments had grown to £85,177, being 53 per cent. of the total amount then in collection.

During the financial year 1925-6 there were 295 loans advanced, amounting to £7,936. The year's collection amounted to £10,563, and the sum written off in respect of balances of loans found to be irrecoverable was £298. At the 31st March, 1926, the arrears had increased to £97,032, or 62 per cent. of the total sum in collection.

The loans in arrear have steadily increased in amount since the collapse of the markets for Irish fish in 1920, as will be seen from the following figures:—

Year	Arrears	Percentage of Arrears to Total in Collection
	£	%
1920	4,746	4.1
1921	14,230	9.7
1922	29,742	21.0
1923	49,376	32.9
1924	69,509	44.0
1925	85,177	53.4
1926	97,032	61.7

The greater portion of these arrears is in respect of large motor and steam fishing vessels for which loans were advanced by the Congested Districts Board during the boom years 1914-1920. The Board received from the British Development Commission a sum of £32,500 to provide power fishing vessels for the fishermen in its area, and this sum, supplemented by appropriations from its own funds, enabled the Board to advance on easy terms loans to purchase boats and motor engines. The high price which fish food of any kind was fetching in these years acted as an incentive to our fishermen, many of whom made extravagant purchases of motor boats in Scotland and elsewhere with the money readily made available to them by the food policy of the then Government. These loans were well repaid so long as the boom prices lasted on the fish markets of England. When in 1920 these markets began to be glutted by the catches of the large fleets of steam trawlers newly released

from War service, fishing by Irish boats for British markets was no longer possible. The high rail charges, which were not felt while fish was realising famine prices, became an impassable barrier to development of the home markets. The chaotic state of Russia and Germany after the war destroyed for a time the chance of restoring the herring trade. So serious was the condition of Scottish and English fishermen that the British Government lost nearly £1,500,000 in 1923-24 in an endeavour to resuscitate this trade. The fishing population of whole villages in S.W. England emigrated to Canada at this time, and more than one-half of the steam trawlers of England were laid up in port owing to collapse of markets. Added to these disastrous conditions which affected the fishermen generally throughout England, Ireland and Scotland, our own political disturbances rendered it impossible for fishermen to continue their calling. Dingle, Cahirciveen, Baltimore, Galway, Burtonport—in fact most of our fishing ports on the South and West were cut off from rail facilities during the pre-Truce struggle, up to 1922. The Civil War, 1922-23, once more cut off these districts from markets, and it was not until the close of 1923 that regular fishing became possible. The effect of industrial disputes in England after 1923 caused the mackerel and fresh herring demand to be poor, thus delaying the revival of our staple fisheries.

The effect of this long-continued series of adverse conditions had the natural result upon the owners of large motor and steam vessels who were still heavily in debt to the State for the advances obtained for their purchase. Costly motor engines were neglected. Salt-spray and bilge water reduced many to a state of solid rust. Costly nets rotted through disuse; hulls and rigging exposed to weather for many years without constant attention deteriorated rapidly. Most of these loans had been granted on the security of the boats and engines alone, and in order to prevent complete destruction of the property the Department was compelled to take possession in several cases. 27 motor boats and 8 sailing vessels have been taken up in this way since 1923, and are being fitted out in the Department's yards for disposal.

In Arklow and Howth as well as Cork and Kerry, where the conditions of the industry since 1924 would have warranted the expectation that arrears would be more substantially reduced, the owners were compelled to expend most of their earnings on the provision of nets and the repair of their motors, which expenditure was necessary in order to keep the boats fishing.

The position of these large loans, and the accumulation of heavy arrears has become one of the most serious problems confronting the Department of Fisheries, which is consulting with the Department of Finance in order to find a way out. It is evident that the position of hopeless indebtedness under which many of our fishermen are labouring does not create a condition favourable to the rapid development of the industry.

With regard to the small loans made by the State to fishermen-farmers on the West coast, there is no great hardship

involved in forcing the borrowers to meet their instalments. These borrowers are not entirely dependent on the sea, and consequently did not feel the adversities of the 1920-23 period so heavily. In such cases full legal pressure is being exerted against borrowers and their sureties where the loans are in arrear.

The Department of Fisheries insists on getting adequate personal security for all loans issued. While this policy must be maintained in the interests of the general taxpayer, it is realised that its operation must necessarily tend to hinder fishery development in the poorer districts where such security is almost impossible to be found when the amount of the loan proposed to be raised is considerable.

VOCATIONAL INSTRUCTION.

Instruction is given to sons of fishermen in Marine Motor mechanics, including the care, running repair and driving of the main types of marine motors used in fishing vessels. The Department of Fisheries maintains a motor school at Galway where this instruction is given. The pupils selected for a course of instruction, which extends from 6 to 8 or 10 weeks, receive a lodging allowance if they come from a distance.

During the period 1st April, 1923-31st March, 1926, twenty-seven boys received instruction at Galway. The Engineer-instructor is also engaged on repair work for the Department when classes are not being held.

Apprentices are taught boatbuilding in the Department's yards at Downings, County Donegal, and Galway, and subsidies are paid to the Killybegs and Baltimore industrial schools for the instruction of boys in boatbuilding, net and sail making. Four apprentices were employed last year in the Department's yards, and seven boys are being taught in the subsidised schools.

Two apprentice coopers from Donegal are being taught the trade of barrel-making in a Dublin cooperage. The boys are partially maintained in Dublin by grants from the Department disbursed by the firm employing the boys. This scheme was found to be necessary in order to maintain a supply of trained coopers for the fish-curing industry in Donegal.

Casual instruction in herring curing and method of using improved fishing gear was given by the Department during the period at Achill.

During the year 1923-4 the cost of this service was £2,336 10s. 7d., against which has to be set off a sum of £141 2s. 11d. received for work done by the engineer-instructor at Galway and by the boatyard at Downings. This reduces the net cost of the service for the year to £2,187 7s. 5d. In 1924-25 the gross cost was £2,176 8s. 10d., with receipts amounting to £12 0s. 10d., leaving the net cost at £2,164 8s. 0d. In 1925-6 the cost of this service was £1,859 15s. 1d., there being no receipts.

FISHERY STORES AND CURING STATIONS.

In remote districts on the North and West coast it is neces-

sary to keep stocks of salt, barrels, nets, lines, etc., for emergencies. Curers are not supplied from these stocks except there is an unforeseen shortage in their supplies. The existence of these State stores is an inducement to curers who might otherwise not operate in such out-of-the-way places. Central stores are maintained at Downings and Galway from which supplies are kept up at the outlying stations. During the Autumn, 1924, herring fishing in Donegal there arose a great shortage of barrels. Scottish supplies had all been bought up in England for the heavy herring fishing then going on at Yarmouth and Lowestoft. The Department's stock of barrels in Donegal and Mayo was called on to supply the deficiency, and had these not been available the fishing at Kincasslagh and neighbouring ports would probably have had to stop.

Thirty Curing Stations are maintained in Donegal, Mayo, Galway, Clare and Cork, where facilities are provided for fish curing.

INSURANCE OF FISHING VESSELS.

The motor and steam vessels purchased through the State loans were insured with an English Mutual Association by the Congested Districts Board and by the Department of Agriculture and the policies were current when this Department was created. Insurance of these costly boats was all the more necessary as in most cases the boat and engine were the ultimate and only security for the loan. Under this insurance scheme the owner paid a proportion of the cost—usually one-half—and the State bore the remainder. The insurance being based on mutual liability, the cost to each insurer varied periodically according to the claims admitted by the Association. The causes which affected adversely the fishing industry during 1920-24 reacted of necessity on the working of this scheme, as the fishermen were unable to repay their share of the liability under their policies, and a sum of £10,900 was due by them to the two superseded Departments on 1st April, 1923. The position was not improved during 1923-4; not only did the arrears of premiums accumulate, but the rate of insurance increased up to nearly 6 per cent. for total loss. The Department of Fisheries was forced to the conclusion that it would not be justified in continuing the scheme, and when in February, 1925, the policies expired they were not renewed. The Department explored the possibilities of a cheaper insurance scheme with a fixed premium, and quotations were obtained for a Lloyd's policy on terms which showed an improvement on the rate which had been paid to the Mutual Association. The possibility of starting an Insurance Society of Irish fishermen was considered, but the conclusion arrived at was that the chances of successful working of such a society were very remote in view of the limited basis over which the risk would be spread.

The net cost for the 3 years 1923-6 of the insurance scheme for fishing vessels borne by the State is £5,081, while a sum

of £2,769 is on the books of the Department as collectible from the fishermen in reduction of that cost.

CHARTER OF FISHING VESSELS.

In response to urgent requests from Connemara in 1924, the Department chartered two motor boats, which were on its hands in Galway, to crews in Roundstone and Cleggan. The Department supplied the vessels with the necessary gear for mackerel, herring and line fishing and put a paid skipper and driver on board. The experiment was, in each case, a failure. At Roundstone no fishing was done, and at Cleggan the crew gave up after a very brief effort.

At Quilty, Co. Clare, where small boats only are used, the Department in 1924 tried the experiment of chartering a small motor boat to a local crew in order to train them in more modern methods. The boat was in charge of an experienced Galway instructor. Bad weather in the Autumn season of that year caused the fishing results to be poor, and the experiment was continued in 1925. On the very wild coast of Clare, fishing in currachs is a dangerous occupation, and the fishermen are more or less compelled to anchor their nets at sunset and haul them next day. This form of fishing is very destructive to gear and consequently only very cheap nets are used. Although warned by the Department that they would not be allowed to anchor their nets when fishing in the safer motor boat, and that they should allow the net to drift for the mackerel, they disobeyed instructions, with the result that several nets were lost and the experiment was closed down.

FISHING BY DEPARTMENT.

In the Autumn of 1925 urgent representations were made to the Department that those motor and sail vessels belonging to the State which were lying idle in Downings should be fitted out for the herring season then due to start, and that an opportunity should, in this way, be afforded to the Tirconail fisherman to get employment. Many of these vessels had been taken from loan borrowers during the previous two years owing to their neglected state and several had been repaired and made ready for sea.

It was felt that this reversal to the "Share System" of the Congested Districts Board which had been discontinued in 1915 would not be commendable as a permanent scheme; but the Department of Fisheries, in view of the very exceptional conditions then existing, agreed to put to sea such boats as were ready for the Autumn herring season. Each boat was put into the charge of a selected paid skipper and a motor driver was also appointed for each motor boat. The crews were selected from among the most experienced hands in Downings, Kincaasslagh and Gweedore. The fishing was, however, a failure and the crews had very little shares at the end of the season. The

scheme was continued at the Donegal Winter 1925-6 herring season, when 1 steam and 6 motor vessels manned by "share" crews fished from Buncrana, Downings and Killybegs, but with very poor results owing to the bad weather and to the distance off shore at which the herrings lay.

DOG FISH.

The prevalence of dogfish among herring shoals all around our coast led the Department of Fisheries to experiment with various forms of fishing gear suitable to the capture of this pest which is so destructive to the drift nets. As this fish is not sought by our fishermen it has multiplied until it has now become so numerous that the herring fishermen are frequently deterred from fishing through fear of damage to their nets. Unsuccessful efforts were made in 1924 to induce the Galway fishermen to capture and market this fish, which has a good sale in London. The following comparative market prices obtained in Billingsgate show that there is a paying market for this class of fish:—

	14 Aug., '24	21 Aug., '24	28 Aug., '24
Dog fish (per stone)	3/- to 5/-	4/- to 6/6	4/- to 6/6
Haddock do.	3/- to 6/-	3/- to 5/6	3/- to 7/-
Hake do.	5/- to 8/-	6/- to 8/-	6/- to 8/-

The trial was made with a Danish type Haddock seine net which was used on 2nd July, 1925, off Glogher Head, Co. Louth, in 13 fathoms. The second haul yielded 8 plaice, 12 dabs, 2 grey gurnard and 322 "spur" dogfish, mostly between 24" and 28" in length. A second haul in the same neighbourhood produced 184 spurdogs as well as plaice, dabs, etc. The conclusion arrived at as a result of this experiment was that when dogfish are present on clean ground the Danish Haddock Seine is a very effective implement for catching them, and there is no apparent reason why it should not be used in any depth in which it is convenient for a boat to anchor.

MARKETS.

INLAND.

Shortly after the establishment of the Department of Fisheries, the advice of the Advisory Committee, to which fuller reference is made later on, was sought, amongst other matters, on the steps to be taken to develop our inland demand for fish. As a result of this Committee's recommendations, the Department sent an organiser into the central towns of Athlone and Mullingar, Longford and Portlaoise to work up a demand in these towns. The organiser secured the interest of a large chain-store provision house in the opening of fresh fish departments, but the scheme was turned down by the directors. There is a sign that traders in our inland towns are turning their attention towards the fish trade during the past two years, but

much more energy is necessary if practical results are to be accomplished.

Preliminary discussions and investigations have been made by the Department recently in order to establish a fish market in Cork, which up to now has been content to import the bulk of its fish from across Channel fishing ports. The arrangements for opening a market are now well advanced and it is believed that a start will be made in 1927.

FOREIGN MARKETS.

The principal foreign markets to which Irish fish are consigned are Germany and the United States of America. The conditions under which sales of pickled mackerel and herrings have been marketed in America have been very unsatisfactory in the past. Since the establishment of a Government Trade Representative in New York matters have been much improved and the interests of Saorstát shippers are looked after. The need for combination among the curers at home was obvious to the Department and steps were taken in 1925 to get the mackerel curers of Cork and Kerry and Galway to form an Association for the better marketing of their consignments. This organisation has since come into being, and conferences have been held with the U.S.A. Trade Representative who has advised the Association on the selling procedure that should be adopted to get rid of existing objections.

The Department made a trial consignment of 12 barrels Autumn mackerel to markets in Alicante, Spain, in 1924, but the result does not indicate any possible market for pickled fish in that country. The net proceeds, after deducting salesman's commission, was 604 pesetas, which at 33.68 to the £ yielded £17 18s. 8d. The shipping Company carried this experimental lot free from Liverpool to Alicante, but local freights and charges were paid on the consignment. These amounted to £5 12s. 7d., leaving a net sum of £12 6s. 1d., or £1 per barrel. The very heavy customs duty of over 42 per cent *ad valorem* is the principal barrier to the development of a trade in fish in brine with Spain. Unless the fish be dried there appears to be no hope of developing this market.

GOVERNMENT INSPECTION AND BRANDING.

The Department has adopted a form of brand for herrings, and, as explained on a previous page, this brand is now applied under the regulations which have been circulated to herring curers.

The question of a State brand for mackerel was submitted for consideration of the Advisory Committee, who advised that such a brand should be introduced, but that it should be optional with curers whether they used it or not. Accordingly regulations were prepared and circulated to the trade notifying those who wanted the State brand on their fish of the conditions under which it would be applied. Up to the present no curer has

applied for the State inspection and branding, and it is feared that unless State inspection of mackerel is made compulsory the brand will remain without operation.

Reports from the curing centres and from America indicate very clearly that a considerable quantity of Irish mackerel is being sent to the American market every year in such a condition as to bring discredit on the trade. Such exports destroy the market for good cure, and depress the price of Irish fish all round. The time has now arrived when powers will have to be sought to prevent the export of pickled mackerel to the United States which has not received the approval mark of the Saorstát.

TRANSIT.

The Department continues to look after the interests of fish consignors and to press for improved train facilities through the medium of the Transport Section of the Department of Industry and Commerce. The Southern Railways Company have always shown a readiness to meet any reasonable request, but the operation of "through rates," which is largely outside that Company's control, frequently operates to the disadvantage of fish shipments from this country. The removal of the prepayment of freight by consignor requirement has been of great benefit, as well as the acceptance of consignments for order en route.

The lack of refrigeration cars for fish traffic on our Railway system is regrettable. The Department was anxious to spend some £250 in trying a cheap form of insulation on fish trucks on our railways, but the proposal was not viewed with favour by the Minister for Finance, who considered that such experiments should be done by the Companies who would expect to benefit from the results if satisfactory.

The Department continues to pay a subsidy of £1,100 a year to the Galway Bay Steamboat Company, under an agreement by which that Company is bound to maintain a steamer service to the Aran Islands. Owing to the high cost of running this service and to the falling off in fish traffic from the island, the Company has been running the service at a loss for several years.

Through the intervention of the Department before the Railway Tribunal in 1925, the classification for freight charge purposes of the various kinds of fish sent by Irish railways was settled on a satisfactory basis. The Fishermen's Association and other bodies interested in the settlement of freights on fish took no part in the proceedings, although advised by the Department, and in their default the Department took the necessary action.

SMALL HARBOURS AND LANDING FACILITIES

During the three years 1923-5 the Department of Fisheries expended £138 on the improvement of small landing places and fishing harbours. The works are executed by the Commissioners of Works, or by the local authority in accordance with plans approved by the Department. The Department in dealing with applications for improvements to harbours has

adopted the policy of requiring the local authority to contribute to the cost. The amount of local contribution is generally a measure of the strength of the local opinion as to the utility of the work.

During 1924-5 several useful small improvements were carried out at fishery harbours in Donegal under the votes for Relief of Distress administered through the Land Commission.

DREDGING.

The Commissioners of Public Works' dredging plant is available for dredging fishery harbours which the Department provides for. The harbour at Arklow requires periodical dredging on the sand bar and also in the basin. The amount of dredging done in this harbour during the 3 years dealt with in this Report was as follows:—

1923.	11 days working by suction dredger.	cost	£169
1924.	21 " " " "	"	£294
1925.	27 " " " "	"	£378

Balbriggan harbour was also dredged each year by the Board of Works at the request of the Department. In the case of this harbour the Dublin Port and Docks Board contribute one-half the cost of dredging, which serves the commercial as well as the fishing craft using the harbour. The total cost to the State of the work done during the 3 years at Balbriggan was £245.

In 1924 the Department agreed to have dredging done at Passage East, Co. Waterford, provided that the County Council, in whom the harbour is vested, defrayed a proportion of the cost, but as that Council has not agreed to the proposals submitted by the Department, the work, which is very necessary in order to develop the fishing as well as the commerce at this port, has not been proceeded with.

DEEP SEA FISHING HARBOURS.

The British Development Commissioners and the Treasury had agreed before the setting up of the Saorstát Government to contribute to the cost of several harbour works, including Dingle Pier extension and dredging, and Burtonport Pier and dredging. Extensive improvement plans for Buncrana harbour had been submitted to the Development Commissioners, who had agreed to recommend a grant of £25,000 from the British Exchequer provided that the remainder of the cost of the work, which was estimated to amount to £35,000, would be borne by the Donegal County Council. Negotiations have been carried on by the Department of Fisheries during the past 3 years for the financial provisions necessary for the Buncrana project. These are now nearing completion. Owing to the unwillingness of the Donegal County Council to undertake the heavy contribution required in this case, the Urban District Council of Buncrana intend to take over, with the consent of the County Council, the control of the harbour,

ADVISORY COMMITTEE ON SEA FISHERIES.

In 1923, shortly after the Department was established, steps were taken to summon to a conference representatives of the various interests concerned in sea fisheries. The Committee consisted of the following:—

Padraig O'Siochradha (An Seabhaic) (Chairman),
 Very Rev. Canon M. Farragher, P.P.,
 Senator Clayton Love,
 Mr. H. D. Connor, K.C.,
 Mr. D. Fawsitt, Ministry of Industry and Commerce,
 Mr. Thomas May, Fish Buyer,
 Mr. A. Richardson, Dublin Pure Ice and Steam Trawling
 Co., Ltd.,
 Mr. James Hickey, Motor Boat Owner,
 Secretary, Department of Fisheries,
 and
 Chief Inspector of Fisheries.

The Department prepared an agenda which included for discussion and recommendation lines of governmental action for the development of fisheries which it was considered would be feasible, and for which it was thought financial sanction would be obtained from the Minister for Finance.

FISHERY PATROL.

The sea patrol of the territorial waters of An Saorstát as well as of the special areas in which is prohibited Steam Trawling by vessels of British and Irish ownership is carried on by the Department's cruiser s.s. " Muirechu " (formerly " Helga "). The extent of coast line to be patrolled is about 1,000 miles, and one vessel cannot do this work effectively.

The " Muirechu " was laid up for repairs for 3 months in 1923, when heavy and costly renewals of the internal structures were found to be necessary. During the year the Coast Patrol ships of the Department of Defence assisted in fishery patrol work. The particulars of annual cost and numbers of detections and prosecutions made in each of the 3 years under review are given in Appendix No. 14.

The administration of the Steam Trawling Acts of 1902 and 1909 was rendered difficult in 1923 owing to the doubt which existed as to whether the By-laws imposed under these Acts by the Irish Fishery Authority would have a binding force upon the ships registered and owned outside the Saorstát. This doubt was set at rest by the decision of the British Government's Law Advisers that such By-laws as were in force when the Saorstát Constitution came into force continue to have binding effect on British Steam Trawlers, but any By-laws passed subsequent to that date could not have extra-territorial effect. (British Colonial Office Despatch dated 17th August, 1923.) Difficulties subsequently arose as to the levying outside the Saorstát of fines inflicted under the Acts, and this matter is still engaging the attention of the Law Advisers,

The Trawling in Prohibited Areas Prevention Act of 1902 empowered the Customs authorities of the British Isles to seize any fish landed by a foreign trawler within a month from the date on which an offence under that Act was reported. During 1923 there were 13 Belgian trawlers reported for offences under the Act, but as these vessels do not land fish in British or Irish ports no action could be taken to punish the offenders.

Many French sailing vessels were detected fishing inside territorial waters during the period. These were arrested under the powers conferred on the Department by the Sea Fisheries Act, 1883, and maximum penalties were imposed. As already stated, the penalties under this Act are not sufficient to deter foreign fishermen from invading our territorial waters, and the Oireachtas will be asked to grant greater powers with increased penalties.

INSPECTION OF STEAM TRAWLERS' OTTER BOARDS.

The obligation undertaken in regard to the inspection of the otter boards in use by Irish steam trawlers to ensure against damage by these boards to submarine cables, continues to be discharged by the Department. The condition of the otter boards was found to be, generally speaking, satisfactory, and the attention of owners was drawn to any defects which had been noticed.

SEA FISHERY SCIENTIFIC INVESTIGATIONS.

The scientific staff of the Department made a survey of the fishery grounds of Dundalk Bay in April, 1923. This survey was made in connection with reports of destructive methods of fishing. The nature of the sea floor and the distribution of the stock of fish in the bay were investigated with fishing gear of various kinds. Further comparative investigations in this area will be carried out when opportunity occurs.

In August, 1923, the oyster beds in Tralee Bay were surveyed, local fishermen, under the guidance of the Department's staff, being employed, with the object of determining the condition of the beds, whether any new beds suitable for exploitation existed, and whether any modification of the regulation in force was desirable. It was shown that on some beds which had not been fished for many years there existed a fair supply of oysters.

In December, 1923, the staff had under observation the oyster beds at Clarenbridge, following upon investigations into the unusual mortality which occurred on these beds in the previous year. The results were reassuring from the point of view of health of the stock, but that there was a danger of permanent injury of the beds through over dredging.

A pamphlet on the Slipper Limpet (*Crepidula*), which constitutes a serious pest on some English oyster beds, was prepared by Capt. J. I. Spicer and published in the Journal of the Department of Agriculture and Technical Instruction. The

pamphlet, which was distributed to the owners of Irish oyster beds, drew attention to the risk of introducing the slipper limpet into Irish waters.

The Department of Fisheries, through its technical officers, represents the Saorstát on the International Council for the Study of the Sea. This Council, which includes all the European countries on the Atlantic border, arranges for the scientific investigation of the problems affecting our Sea fisheries. The various countries represented at the Council undertake different lines of investigations each in its own territory and the results are collated and worked up by the Council staff. The Department's work in this scheme relates to investigation of the Atlantic slope with special reference to the herring. Voyages are made periodically in the fishery cruiser to the scene of operations where hydrographical observations on the temperature and salinity as well as plankton content are made.

In addition to this work, samples of herrings from the principal home fisheries are obtained from time to time and examined for the purpose of determining the origin and age and tracing the movement of the shoals. This work necessitates continuous research of a laborious nature before any definite results are achieved.

II. INLAND FISHERIES.

ADMINISTRATION.

The regulation of the salmon and freshwater fisheries of the Saorstát is entrusted to the Department of Fisheries. The administration of the regulations is carried out through the agency of 23 Fishery Boards. These Boards are composed of members elected by the licensed fishermen in each fishery district and of proprietors of several fisheries in the district over a certain value.

The task of administering the fishery laws during the years 1921, 1922 and 1923 was an almost impossible one, and when the Department came into existence, conditions could hardly have been worse. Private rights were being invaded, poisoning and dynamiting of rivers were common, and the weekly close season was ignored. In many districts the Fishery Boards were powerless to assert their authority, and the bailiffs were overawed by armed bandits. According as the effects of the civil strife disappeared the conditions improved, and by 1924, when the Garda Síochána was established in every outlying district, there was a general return to normal.

Early in 1923 it became apparent to the Department of Fisheries that something more than a return to normal conditions was required to put our salmon and freshwater fisheries on a satisfactory footing. The chief difficulty under which the Fishery Boards laboured was that they had not sufficient funds at their command to carry out their work in a proper manner. Accordingly, legislative proposals were drawn up, and an Advisory Committee on Inland Fisheries was called together in November, 1923 to consider these. This committee was com-

posed of the following gentlemen, most of whom brought to their task an intimate knowledge of the difficulties to be overcome:—

Senator Sir T. Graftan Esmonde (Chairman), Mr. R. Berridge, Col. R. Claude Cane, Mr. H. D. Conner, K.C., Mr. W. C. Fair, Mr. John Garvey, Mr. J. E. Godfrey, Mr. D. J. Gorey, T.D., Mr. J. King, Mr. M. McGinley, Mr. Michael Maguire, Major S. Myles, T.D., Mr. R. Power, Mr. A. Blood Smyth, Mr. R. H. Lee, and the Secretary, Department of Fisheries.

Most of the recommendations made by this Committee have been embodied in the Fisheries Act, 1925. The main object of this Act was to increase the revenue of the Boards of Conservators, and it accomplished this by (1) increasing the licence duties payable on rods, nets and other engines of capture, (2) transferring for a period of 15 years the power of levying and collecting rates on all valued fisheries from the Local Government body to the Fishery Board. It is necessary to explain that previous to the Act of 1925, the revenue of Fishery Boards was derived from (1) licence duties, (2) a fixed fishery rate of 2/- in the £ on all valued fisheries, (3) voluntary subscriptions. As these sources of revenue did not yield sufficient money to enable the Boards to employ an adequate staff of bailiffs, the State was forced to come to their aid, and for many years prior to 1923 the Department of Agriculture and Technical Instruction gave these Boards grants amounting in all to about £5,000 a year. The Act of 1925 gave to the Department of Fisheries fuller powers of control over Boards of Conservators, and provided for the systematic audit of their accounts by the Local Government Department.

While the drafting of the 1925 Act was still in hands, it was felt that the penalties for certain classes of offences were inadequate, and in the early part of 1924 a Bill was introduced to the Oireachtas for increasing these penalties and for rendering the work of the poacher, dynamiter and poisoner more difficult. The passage of this Bill was delayed owing to amendments introduced in the Seanad aiming at the abolition of the power of the Government to mitigate penalties imposed under the Bill. These proposals were not acceptable to the Dail and the Bill was enacted and came into force on 21st March, 1924.

It was provisionally arranged in 1923 between the Department of Fisheries and the Imperial Secretary at Belfast that the existing Fishery Districts which lay partly in the Saorstát and partly in Northern Ireland would continue to operate as before, regardless of the provisional boundary line. This arrangement continued to work satisfactorily, but in 1925 it became necessary to divide these districts. The Donegal portion of the Londonderry District was by sealed order created a new fishery district. That portion of the Londonderry District which came into Cavan and Monaghan was added to the Dundalk District. No change was necessary in the Ballyshanon District, which now includes the lower waters only of the River Erne.

In accordance with the provision in Section 4 of the Fisheries Act of 1925, all existing Fishery Boards went out of office on 30th September, and fresh elections were held throughout the Saorstát. The new Boards are discharging their duties in a very satisfactory manner.

BY-LAWS AND REGULATIONS.

During the period under review very many requests were received by the Department to hold public inquiries into the operation of existing by-laws affecting particular areas. In those cases where the Department were satisfied that, *prima facie*, such requests were reasonable, inquiries were held and evidence taken. A list of these inquiries with the decisions given is shown in Appendix No. 18.

COMMERCIAL SALMON FISHERIES.

It is not possible to give exact figures which would represent the value of salmon sent to market from our river, estuary and open sea fisheries. In the past an estimate of the yield of salmon each year was made, based principally on the weight of fish sent by rail. The statistics now published by the Department of Industry and Commerce give the quantity of salmon exported with its value as given by the consignor. The home consumption is not, of course, covered by these figures, and it is necessary to estimate this. The quantity of salmon passing through the Dublin fish market is supplied to the Department weekly, and it is estimated that this quantity represents about three-fourths of the home consumption. On this basis the following figures give a fairly approximate idea of the quantity and value of salmon put into commerce during the years 1923, 1924 and 1925:—

			Quantity lbs.	Value £
1923	...	...	2,055,045	197,100
1924	...	...	2,689,680	258,091
1925	...	...	2,746,464	256,277

In order to estimate the total yield of salmon, it would be necessary to add the quantity caught as sport by rod and line, and no data are available for arriving at this figure.

The number of persons to which this fishery affords seasonal occupation in the year is estimated at 3,000.

The principal market for Irish salmon is Billingsgate, London, to which the following quantities were despatched in the three years.

			Packages	Average price realised per lb.
1923	...	...	7,920	2s. 6d.
1924	...	...	8,164	2s. 6d.
1925	...	...	7,256	2s. 6d.

The market price quoted in Billingsgate for Irish salmon is usually equal to that for English fish, and from 2d. to 3d. per lb. lower than Scottish fish. This difference is mainly due to the deterioration caused by the longer period the fish is in transit, but there is reason to fear that some consignors do not take sufficient pains in sending their fish to market.

DRIFT NETTING FOR SALMON IN THE SEA.

Fishing for salmon with drift nets in the open sea affords a very remunerative occupation for our inshore fishermen from Merville to Slyne Head. This fishing is carried on in large yawls off the Donegal coast, where the length of net permitted by the regulations is very long; on the Mayo and Galway coast, where the length of net permitted is much shorter, the fishing is carried on in canoes. As a rule the salmon dealer supplies the net and pays the licence duty. He deducts from the fishermen an agreed sum per pound off the catch to recoup himself. Loans for salmon gear are not advanced by the State owing to the liability of such gear to be confiscated in the event of an infringement of the laws by the users of the gear.

The fishing season usually continues during May and June, and the average earnings of the Donegal men are about £40 for the season. In Mayo and Galway the average is usually lower owing to the use of a shorter net.

In 1923 the quantity of salmon caught by drift nets between Merville and Roundstone was 21,575 fish, weighing 1,238 cwt. In 1924 the catch was 41,950 fish, weighing 2,388 cwt. In 1925 the catch was 40,273 fish, weighing 2,189 cwts. The average catch for the 10 years 1915-24 was 25,722 fish, weighing 1,448 cwt.

EEL FISHERIES.

The principal fresh water eel fisheries in the Saorstát are situated on the Shannon, between Killaloe and Castleconell, and at L. Erne and L. Corrib. These fisheries are valued for rating purposes at approximately £900. The total yield of eels for each of the three years 1923, 1924 and 1925 was:—

	Quantity	Value
	lbs.	£
1923	340,704	(not ascertained)
1924	557,648	15,260
1925	434,224	13,687

The catch is almost entirely exported to markets outside the Saorstát.

ANGLING.

There has been a marked increase in the number of angling licences issued during the period under review. The number of rod licences issued in 1922 was 1,442; in 1923 there were 1,818 licences taken out; in 1924 the number increased to 2,853, and in 1925 the number was 3,446.

1923.—During 1923 the season was favourable to angling and the catches are reported to have been well up to the average of former years. In the districts of Wexford, Bantry and Kenmare the salmon stocks showed a decrease; in Sligo, Ballyshannon and Drogheda there was no marked change. In Killarney and Galway there was an improvement in the run of spring fish. In Waterville there was a very good run of sea-trout, but elsewhere there was a decrease in this fish. Grilse ran late at Bangor and Ballina, and salmon were earlier in Dublin and Wexford.

The number of smolts descending to the sea in spring months appeared to be normal. The principal migration takes place in April and May, but the descent is rather earlier in Wexford, Lismore, Bandon, Skibbereen and Killarney. In the districts of Waterford, Galway, Sligo and Dundalk the descent of smolts to the sea continued beyond the month of May.

No case of salmon disease was observed during 1923.

The 1923 spawning season was characterised by very favourable weather conditions generally. The rivers were high throughout the season, and there was very little frost. The number of salmon on the spawning beds was above the average.

1924.—Owing to the heavy floods which occurred throughout the year and the consequent high level maintained in the rivers, the salmon run was satisfactory and the stock of fish in the upper waters was above average. An increase in the number of spring fish in the Killarney district was reported. The angling season was exceptionally good in most districts. In Dublin district the catches were moderate, while the River Slaney was poor, especially in the early months. In the Suir, Nore and Barrow the fishing was fair only. There was good fishing in the Lismore stretch, but the floods continued too high. The Cork rivers were very good throughout the season. In the Killarney district the salmon were plentiful but elusive. Waterville district was late, but from April to the end of the season the fishing was much improved, and the sea-trout angling was much better than it had been for many years. In Galway the season was exceptionally good for both salmon and sea-trout. The Sligo and Ballyshannon rivers were rather spoilt by the constant high floods. In Donegal exceptionally good catches were made. In the Department's river Owenea, which flows through Glenties and Ardara, the rods caught 508 fish, which was more than twice the average of former years. On the Boyne the angling was good in the lower waters during the early spring, after which floods brought the fish to the higher waters and good catches were then made there.

The spawning season of 1924-5 was, on the whole, a very satisfactory one. The constant high water, the occurrence of numerous floods throughout the season, together with the large run of fish, resulted in the presence of salmon in the upper waters of rivers where they are rarely found in more normal years. In most cases this was a great advantage as it led to the stocking with fry of waters which are usually unproductive. Losses of fry, however, occurred in some streams through subse-

quent shrinkage, while the violent floods also did damage by uprooting the redds and carrying away the ova. The reports received from the chief salmon rivers indicate that the number of spawning fish was greatly in excess of the normal.

1925.—Up to early June the wet weather favoured angling and the yield of the rivers was good. The subsequent dry period of two months caused a falling off, and in the "spate" rivers—those which drain off rapidly—rod fishing was almost entirely stopped. The rainfall in mid-September brought the catch up again. The following record for the river Owenea, Co. Donegal, shows the influence of rainfall on the sport of these "spate" rivers:—

April, 18 fish; May, 81 fish; June, 29 fish; July, 6 fish; August, 8 fish; September, 32 fish.

The run of descending smolts was normal during the spring of 1925, but in some districts it was reported to be heavier than usual.

No cases of disease in salmon were reported, but during the middle of June, after a heat wave had begun, large numbers of dead salmon and fry were found in the River Shannon below Killaloe. The temperature of the water was 69° F. A chemical analysis of the water did not reveal any poisonous matter which would account for this mortality. The most probable contributing cause is believed to be the high temperature of the water and consequent diminution of dissolved oxygen.

In the districts of Wexford, Waterford, Bantry, Killarney, Bangor and Dundalk the season was poor. In Cork the salmon were plentiful but did not rise easily to the fly. The Boyne was good in the lower reaches, but poor in the district beyond Slane. Good fishing was had in the Spring months in the Dublin, Lismore, Bandon, Skibbereen, Ballinakill, Sligo and Letterkenny districts. The Kenmare, Galway, Connemara, Ballina and Ballyshannon districts had a good year all through. At Waterville the salmon fishing was good during March and April. Sea-trout fishing was poor until after mid-August, when it improved.

The spawning season was favourable, and the stock of breeding fish present in the rivers was good in all districts except Skibbereen and Bangor districts.

TROUT FISHING.

The growth of Anglers' Associations through the country during the past three years is a satisfactory evidence of the interest being taken by trout anglers of the Saorstát in the preservation of our trout rivers and lakes. The tendency of the Fishery Boards of Conservators is to concentrate upon the protection of the salmon stock, which yields the principal revenue of these Boards. The voluntary associations specially concentrating on trout preservation are, therefore, to be encouraged, and assistance from State funds has been given to these societies where the work being done by them is approved.

HATCHERIES.

The Department maintains two salmon hatcheries, one at Lismore by arrangement with the Duke of Devonshire, who owns the premises and fishing rights, and the other at Glenties, Co. Donegal, the premises and fishing rights of which belong to the State.

In the season 1923-4, the State hatchery on the River Owenea at Glenties was worked with the old equipment and 260,000 salmon fry were distributed in the River Owena and River Owentocker. During 1924 this hatchery was completely reorganised and greatly enlarged. The wooden troughs and procelain trays for ova previously in use were replaced by the Department's standard pattern of double hatching box. A number of these boxes were erected in the open. The fry ponds and holding ponds were reconditioned, and a new trap, controlling sluice and weir were erected. A wooden shed was built near the holding ponds, in which the actual stripping operations are carried out. The capacity of the hatchery is about 1,100,000 ova.

In the season 1924-5, owing to various conditions inevitable in the operation of a new hatchery, the loss of ova and fry was rather high. 285,000 salmon fry were liberated. Of these, 28,000 were put into the Owenwee and Glen rivers at Carrick, 24,000 into the Crana River at Buncrana, 50,000 into the River Owentocker and the rest into the River Owenea. In the season 1925-6, the mortality during hatching, though still rather high, was much less than in the previous season. 680,000 salmon fry were liberated. Of these, 20,000 were put into the Owenwee River at Carrick, 20,000 into the River Lackagh at Creeslough, 200,000 into the River Owentocker and the remainder into the River Owenea. In addition, 6,000 sea-trout fry were hatched and planted in streams flowing into Kiltorris Lake at Rosbeg.

The output of salmon fry from the State Hatchery at Lismore, on the River Blackwater, was 2,380,000 in 1923-4; 3,284,000 in 1924-5, and 3,867,000 in 1925-6. Salmon ova from Lismore hatchery were delivered to and hatched out in the following enlarging hatcheries:—

Hatchery	1923-4	1924-5	1925-6
Zoological Gardens, Dublin ...	6,960	15,000	18,000
Newtownbarry ...	20,000	—	40,000
The Reeks, Glencar ...	4,000	—	—
Glenhazel, Kerry ...	15,000	—	—
Adare ...	3,000	—	—
Galway ...	20,000	—	—
Castlebellingham ...	16,000	—	—
Skibhereen ...	—	38,000	40,000
Listowel ...	—	50,000	72,000
Blackcastle, Boyne ...	—	50,000	60,000
Banteer and Mallow ...	—	—	180,000
Total ...	84,960	153,000	410,000

In addition, 157,000 brown trout fry were hatched out at Lismore Hatchery in 1925-6 and distributed over the tributaries of the River Blackwater.

In addition to the two State Hatcheries and those smaller hatcheries which receive their supply of salmon ova from them, there are a number of small hatcheries which have been erected for the purpose of hatching out brown trout ova purchased from commercial trout farms. These hatcheries were established with the assistance of the Department and are subsidised by it. The hatcheries on the Westmeath lakes supplement these imported ova by ova derived from native trout. The total output of fry during the three seasons is as follows:—

	1923-4	1924-5	1925-6
Salmon	2,682,000	3,754,000	4,850,500
Brown Trout	194,250	220,900	412,700
Sea Trout	—	500	13,000
Rainbow Trout	—	20,000	—
Total	2,876,250	3,995,400	5,276,200

MISCELLANEOUS.

In September, 1923, the Department of Fisheries made an exhibit at the Leeds Fishery Exhibition, which was illustrative of the freshwater Angling resources of the Saorstát. Maps of the various angling districts were shown, and information was given about the fishings to visitors at the exhibit.

Owing to the interest shown in the exhibit and to the many inquiries which resulted from it, the Department decided to publish an Anglers' Guide to the Irish Free State. The "Anglers' Guide," which was published at a popular price, contained several useful maps and detailed information, and the book has had a wide sale.

RURAL INDUSTRIES.

Upon the dissolution of the Congested Districts Board in July, 1923, it was decided to continue, under the control of the Minister for Lands and Agriculture, the work of developing rural industries which had been done by that body. By arrangement with the Minister for Finance, the financial provision for the service from July, 1923, the date of the winding up of the Board, was made out of the vote for this Department but it was not until February, 1924, that it became responsible for the administration of this service.

In April, 1924, there were 42 centres open at which there were 49 instructors, managresses and assistants employed. In addition to these industries, which were under the complete control of the Department, there were 10 industries controlled by institutions in which the Department paid the salaries of 12 of the instructors. The directly controlled industries were distributed through the western counties as follows:—

Donegal	...	...	10 centres.
Leitrim	...	...	1 "
Sligo	...	...	1 "
Mayo	...	...	15 "
Galway	...	...	11 "
Kerry	...	...	1 "
Cork	...	...	3 "
Total	...	...	42 "

Some of these centres were found to be doing very little trade and it was decided to close them down owing to lack of interest shown by the local workers. The centres so dealt with comprised one in Donegal, one in Leitrim, three in Mayo, one in Kerry and one in Cork. During the period under review two new centres were opened, one in Mayo and one in Galway.

With the exception of the Wooden Toy Factory at Galway, all these industries are engaged in the production by girl workers of hand work in textiles, including lace making, embroidery, crochet work in artificial silk, hand and hand-power machine knitting of woollen and other yarns. The distribution of these industries is as follows:—

Galway—

Toymaking,	1	centre,	employing about	50	hands
Machine Knitting,	3	"	"	84	"
Knitting and Crochet combined,	2	"	"	40	"
Crochet and embroidery,	6	"	"	110	"

Mayo—

Machine Knitting,	1	centre,	employing about	35	hands
Knitting and Crochet combined,	5	"	"	343	"
Crochet and Embroidery,	7	"	"	155	"

Donegal—

Knitting and Crochet combined,	7	centres,	employing about	186	hands
Crochet and Embroidery,	2	"	"	110	"

Sligo—

Crochet and Embroidery,	1	centre,	employing about	30	hands
----------------------------	---	---------	-----------------	----	-------

Cork—

Knitting and Crochet,	1	centre,	employing about	17	hands
Crochet	1	"	"	17	"

Total, 37 centres, employing about 1,177 hands

During the financial year 1924-25 the output of these industries realised £34,003, of which the workers received £20,628. The balance was applied to recoup the Department for overhead charges, for outlay on raw material and for capital charges on premises and plant.

The following statement shows the turn-over, wages paid to workers and net cost of running these industries for that year :—

1924-25.			
RECEIPTS.	£	OUTGOINGS.	£
Sale of Work	34,003	Wages paid to workers	20,628
Net cost for year	12,873	Raw Material	14,060
		Management :—	
		Salaries	£7,364
		Upkeep of pre- mises	£4,251
			11,615
		Capital outlay on plant and premises	573
	£46,876		£46,876

The imposition in 1925 of the British tariff on artificial silk products imported into that country gave a very serious set back to the production of hand made crochet goods in our rural industries. The quantity of artificial silk yarn imported into the Saorstát during the six months January-June, 1925, was 47,122 lbs., and the bulk of this was used for making into crochet jumpers, gowns, etc., for the British drapery houses. In the second six months the quantity of yarn imported fell to 11,630 lbs., owing to the tariff. This practically killed the trade with Britain in crochet jumpers and other articles composed of artificial silk, and it became necessary to change over to other lines of production. The lace trade had been reduced to a very low position owing to the post-war fashion which decreed that lace should not be worn. The Department accordingly turned the workers on to machine knitting, as demand had arisen for woollen goods for sports wear. New machines had to be procured and trained instructors obtained to start the workers on the new industry. Such a change-over cannot be rapidly accomplished in the case of industries widely scattered through undeveloped districts such as those in the West and North. The work having to be done on the premises under the eye of the manageress was less attractive to the girls than the crochet work which could be done at home. Time was lost coming to work in the factory and the earnings were consequently not as good. Again, the premises where these industries have been carried on were not suited for housing many workers and machines. The trade of these industries is now almost entirely confined to the home market.

As a result of these adverse conditions the output of the industries during 1925-26 was much below the previous year's turnover, as is shown by the following statement:—

1925-26.			
RECEIPTS.		OUTGOINGS.	
	£		£
Sale of work	29,427	Wages paid to workers	16,408
Net cost for year	6,447	Raw material	8,688
		Management:—	
		Salaries	£6,733
		Upkeep of pre- mises, post- age, etc.	£3,203
		—————	9,936
		Capital outlay on plant and premises	842
	£35,874		£35,874

The Galway Toy Factory was taken over by the Department as a going concern in 1924. The results of the trading for the last six months of 1923 showed a loss of over 38 *per cent.* Prior to its dissolution the Congested Districts Board had come to the conclusion that the industry was in a sufficiently advanced stage to justify success if worked by private enterprise, and negotiations for sale were being discussed. It was determined to give the factory a further trial, and at the close of the year 1925 a thorough audit was made of the business. This audit revealed a further heavy loss, and it was then decided to open negotiations for its sale as a going concern. These negotiations are still in progress.

The attention of the Department was concentrated on the important rural industry of home spinning and weaving which had declined seriously in Donegal in 1920. It is clear that more modern methods, better dyes in hues now in demand, better spinning and weaving, with greater variety and originality in patterns are essential. For some months past efforts have been made to secure a thoroughly competent man as Inspector of Rural Industries, but so far the post is unfilled. It is intended that this Inspector should concentrate on plans for the rehabilitation of the homespun industry in the West.

Improved methods of marketing the products of all the rural industries through the medium of a central depot in Dublin are also needed, and this will be the second task to be assigned to the Industrial Inspector when appointed. New industries suitable for the employment of young men which would have a reasonable prospect of a commercial future will be tried in due time.

APPENDICES TO THE REPORT

OF

DEPARTMENT OF FISHERIES

FOR THE YEARS 1923-24-25.

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APPENDIX No. 1.

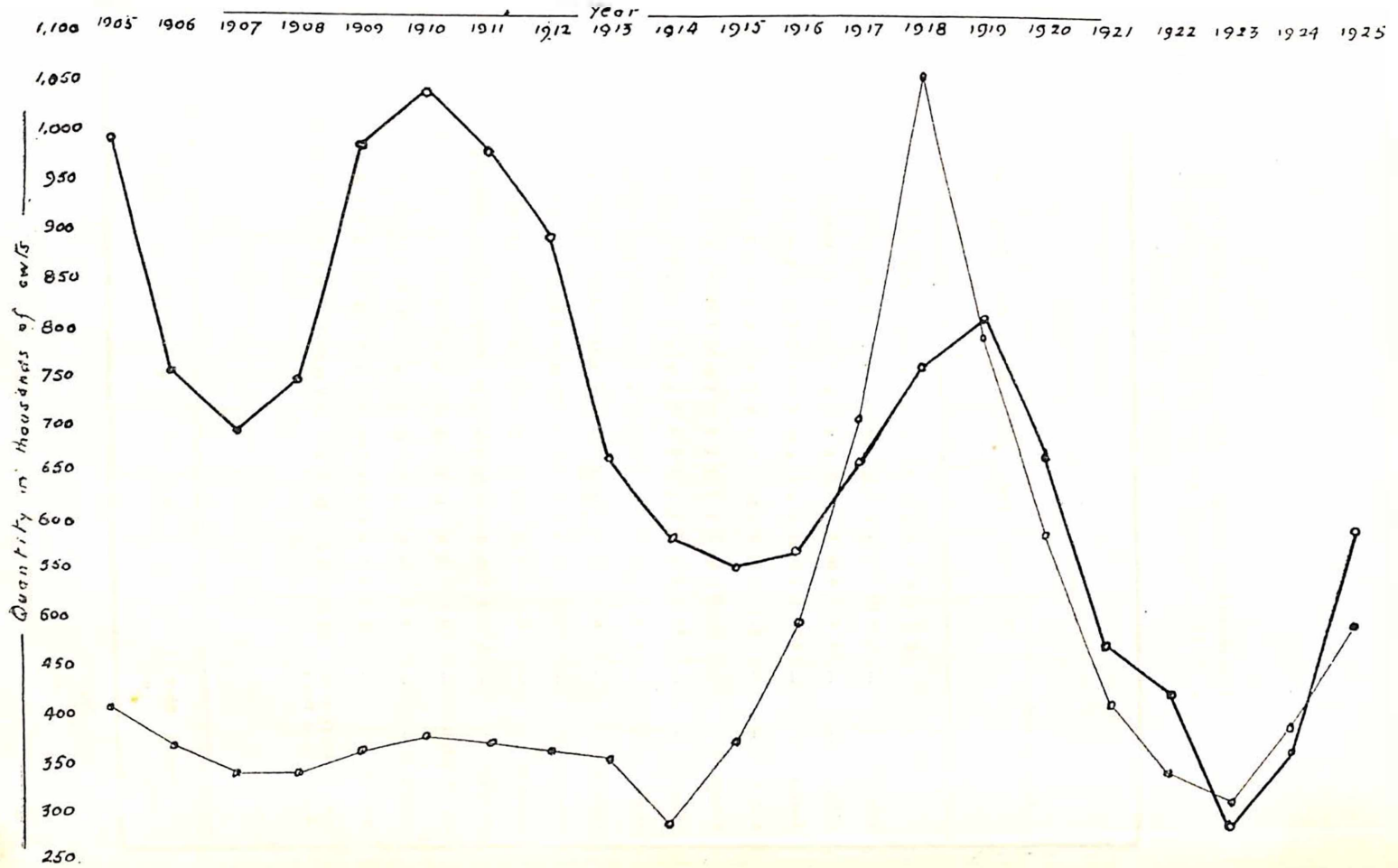
STATEMENT of the Total Quantity and Value of the Sea Fish (excluding Salmon) returned as landed on the Irish Coasts during the years 1923, 1924 and 1925.

	North Coast. (Erris Head to Torr Head.)						East Coast. (Torr Head to Carnsore Point.)						South Coast. (Carnsore Point to Loop Head.)						West Coast (Loop Head to Erris Head.)						Totals					
	1923		1924		1925		1923		1924		1925		1923		1924		1925		1923		1924		1925		1923		1924		1925	
	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value	Quan.	Value
	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£
Brill	17	31	53	107	33	46	196	990	193	930	179	740	111	406	113	415	97	368	29	93	18	55	41	115	353	1,520	377	1,507	350	1,269
Soles	86	429	61	346	65	359	739	3,651	345	1,784	476	2,396	541	2,342	980	4,321	1,185	4,918	206	870	286	1,594	357	2,391	1,572	7,292	1,672	8,045	2,083	10,064
Turbot	11	33	10	32	26	64	166	914	166	782	177	771	102	365	82	317	86	354	87	225	84	320	103	315	366	1,537	342	1,451	392	1,504
Total Prime Fish	114	493	124	485	124	469	1,101	5,555	704	3,496	832	3,907	754	3,113	1,175	5,053	1,368	5,640	322	1,188	388	1,969	501	2,821	2,291	10,349	2,391	11,003	2,825	12,837
Cod	1,306	1,893	1,549	2,403	5,546	5,966	16,148	42,516	14,392	32,729	15,276	29,744	685	996	537	735	678	1,048	751	699	835	793	626	873	18,890	46,104	17,313	36,660	22,126	37,631
Conger Eel	—	—	54	55	41	121	2,127	2,469	2,284	2,543	1,428	1,659	383	345	353	389	299	327	164	73	97	54	73	44	2,674	2,887	2,788	3,041	1,841	2,151
Haddock	2,454	3,486	1,160	1,710	581	705	1,573	3,309	409	923	586	1,390	62	105	42	87	26	51	553	742	472	819	258	321	4,642	7,732	2,083	3,539	1,451	2,467
Hake	—	—	—	—	—	—	4,810	17,239	3,966	12,031	4,943	11,426	11	18	80	176	7	14	175	181	159	275	153	220	4,996	17,438	4,205	12,482	5,103	11,660
Herrings	12,295	4,908	30,021	14,497	57,249	23,095	99,436	58,500	99,855	62,253	188,693	113,938	27,134	12,536	54,728	26,695	66,175	29,108	2,351	1,589	15,324	7,827	4,195	2,464	141,216	57,533	199,928	111,272	316,312	168,605
Ling	30	48	49	57	29	67	1,011	1,198	694	810	427	403	524	700	288	389	381	630	985	758	462	440	757	821	2,550	2,704	1,493	1,696	1,594	1,921
Mackerel	5,431	3,562	4,654	2,951	7,123	4,580	1,420	446	621	404	1,879	993	54,717	20,284	69,305	41,273	152,122	71,534	2,601	1,673	4,746	3,151	13,471	7,117	64,169	25,965	79,326	47,779	174,595	84,224
Plaice	1,708	2,937	1,387	2,562	1,473	2,637	6,340	18,234	7,628	19,650	10,790	24,429	2,560	5,948	2,577	6,327	2,460	6,033	586	1,238	697	1,667	542	1,189	11,194	28,357	12,289	30,206	15,265	34,289
Ray or Skate	897	819	814	782	583	556	5,039	5,318	6,325	5,652	6,789	5,578	926	598	939	765	1,143	882	621	496	566	565	804	828	7,483	7,231	8,644	7,764	9,319	7,844
Sprats	484	134	849	181	702	147	1	1	—	—	—	—	932	154	2,035	349	7,315	1,225	—	—	—	—	60	15	1,437	289	2,884	530	8,077	1,387
Whiting	921	983	106	58	1,027	709	14,238	15,704	10,610	11,190	6,574	6,608	1,007	1,107	1,452	1,298	3,459	2,742	450	417	410	342	733	804	16,616	18,211	12,578	12,918	11,793	10,853
All other except Shell Fish	3,231	2,943	3,373	2,916	5,693	5,588	11,165	12,485	10,192	9,362	9,862	9,719	2,607	2,502	2,419	2,257	3,625	3,603	3,399	5,730	3,978	6,768	4,773	5,210	20,402	23,660	19,962	21,303	24,953	24,120
Total of all Fish save Shell Fish	28,871	22,206	44,140	26,697	81,171	44,640	164,409	163,064	157,680	161,043	248,079	209,794	92,322	48,406	135,930	85,783	239,058	122,837	12,858	14,781	28,134	24,670	26,946	22,727	298,560	248,460	365,864	300,193	595,254	399,998
Shell Fish	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Crabs	75,279	553	106,133	888	106,387	945	61,053	417	73,349	515	48,659	365	17,781	195	19,107	220	22,268	264	638	12	88	1	—	—	154,751	1,177	198,577	1,624	177,314	1,574
Lobsters	157,944	6,683	135,916	6,454	165,015	7,713	244,485	11,630	230,387	11,074	226,964	11,819	236,434	9,245	252,107	12,903	367,414	19,842	138,329	4,223	239,375	9,733	292,177	11,691	777,192	31,779	857,785	40,164	1,051,570	51,065
Crayfish	—	—	—	1,812	123	—	—	—	—	—	1,200	60	3,649	133	5,988	335	26,606	1,404	38,515	1,896	41,361	2,514	51,690	3,876	42,164	2,029	47,349	2,849	81,308	5,463
Mussels	2,850	562	822	734	1,312	220	7,820	1,470	9,110	1,805	11,420	2,284	832	5,600	490	1,957	184	520	52	160	16	368	118	22,267	2,915	15,692	2,445	15,057	2,806	
Oysters	35,449	216	90,300	632	81,600	652	180,080	9,004	180,000	9,000	1369,150	5,553	No.	360	294,600	1,180	379,780	1,588	151,553	953	225,267	1,163	254,675	1,666	2078,902	10,533	2410,167	11,975	2085,205	9,459
Other Shell Fish	946	309	2,155	729	5,863	1,255	10,639	4,634	10,922	5,054	12,652	6,148	14,762	5,486	24,300	11,426	24,192	11,497	14,621	4,247	10,551	4,090	12,959	4,745	40,968	15,676	47,928	21,299	55,666	23,645
Total Value of Shell Fish	—	8,323	—	8,837	—	10,908	—	27,155	—	27,448	—	26,229	—	17,249	—	26,554	—	34,779	—	11,383	—	17,517	—	22,095	—	64,110	—	80,356	—	94,012
Grand Total Value	—	30,529	—	37,534	—	55,548	—	190,219	—	188,491	—	236,023	—	65,655	—	112,337	—	137,616	—	26,167	—	42,187	—	44,823	—	312,570	—	380,549	—	494,010

NOTE—The figures for Northern Ireland included in above Table were supplied by the Imperial Secretary for Northern Ireland.

Fig. 1.

Quantity of Fish (excluding Shell Fish) landed ; in thousands of cwts. ———
Value of Fish (including shell fish) landed ; in thousands of £. ———



APPENDIX No. 2.

COMPARISON between the years 1914-1925 inclusive in respect of the Average Prices of the different kinds of Sea Fish landed in Ireland.

Kind of Fish.	AVERAGE PRICE PER CWT.											
	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Brill	2 8 11	2 9 11	4 2 10	3 19 11	5 5 5	5 10 6	4 16 3	4 3 11	4 2 10	4 6 1	3 19 11	3 12 6
Soles	4 7 0	4 16 5	5 10 11	6 8 1	8 7 9	8 3 0	6 10 10	5 2 6	4 9 8	4 12 9	4 16 3	4 16 8
Turbot	4 10 5	4 13 11	5 6 3	5 15 2	7 0 4	6 15 2	5 10 6	4 6 0	4 13 3	4 4 0	4 4 10	3 16 9
Cod	17 7	1 3 6	1 11 9	2 4 8	3 6 6	2 5 6	2 1 0	1 16 3	1 11 5	2 8 10	2 2 4	1 14 0
Conger Eel	13 4	16 1	1 2 3	1 9 9	1 16 10	1 14 9	1 12 11	1 4 9	1 0 0	1 1 7	1 1 10	1 3 4
Haddock	17 10	1 5 6	1 5 1	2 0 1	3 6 4	2 3 6	1 8 3	1 4 4	1 3 9	1 13 4	1 14 0	1 14 0
Hake	1 6 1	1 17 2	2 6 9	3 18 2	4 6 11	3 11 4	2 19 11	2 18 6	3 5 8	3 9 9	2 19 4	2 5 8
Herrings	6 9	11 0	15 5	17 8	1 6 11	15 7	12 11	9 6	7 8	8 2	11 2	10 8
Ling	14 6	15 8	1 1 4	1 8 2	1 15 8	1 17 7	1 1 5	1 3 2	1 2 9	1 1 2	1 2 9	1 4 1
Mackerel	6 2	9 11	11 3	16 6	1 1 1	13 6	10 0	8 4	8 4	8 1	12 1	9 8
Plaice	1 3 8	1 10 1	1 11 11	2 11 2	3 9 11	2 14 10	2 16 9	2 16 6	2 11 0	2 10 8	2 9 2	2 4 11
Ray or Skate	9 0	9 7	12 7	18 5	1 9 11	1 3 3	1 1 3	18 11	1 0 8	19 4	0 18 0	16 10
Sprats	4 7	6 3	5 7	12 3	5 4	11 10	12 3	9 7	5 3	4 0	0 3 8	3 5
Whiting	16 6	1 3 8	1 5 10	1 14 4	2 9 1	1 15 2	1 6 5	1 0 10	18 11	1 1 11	1 0 6	18 5
Other kinds (not including Shell Fish)	10 10	14 11	19 7	1 7 7	1 18 11	1 8 5	1 3 1	1 0 1	18 4	1 3 2	1 1 4	19 4
All, except Shell Fish,	8 1	12 1	15 9	19 4	1 6 1	17 10	15 11	15 2	13 10	16 8	16 5	13 5

APPENDIX No. 3.

COMPARISON between the years 1923, 1924 and 1925 in respect of the maximum and minimum Average Monthly Prices per cwt. of the different kinds of Sea Fish landed in Ireland.

	1923.				1924.				1925.			
	Max.	Mo.	Min.	Mo.	Max.	Mo.	Min.	Mo.	Max.	Mo.	Min.	Mo.
	£ s d		£ s d		£ s d		£ s d		£ s d		£ s d	
Brill	6 4 5	Feb.	3 9 8	Jun.	4 14 7	Jan.	2 0 7	Oct.	4 13 10	Dec.	2 6 5	Aug.
Soles	5 15 3	Oct.	3 9 9	Apl.	6 8 9	Dec.	4 18 0	Apl.	6 5 4	Sep.	4 17 6	Mar.
Turbot	5 15 7	Feb.	3 13 7	May.	4 18 6	Jul.	3 4 5	Nov.	5 12 4	Feb.	3 2 6	May
Cod	4 7 7	Oct.	1 14 8	Apl.	3 3 3	Sep.	1 12 0	Mar.	2 9 8	Aug.	1 4 4	Feb.
Conger Eel ...	1 14 1	Feb.	14 7	Aug.	1 8 1	Jun.	13 3	Oct.	1 8 6	Jul.	18 2	Apl.
Haddock	2 12 2	Oct.	1 5 8	Jan.	2 15 7	Sep.	1 0 8	Nov.	2 11 6	Sep.	1 3 1	Jun.
Hake	4 6 8	Nov.	2 15 1	Mar.	4 0 2	Jan.	1 11 5	Nov.	2 15 0	Sep.	1 19 8	Jun.
Herrings	14 5	Feb.	5 8	Jul.	15 7	Oct.	8 5	May	15 5	Aug.	5 2	Feb.
Ling	1 14 5	Nov.	14 11	Mar.	1 15 0	Jan.	18 10	Apl.	1 8 3	Jul.	16 7	Aug.
Mackerel	15 6	Jan.	4 9	Mar.	1 2 5	Nov.	7 4	May	16 6	Jan.	6 0	Nov.
Plaice	3 5 4	Aug.	1 17 6	May	3 9 9	Jan.	1 19 0	Mar.	2 15 8	Jan.	1 18 6	Aug.
Ray or Skate ...	1 13 0	Feb.	11 10	Aug.	1 4 8	Jan.	15 2	Aug.	1 0 11	Jan.	12 6	Jul.
Sprats	1 0 0	Mar.	2 7	Dec.	5 9	Jul.	2 7	Feb.	5 5	Jul.	1 2	Mar.
Whiting	1 11 9	Oct.	14 8	Apl.	1 8 7	May	14 3	Apl.	1 5 0	Feb.	14 2	Apl.
Other kinds (not including Shell Fish)	1 11 10	Feb.	16 8	Aug.	1 5 4	May	13 2	Nov.	1 3 3	May	11 7	Feb.

APPENDIX No. 4.

DUBLIN MARKET RETURNS.

Comparative Statement of the Quantities of Sea Fish dealt with in the Dublin Fish Market during the three years 1923, 1924 and 1925.

DEMERSAL FISH.

* (a) Landings by Steam Trawlers (Home Port Dublin).

Fish.	1923.	1924.	1925.
	Cwts.	Cwts.	Cwts.
Black Soles	254	188	168
Brill	160	137	116
Dabs	1,251	960	715
Megrims	935	565	669
Plaice	1,142	715	629
Ray	3,040	2,698	2,500
Turbot	162	128	153
Coalfish	4,738	3,415	2,020
Cod	11,187	8,367	4,915
Conger	1,816	1,428	1,009
Gurnard	1,440	1,078	705
Haddock	1,571	402	515
Hake	4,799	3,965	4,102
Whiting	11,897	9,178	3,976
Other kinds (exclusive of Shell Fish)	1,796	1,074	1,054
Totals	46,188	34,290	23,246

NOTE—During the last 3 months of 1924 and the first 2 months of 1925 the Dublin Steam Trawlers were idle owing to labour trouble.

During the year 1925 two English Steam Trawlers landed 2,002 cwts. of fish consisting principally of Cod, Hake, Ray, Whiting, Conger, Pollock and Dabs.

* (b) Landings from Vessels other than Steam Trawlers.

Despatched to Dublin Market from	1923	1924	1925	Principal Varieties.
	Cwts.	Cwts.	Cwts.	
Ballbriggan	1,898	3,219	3,266	Plaice, dabs and ray.
Howth	2,283	3,092	3,339	Cod, plaice, ray, conger and whiting.
Ringsend	628	901	1,215	Plaice, ray, whiting and dabs.
Dingle	997	1,178	1,538	Black soles, plaice and ray.
Galway	3,368	3,312	3,008	Ray, Cod, plaice, haddock, hake, black soles and brill.
Other localities	7,594	5,729	11,651	Plaice, cod, ray, haddock, pollock, dabs, black soles and whiting.
Totals	16,568	17,451	24,017	

* In addition to the quantities shown at (a) and (b) above there were imported from cross-Channel fish centres the following quantities of demersal fish:—in 1923: 1,276 cwts.; in 1924: 1,999 cwts.; and in 1925: 1,361 cwts.

PELAGIC FISH.

	1923		1924		1925	
	Brls.	Boxes	Brls.	Boxes	Brls.	Boxes
Herrings (fresh) from Irish Ports	1,026	16,197	1,408	16,963	2,744	21,367
„ (cured) „ „ „	—	—	8	—	6	—
„ (fresh) imported from:—						
Norwegian Ports	1,657	—	511	20	647	—
Scottish Ports	25	171	—	171	41	166
Lowestoft	34	14	—	—	—	—
Liverpool	—	—	12	4	—	—
„ (cured) imported from:—						
Glasgow	—	—	60	—	—	—
Mackerel (fresh) from Irish Ports	—	3,564	—	5,569	5	8,259
Totals	2,742	19,946	1,999	22,527	3,443	29,792

Numbers of Vessels and Men solely engaged

Fishing Ports.	STEAM						MOTOR.										
	FIRST CLASS.						FIRST CLASS.						SECOND CLASS.				
	Over 200 tons		100-200 tons		15-100 tons		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (18 ft. keel and upwards)		Under 10 tons (18 ft. keel and upwards)		
	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	
Carlingford to Dundalk	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
GILES QUAY	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	1	6	—	—	1	5	
	1924	—	—	—	—	—	—	—	—	—	—	—	3	18	—	—	
	1925	—	—	—	—	—	—	—	—	—	2	12	2	12	1	3	
BALBRIGGAN	1923	—	—	—	—	—	—	—	—	—	—	—	4	16	—	—	
	1924	—	—	—	—	—	—	—	—	—	—	—	4	16	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	4	16	—	—	
SKERRIES	1923	—	—	—	—	—	—	—	1	7	—	—	1	5	—	—	
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	3	15	
	1925	—	—	—	—	—	—	—	—	—	—	—	3	15	—	—	
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1924	—	—	—	—	—	—	—	2	14	—	—	—	—	1	2	
	1925	—	—	—	—	—	—	—	—	—	—	—	2	14	1	7	
HOWTH	1923	—	—	—	—	—	—	—	—	—	5	40	3	14	—	—	
	1924	—	—	—	—	—	—	—	—	—	6	48	3	20	—	—	
	1925	—	—	—	—	—	—	—	—	—	6	48	3	20	—	—	
DUBLIN	1923	7	63	3	27	—	—	1	4	1	3	—	—	—	—	—	
	1924	7	63	2	18	—	—	—	—	—	—	—	—	—	—	—	
	1925	5	45	2	18	—	—	—	—	—	—	—	—	—	7	28	
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	1	5	—	—	
ARRLOW	1923	—	—	—	—	—	—	12	104	4	28	4	24	9	45	4	16
	1924	—	—	—	—	1	8	12	104	4	28	5	30	9	45	4	16
	1925	—	—	—	—	1	8	—	—	—	—	7	48	—	—	27	169
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	3	12	
	1924	—	—	—	—	—	—	—	—	—	—	—	—	3	12	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	4	16	—	
WEXFORD	1923	—	—	—	—	—	—	—	—	—	2	9	3	12	3	8	
	1924	—	—	—	—	—	—	—	—	—	2	9	3	12	4	14	
	1925	—	—	—	—	—	—	—	—	—	3	13	4	17	4	14	
Intervening Ports	1923	—	—	—	—	—	—	1	5	—	—	—	—	4	15	4	13
	1924	—	—	—	—	—	—	1	5	—	—	—	—	4	18	4	13
	1925	—	—	—	—	—	—	—	—	—	—	—	5	19	13	49	

Numbers of Vessels and Men solely engaged

Fishing Ports.		STEAM.						MOTOR.									
		FIRST CLASS.						FIRST CLASS.						SECOND CLASS.			
		Over 200 tons		100-200 tons		15-100 tons		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (18 ft. keel and upwards)		Under 10 tons (18 ft. keel and upwards)	
		V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.
Intervening Ports	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	1	5	--	--	--	--	--	--	3	10	
	1925	--	--	--	--	--	3	13	--	--	--	--	--	--	3	16	
KILLYBEGS	1923	--	--	--	--	1	9	--	--	--	--	--	--	--	2	8	
	1924	--	--	--	--	1	9	--	--	--	--	--	--	--	--	--	
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	(c)3	6	
Intervening Ports	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BURTONPORT	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
KINCASSLAGH	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Intervening Ports	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	1	3	
DUNFANAGHY	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DOWNINGS	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	1	9	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	1	9	--	--	--	--	--	--	--	--	--	--
Intervening Ports	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	3	9	
BUNCRANA	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Remaining Ports to Merville	1923	--	--	--	--	--	--	--	--	--	--	--	--	--	3	9	
	1924	--	--	--	--	--	--	--	--	--	--	--	--	--	3	12	
	1925	--	--	--	--	--	--	--	--	--	--	--	--	--	7	25	
Saorstát Eireann	1923	7	63	3	27	1	9	17	131	10	60	20	124	27	125	26	96
	1924	7	63	2	18	3	26	20	147	5	33	22	136	32	165	34	143
	1925	5	45	2	18	2	17	4	21	--	--	21	138	32	160	90	399
Northern Ireland	1923	--	--	--	--	1	(d) 9	63	4	24	26	135	5	25	50	145	
	1924	--	--	--	--	2	9	8	56	4	24	26	130	5	25	57	163
	1925	--	--	--	--	2	9	9	63	4	24	28	134	5	26	62	188
Totals for Ireland	1923	7	63	3	27	2	9	26	194	14	84	46	259	32	150	76	241
	1924	7	63	2	18	5	35	28	203	9	57	48	266	37	190	91	306
	1925	5	45	2	18	4	26	13	84	4	24	49	272	37	186	152	587

(a) The same men work both A and B boats.

(b) Worked by men partially engaged.

(c) Partially engaged men assist in the working of those boats.

(d) Saorstát crews.

NOTE.—The figures for Northern Ireland shown above

Number of Vessels and Men partially engaged

Fishing Ports.		STEAM.						MOTOR.									
		FIRST CLASS.						FIRST CLASS.						SECOND CLASS.			
		Over 200 tons		100-200 tons		15-100 tons		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (10 ft. keel and upwards)		Under 10 tons (10 ft. keel and upwards)	
		V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.
DUNGARVAN	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3
BALLYCOTTON	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3
KINSALE	1923	—	—	—	—	1	8	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	1	8	1	8	—	—	—	—	—	—	—	—
	1925	—	—	—	—	1	8	1	8	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	13
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	14
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	12
UNION HALL	1923	—	—	—	—	—	—	3	24	—	—	3	24	1	6	1	5
	1924	—	—	—	—	—	—	(a)15	—	—	—	—	—	(a)2	—	—	—
	1925	—	—	—	—	—	—	6	48	—	—	1	7	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	20
	1924	—	—	—	—	—	—	2	16	(a)3	—	—	—	1	7	4	(b)35
	1925	—	—	—	—	—	—	2	16	1	8	—	—	—	—	6	26
BALTIMORE	1923	—	—	—	—	—	—	2	21	1	8	—	—	2	11	9	41
	1924	—	—	—	—	—	—	3	22	1	8	—	—	1	4	7	26
	1925	—	—	—	—	—	—	5	36	—	—	—	—	2	11	6	28
CAPE CLEAR	1923	—	—	—	—	—	—	—	—	—	—	—	—	1	6	3	14
	1924	—	—	—	—	—	—	1	8	—	—	—	—	1	7	6	31
	1925	—	—	—	—	—	—	1	7	—	—	2	15	2	14	6	31
SCHULL	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	7
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	8
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CANTY'S COVE	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	1	4	1	3
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	7
	1925	—	—	—	—	—	—	—	—	—	1	4	—	—	3	11	

(a) Employed occasionally on boats solely engaged. (b) Supplemented by men from Union Hall.

No. 6.—*continued.*

in the Sea Fisheries in 1923, 1924 and 1925.

		S.M.L.										Row.							
Third Class.		FIRST CLASS.				SECOND CLASS.				THIRD CLASS.		UNCLASSIFIED A.		UNCLASSIFIED B.		TOTALS.			
Less than 18 foot keel.		Over 25 tons.		20-25 tons.		15-20 tons.		10-15 tons (18 ft. keel and upwards).		Under 10 tons (18ft. keel and upwards).		Less than 18 foot keel.		Open boats of 18ft. keel and upwards*.		Open boats of less than 18ft. keel†.			
V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.
—	—	—	—	—	—	—	—	—	—	2	6	—	—	3	6	3	6	8	18
—	—	—	—	—	—	—	—	—	—	2	6	1	2	3	6	3	6	9	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	7	20	3	9	10	29
—	—	—	—	—	—	—	—	—	—	14	63	1	2	—	—	20	40	36	108
—	—	—	—	—	—	—	—	—	—	13	50	1	2	—	—	20	40	35	95
—	—	—	—	—	—	—	—	—	—	9	32	1	2	—	—	20	46	31	83
—	—	—	—	—	—	—	—	—	—	3	12	22	44	—	—	5	10	30	96
—	—	—	—	—	—	—	—	—	—	3	11	22	46	—	—	5	10	30	67
—	—	—	—	—	—	—	—	—	—	3	9	22	46	—	—	5	10	31	67
—	—	—	—	—	—	1	5	8	24	1	2	6	19	5	14	8	18	29	82
—	—	—	—	—	—	1	4	—	—	10	23	6	16	6	17	9	20	32	80
—	—	—	—	—	—	1	4	—	—	10	22	6	13	6	12	10	22	34	76
—	—	—	—	—	—	—	—	—	—	10	45	4	13	3	10	4	12	22	88
—	—	—	—	—	—	—	—	—	—	10	42	7	23	6	18	4	8	29	107
—	—	—	—	—	—	—	—	—	—	10	42	7	20	7	21	4	8	30	107
—	—	—	—	—	—	—	—	—	—	34	158	13	35	3	6	15	35	67	247
—	—	—	—	—	—	—	—	—	—	30	118	7	17	3	6	16	32	56	187
—	—	—	—	—	—	—	—	—	—	29	102	7	18	4	9	17	37	59	178
—	—	—	—	—	—	—	—	—	—	6	28	5	13	—	—	10	12	29	112
—	—	—	—	—	—	—	—	—	—	9	49	8	22	1	3	11	29	29	120
—	—	—	—	—	—	—	—	—	—	5	31	—	8	1	3	5	15	22	112
—	—	—	—	—	—	—	—	—	—	8	42	7	18	—	—	—	—	21	88
—	—	—	—	—	—	—	—	—	—	6	22	1	3	4	19	14	33	32	108
—	—	—	—	—	—	—	—	—	—	7	26	4	6	3	6	17	45	40	133
—	—	—	—	—	—	—	—	—	—	27	81	2	4	—	—	12	16	55	162
—	—	—	—	—	—	—	—	—	—	28	81	5	10	—	—	—	—	45	151
—	—	—	—	—	—	—	—	—	—	29	80	6	12	3	3	21	35	72	205
—	—	—	—	—	—	—	—	—	—	4	13	—	—	—	—	12	15	20	48
—	—	—	—	—	—	—	—	—	—	8	25	—	—	—	—	16	20	32	91
—	—	—	—	—	—	—	—	—	—	8	25	—	—	—	—	10	16	29	108
—	—	—	—	—	—	—	—	—	—	23	48	10	11	7	25	—	—	41	88
—	—	—	—	—	—	—	—	—	—	33	81	3	11	—	—	17	20	57	119
—	—	—	—	—	—	—	—	—	—	25	66	6	11	3	12	28	58	64	155
—	—	—	—	—	—	—	—	—	—	2	6	4	8	—	—	—	—	6	14
—	—	—	—	—	—	—	—	—	—	3	10	3	10	1	3	7	16	14	39
—	—	—	—	—	—	—	—	—	—	2	5	2	6	1	3	7	17	12	31
—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	60	—	—	13	60
—	—	—	—	—	—	—	—	—	—	8	37	—	—	10	49	1	5	19	91
—	—	—	—	—	—	—	—	—	—	8	10	—	—	9	70	1	5	18	85
—	—	—	—	—	—	—	—	—	—	25	77	—	—	63	237	19	52	109	373
—	—	—	—	—	—	—	—	—	—	41	123	11	27	47	192	37	69	138	418
—	—	—	—	—	—	—	—	—	—	45	132	10	28	63	212	39	47	161	434

Number of Vessels and Men partially engaged

Fishing Ports.		STEAM.						MOTOR.									
		FIRST CLASS.						FIRST CLASS.						SECOND CLASS.			
		Over 200 tons		100-200 tons		15-100 tons		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (18 ft. keel and upwards)		Under 10 tons (18 ft. keel and upwards)	
		V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.
GARNISH	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CAHERKEEM	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	1	5	2	10
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	3	9	—
VALENTIA HARB.	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	9	45	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	4	10	—	—
DINGLE	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	1	5	—	—
BALLINAGALL	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BRANDON BAY	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	10
ARAN ISLANDS	1923	—	—	—	—	—	—	—	—	—	2	14	5	32	2	14	—
	1924	—	—	—	—	—	—	—	—	—	2	14	4	25	3	21	—
	1925	—	—	—	—	—	—	—	—	—	—	14	2	14	3	18	—
GALWAY	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	2	16	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	1	7	—	—	1	7	1	4
	1924	—	—	—	—	—	—	—	—	1	7	1	7	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ROUNDSTONE	1923	—	—	—	—	—	—	—	—	—	—	—	—	1	6	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

(c) Worked by men from unclassified A Row boats.

(d) Worked by men from other vessels.

Number of Vessels and Men partially engaged

Fishing Ports.		STEAM.						MOTOR.									
		FIRST CLASS.						FIRST CLASS.						SECOND CLASS.			
		Over 200 tons		100-200 tons		15-100 tons		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (18 ft. keel and upwards)		Under 10 tons (18 ft. keel and upwards)	
		V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.
Intervening Ports	1923	—	—	—	—	—	—	—	—	1	5	—	—	1	5	3	12
	1924	—	—	—	—	—	—	—	—	1	7	—	—	1	4	2	8
	1925	—	—	—	—	—	—	—	—	—	—	—	—	1	7	—	—
KILLYBEGS	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	12
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	(p)4
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BURTONPORT	1923	—	—	—	—	1	9	—	—	—	—	3	24	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KINCASSLAGH	1923	—	—	—	—	—	—	—	—	—	—	—	—	1	7	—	—
	1924	—	—	—	—	1	9	—	—	—	—	—	—	—	—	1	6
	1925	—	—	—	—	1	10	—	—	—	—	—	—	1	6	—	—
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	2	16	—	—	—	—
	1924	—	—	—	—	—	—	3	24	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	3	24	—	—	—	—	—	—	—	—
DUNFANAGHY	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DOWNINGS	1923	—	—	—	—	1	9	—	—	—	—	7	42	—	—	1	4
	1924	—	—	—	—	—	—	1	8	—	—	7	60	—	—	2	4
	1925	—	—	—	—	—	—	1	8	—	—	7	42	—	—	2	8
Intervening Ports	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BUNCRANA	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	10
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	14
Remaining Ports to Moville	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	24
	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	21
	1925	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
Siorstat Eireann	1923	—	—	—	—	3	26	5	45	3	20	18	124	15	87	57	266
	1924	—	—	—	—	2	17	13	117	3	25	13	92	17	84	51	247
	1925	—	—	—	—	2	18	19	147	1	8	13	82	23	127	55	262
Northern Ireland	1923	—	—	—	—	—	—	1	5	1	6	5	27	—	—	73	193
	1924	—	—	—	—	—	—	1	6	1	6	5	30	1	3	58	190
	1925	—	—	—	—	—	—	1	6	1	6	2	13	1	4	75	203
Totals for Ireland	1923	—	—	—	—	3	26	6	50	4	26	23	151	15	87	140	459
	1924	—	—	—	—	2	17	14	123	4	31	18	122	18	87	129	437
	1925	—	—	—	—	2	18	20	153	2	14	15	95	24	131	140	465

NOTE.—The figures for Northern Ireland shown above were supplied by the Imperial Secretary for Northern Ireland.

No. 6.—*continued.*

in the Sea Fisheries in 1923, 1924 and 1925.

TUBED CLASS.		SAIL.												ROW.				TOTALS.			
		FIRST CLASS.						SECOND CLASS.						THIRD CLASS.		UNCLASSIFIED A.				UNCLASSIFIED B.	
		Less than 18 foot keel		Over 25 tons		20-25 tons		15-20 tons		10-15 tons (18 ft. keel and upwards)		Under 10 tons (18 ft. keel and upwards)		Less than 18 foot keel		Open boats of 18 ft. keel and upwards*				Open boats of less than 18 ft. keel†	
V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.	V.	M.		
--	--	--	--	--	--	--	--	1	4	20	91	5	16	115	448	49	100	195	681		
--	--	2	12	--	--	--	--	3	15	147	612	49	196	328	1,023	127	259	560	2,134		
--	--	--	--	--	--	--	--	3	(f)53	70	(f)261	60	207	205	712	174	(f)419	514	1,659		
--	--	--	--	--	--	--	--	--	--	4	18	4	12	--	--	2	6	11	40		
--	--	--	--	--	--	--	--	--	--	4	20	4	10	--	--	3	6	16	48		
--	--	--	--	--	--	--	--	--	--	(g)4	--	--	--	--	--	--	(g)22	--	(g)30		
--	--	--	--	--	--	--	--	--	--	22	123	3	12	--	--	3	8	26	143		
--	--	--	--	--	--	2	12	--	--	16	85	2	6	6	18	4	14	30	135		
--	--	--	--	--	--	--	--	--	--	22	116	--	--	5	18	8	22	35	156		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	115	--	--	28	148		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	39	119	4	8	43	127		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	248	--	--	55	248		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	27	130	--	--	28	137		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	21	87	10	10	35	112		
--	--	--	--	--	--	--	--	1	6	--	--	--	--	22	100	18	18	45	140		
--	--	--	--	--	--	--	--	--	--	16	121	32	80	--	--	40	80	90	297		
--	--	--	--	--	--	--	--	--	--	35	200	14	28	27	92	50	100	129	444		
--	--	--	--	--	--	--	--	--	--	30	102	--	--	29	126	18	59	80	288		
--	--	--	--	--	--	--	--	--	--	1	12	4	30	--	--	6	12	12	58		
--	--	--	--	--	--	--	--	7	50	--	--	--	--	--	--	6	12	13	62		
--	--	--	--	--	--	--	--	10	40	--	--	--	--	--	--	6	12	16	52		
--	--	--	--	--	--	4	24	--	--	6	24	--	--	--	--	19	38	38	141		
--	--	--	--	--	--	5	54	--	--	4	16	--	--	--	--	18	36	37	178		
--	--	--	--	--	--	5	20	--	--	7	28	--	--	1	3	18	36	41	155		
--	--	--	--	--	--	4	12	--	--	8	40	2	6	--	--	--	--	14	58		
--	--	--	--	--	--	4	12	--	--	7	35	2	6	--	--	10	40	23	93		
--	--	--	--	--	--	1	6	11	51	11	51	2	6	--	--	18	36	32	99		
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	10		
--	--	--	--	--	--	--	--	--	--	4	10	--	--	--	--	--	--	4	10		
--	--	--	--	--	--	--	--	--	--	4	16	--	--	--	--	--	--	10	30		
--	--	--	--	--	--	--	--	20	80	44	161	1	3	--	--	4	8	77	276		
--	--	--	--	--	--	--	--	--	--	58	259	--	--	4	12	5	10	73	302		
--	--	--	--	--	--	--	--	12	48	22	132	--	--	5	15	--	(g)30	40	229		
1	3	1	4	1	7	13	63	39	154	580	2,370	299	821	854	3,125	875	1,860	2,774	8,970		
3	12	3	17	2	14	24	147	31	176	668	2,532	369	1,279	1,387	4,873	1,037	2,223	3,633	11,855		
2	7	3	12	1	7	14	81	94	453	468	1,690	320	933	1,262	4,743	1,081	2,358	3,388	10,925		
2	4	--	--	--	--	--	--	1	4	148	310	41	62	23	48	20	20	316	679		
1	3	--	--	--	--	--	--	1	4	133	278	52	88	17	42	22	23	302	673		
2	4	--	--	--	--	--	--	2	6	149	259	51	87	17	42	21	23	322	653		
3	7	1	4	1	7	13	63	40	158	729	2,680	340	883	877	3,173	805	1,880	3,095	9,654		
4	15	3	17	2	14	24	147	32	180	801	2,810	421	1,367	1,404	4,915	1,059	2,216	3,935	12,528		
4	11	3	12	1	7	14	81	96	459	517	1,949	371	1,020	1,299	4,785	1,102	2,361	3,710	11,578		

* Includes canoes of 18 ft. and upwards over all.

† Includes canoes of less than 18 ft. over all.

PARTICULARS OF SPRING MACKEREL

Fishing Ports.	1923			
	Duration of Fishing.	Quantity.	Value.	Barrels cured for exportation.
		Cwts.	£	
Kilmore	—	—	—	—
Passage East	—	—	—	—
Helvick Head	—	—	—	—
Union Hall	—	—	—	—
East Ferry and Passage West	May to July	360	114	—
Kinsale	July	2,731	1,467	—
Castletownsend	April to July	256	101	82
Baltimore	April to July	6,510	2,407	—
Cape Clear	—	—	—	—
Schull	—	—	—	—
Bantry	—	—	—	—
Castletownbere	May and June	390	98	—
Lackeen Point	—	—	—	—
Valentia Harbour	May and June	360	198	—
Calirciveen	—	—	—	—
Dingle	—	—	—	—
Dunquin	—	—	—	—
Bealbane	—	—	—	—
Ballinagall	March to July	5,124	1,426	—
Brandon Creek	May to July	393	85	—
Brandon Bay	March to July	4,322	1,485	60
North Aran	—	—	—	—
Galway	—	—	—	—
Roundstone	May to July	344	138	—
Clifden	—	—	—	—
Cleggan	—	—	—	—
Inishbofin	—	—	—	—
Keel	—	—	—	—
Broadhaven Bay	June and July	600	450	—
Blind Harbour	—	—	—	—
Portacloy	June and July	263	98	—
Porturlin	June and July	520	260	—
Ross (Killala)	—	—	—	—
Tory Island	—	—	—	—
Sundry small landings not shown above	—	3,868	1,813	(a) 680
Saorstát Éireann	—	26,067	10,143	822
Northern Ireland	—	94	57	—
Totals for Ireland	—	26,151	10,200	822

(a) Includes 513 barrels cured at Dingle, whence they were sent from other ports

(b) Cured at Dingle. (c) Includes fish landed at other places.

No. 7.

FISHING 1923, 1924 AND 1925.

1924				1925			
Duration of Fishing.	Quantity.	Value.	Barrels cured for exportation.	Duration of Fishing.	Quantity.	Value.	Barrels cured for exportation.
	Cwts.	£			Cwts.	£	
April to July	348	215	—	June and July	439	300	—
—	—	—	—	May to July	364	170	—
—	—	—	—	—	—	—	—
March to July	3,658	2,231	—	April to June	1,185	334	406
April to July	575	176	110	—	—	—	—
March to July	9,759	3,514	106	April to July	2,335	1,316	—
—	—	—	—	May to July	685	225	235
—	—	—	—	April to July	16,584	5,605	2,825
—	—	—	—	April to July	1,750	460	630
—	—	—	—	May and June	696	195	247
April to July	369	112	77	April to July	489	293	—
May to July	952	739	—	April to June	4,213	1,441	950
March to July	16,873	6,834	2,250	—	—	—	—
March to May	895	627	—	April to July	15,836	9,656	5,517
—	—	—	—	April to July	308	179	—
March and April	352	179	—	April to July	1,164	561	(c) 938
March to May	528	119	1,296	—	—	—	—
March and April	2,230	521	(b)	April to July	3,080	1,265	90
March to June	1,933	491	—	April to July	1,211	644	—
March to June	694	202	147	—	—	—	—
—	—	—	—	April to July	1,449	467	463
March to July	355	299	—	April to July	538	381	—
April to July	741	295	—	April to July	1,350	579	251
—	—	—	—	May to July	345	143	30
June	288	116	—	May to July	488	189	112
—	—	—	—	June and July	1,114	389	445
—	—	—	—	July	1,200	510	—
—	—	—	—	—	—	—	—
April to July	258	255	—	June and July	1,100	1,075	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	June and July	580	348	—
—	—	—	—	June	400	50	—
—	2,290	1,220	—	—	2,437	1,560	16
—	43,278	17,955	4,005	—	61,136	28,353	13,133
—	—	—	—	—	—	—	—
—	43,278	17,955	4,005	—	61,136	28,353	13,133

NOTE.—The figures for Northern Ireland shown above were supplied by the Imperial Secretary for Northern Ireland.

PARTICULARS OF AUTUMN MACKEREL.

Fishing Ports.					1923			
					Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.
Howth	...	...	...	...	Cwts.	£		
Ballygeary	...	...	...	...	—	—	—	—
Kilmore	...	...	...	...	900	510	—	—
Fethard	...	...	...	...	—	—	—	—
Passage East	...	...	...	...	—	—	—	—
Tramore	...	...	...	...	270	198	—	—
Bonnahon	...	...	...	...	—	—	—	—
Helvick Head	...	...	...	...	Aug. to Oct.	1,848	850	—
Youghal	...	...	...	...	—	—	—	—
Ballycotton	...	...	...	...	Aug. to Sept.	409	222	—
Kinsale	...	...	...	...	Aug. to Oct.	1,811	835	—
Union Hall	...	...	...	...	Aug. to Dec.	424	160	59
Castletownsend	...	...	...	...	—	—	—	—
Baltimore	...	...	...	...	—	—	—	—
Canty's Cove	...	...	...	...	—	876	174	—
Gortduy	...	...	...	...	—	—	—	—
Bantry	...	...	...	...	—	—	—	—
Castle-townhere	...	...	...	...	Aug. to Oct.	576	131	198
Garrish	...	...	...	...	Aug. to Feb.	6,466	2,401	—
Ballydonegan	...	...	...	...	Aug. to Feb.	1,115	636	(a)562
Caberkeem	...	...	...	...	—	—	—	—
Ballycrovane	...	...	...	...	Sept. to Oct.	2,210	528	(a)4,063
Waterville	...	...	...	...	—	700	350	—
Portmagee	...	...	...	...	—	—	—	—
Valentia Harbour	...	...	...	...	Aug. to Dec.	507	451	—
Cahiriveen	...	...	...	...	—	2,880	985	—
Dunquin	...	...	...	...	Sept. to Feb.	643	296	—
Bealbawn	...	...	...	...	Sept. to Feb.	656	170	—
Ballinrannig	...	...	...	...	Aug. to Feb.	335	83	—
Ballinagall	...	...	...	...	Sept. to Nov.	3,240	919	—
Brandon Creek	...	...	...	...	Aug. to Feb.	2,727	672	—
Brandon Bay	...	...	...	...	Sept. to Jan.	2,375	750	255
Kilkee	...	...	...	...	Aug. to Nov.	306	320	32
Farrahy	...	...	...	...	—	—	—	—
Ballaghahine	...	...	...	...	—	—	—	—
North Aran	...	...	...	...	—	—	—	—
Garna	...	...	...	...	—	—	—	—
Clifden	...	...	...	...	—	—	—	—
Cleggan	...	...	...	...	—	—	—	—
Lisholin	...	...	...	...	—	—	—	—
Keel	...	...	...	...	—	—	—	—
Inniskea Island	...	...	...	...	Sept. and Oct.	270	135	—
Blind Harbour	...	...	...	...	Aug. to Oct.	939	838	—
Portarloy	...	...	...	...	Aug. to Jan.	712	265	—
Porturlin	...	...	...	...	—	500	375	—
Belderg	...	...	...	...	—	—	—	—
Ross (Killala)	...	...	...	...	—	—	—	—
Rosses Point	...	...	...	...	—	—	—	—
Mullaghmore	...	...	...	...	—	—	—	—
Tribane	...	...	...	...	—	—	—	—
Sundry small landings not shown above	...	...	...	...	—	4,157	2,489	(b)1,908
Saorstát Éireann	...	...	...	...	—	37,836	15,773	7,083
Northern Ireland	...	...	...	...	—	1,124	379	—
Totals for Ireland	...	...	...	...	—	39,020	16,152	7,083

(a) Includes fish landed at other places.

(b) Includes 1,891 barrels cured at Dingle, sent there from other ports.

(c) Cured at Dingle (d) Includes 3,320 barrels cured at Dingle, sent there from other ports.

No. 8.

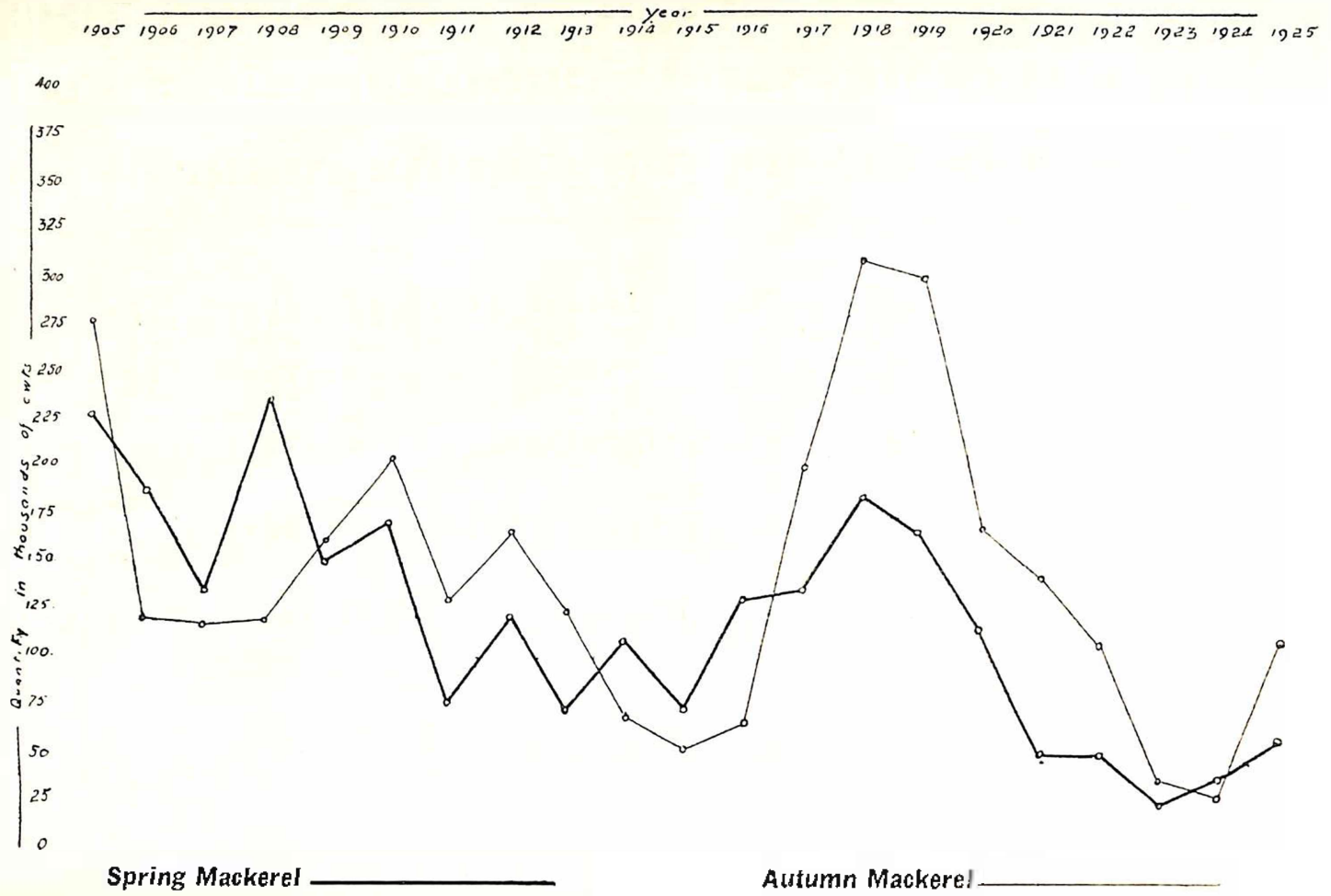
FISHING 1923, 1924 AND 1925.

1924				1925			
Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.	Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.
	Cwts.	£			Cwts.	£	
—	—	—	—	Aug. and Sept.	1,069	655	—
—	—	—	—	—	350	100	—
—	650	487	—	—	—	—	—
Aug. and Sept.	252	154	—	Aug. and Sept.	309	181	—
Aug.	730	336	—	Aug. and Sept.	660	224	—
—	—	—	—	—	—	—	—
—	—	—	—	—	500	250	—
Aug. and Sept.	374	161	—	—	—	—	—
—	—	—	—	—	350	140	—
—	—	—	—	—	—	—	—
Aug. to Oct.	330	479	—	Aug. to Oct.	506	251	—
Aug. to Oct.	673	384	255	Sept. to Nov.	1,544	769	660
—	—	—	—	Oct. and Nov.	516	258	160
Aug. to Nov.	517	523	38	Sept. to Nov.	2,018	1,275	372
Aug. to Oct.	1,157	579	534	Aug. to Oct.	1,260	376	516
Aug. to Oct.	476	228	224	Aug. to Oct.	570	171	239
—	—	—	—	—	2,632	800	—
Aug. to Oct.	388	299	170	Aug. to Oct.	2,310	1,155	1,027
Aug. to Oct.	6,819	7,248	—	Aug. to Dec.	12,668	4,559	3,225
Aug. to Oct.	1,345	1,326	583	Aug. to Oct.	6,578	3,954	2,630
—	946	1,245	—	—	—	—	—
Aug. to Oct.	1,092	1,104	(a)4,800	Aug. to Oct.	17,340	8,353	5,915
—	—	—	—	—	440	220	—
—	417	29	—	—	—	—	—
Aug. to Feb.	2,975	3,584	2,562	Aug. to Dec.	26,936	16,302	7,441
Aug. to Feb.	338	354	268	Aug. to Dec.	3,398	2,379	1,008
Aug. to Feb.	650	808	—	Aug. to Dec.	1,962	734	—
Sept. to Feb.	949	730	—	Sept. to Dec.	1,902	519	—
—	—	—	(c)2,120	Sept. to Dec.	932	248	—
Aug. to Dec.	2,802	2,163	—	Sept. to Feb.	6,175	1,915	520
Aug. to Feb.	1,363	1,233	—	Aug. to Feb.	3,149	1,348	60
Aug. to Dec.	602	528	165	Aug. to Dec.	3,187	1,008	927
—	—	—	—	Aug. to Dec.	811	642	20
—	—	—	—	Aug. to Dec.	591	382	—
Aug. and Sept.	268	268	—	Aug. to Nov.	365	365	—
—	—	—	—	Nov. and Dec.	529	195	205
—	515	206	—	—	—	—	—
—	—	—	—	Oct. to Dec.	347	147	—
—	—	—	—	Aug. to Dec.	1,616	681	330
—	—	—	—	—	250	90	—
—	—	—	—	Aug. to Dec.	600	412	—
Sept. and Oct.	725	786	—	Sept. to Nov.	670	444	—
Sept. and Oct.	728	591	—	Aug. to Nov.	363	325	—
—	—	—	—	Aug. to Nov.	692	345	—
—	—	—	—	—	470	352	—
—	—	—	—	—	350	157	—
—	—	—	—	—	600	420	—
—	—	—	—	—	280	140	—
—	—	—	—	Aug. to Oct.	253	190	—
—	—	—	—	Aug. to Oct.	310	58	—
—	6,821	4,324	193	—	3,319	2,351	(d)4,016
—	—	—	—	—	—	—	—
—	35,609	29,969	11,710	—	112,068	54,920	29,271
—	—	—	—	—	494	253	—
—	—	—	—	—	112,562	55,173	29,271
—	35,609	29,960	11,710	—	—	—	—

NOTE.—The figures for Northern Ireland shown above were supplied by the Imperial Secretary for Northern Ireland.

Fig 2.

Quantities of Mackerel landed during the years 1905 to 1925, in thousands of cwts.



APPENDIX

PARTICULARS OF THE SUMMER HERRING

Fishing Ports.	1923			
	Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.
		Cwts.	£	
Greenore	—	—	—	—
Clogher Head	June to Oct.	310	290	—
Loughshinny	June to Oct.	272	180	—
Howth	June to Oct.	37,820	10,996	1,900
Dunlaoghaire	Sept. and Oct.	790	503	—
Arklow	July and Oct.	875	312	—
Rosslare	Sept. and Oct.	1,665	689	—
Passage East	Oct.	471	110	—
Dunmore East	May and June	4,634	2,185	1,200
Dungarvan	May to Sept.	790	523	—
Youghal	—	—	—	—
Ballycotton	—	—	—	—
Kinsale	May to Oct.	3,864	1,355	200
Old Head	Aug. to Oct.	310	77	—
Baltimore	May to Oct.	273	90	—
Schull	Sept. and Oct.	364	86	—
Canty's Cove	—	—	—	—
Bantry	—	—	—	—
Castletownbere	—	—	—	—
Valentia Harbour	—	—	—	—
Cappagh	Sept. and Oct.	570	460	—
Carrigaholt	—	—	—	—
Galway	May to Oct.	820	525	—
Roundstone	—	—	—	—
Clifden	—	—	—	—
Cleggan	—	—	—	—
Clare Island	—	—	—	—
Keel (Doohoma)	—	—	—	—
Blind Harbour	—	—	—	—
Ross (Killala)	—	—	—	—
Killybegs	May to Oct.	651	478	—
Teelin	—	—	—	—
Burtonport	Sept. and Oct.	924	345	25
Kineasslagh	Sept. and Oct.	3,066	877	782
Inishbofin	—	—	—	—
Tory Island	—	—	—	—
Dunfanaghy	Sept. and Oct.	446	156	—
Downings	Sept. and Oct.	1,628	512	215
Buncrana	—	—	—	—
Moville	Sept.	440	200	—
Sundry small landings not shown above	—	4,350	2,262	—
Saorstát Éireann	—	65,333	23,311	4,322
Northern Ireland	—	34,620	15,012	—
Totals for Ireland	—	99,953	38,323	4,322

NOTE. The figures for Northern Ireland shown above were supplied by the Imperial Secretary for Northern Ireland.

No. 9.

FISHING 1923, 1924 AND 1925.

1924				1925			
Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.	Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.
	Cwts.	£			Cwts.	£	
Sept. and Oct.	600	275	—	—	—	—	—
May to Oct.	459	385	—	June to Oct.	775	333	141
—	—	—	—	—	—	—	—
June to Sept.	40,665	22,853	5,348	June to Oct.	63,074	44,177	9,675
—	—	—	—	—	—	—	—
June and July	787	872	—	June and July	4,778	1,433	1,090
—	—	—	—	—	—	—	—
May to Oct.	4,039	2,381	—	May to Oct.	3,640	1,822	3,000
May and June	14,051	5,947	—	May and June	19,748	7,892	3,000
May and June	946	390	—	May to July	683	335	—
Sept. and Oct.	300	132	—	Sept. and Oct.	875	350	—
May to Oct.	365	206	—	—	—	—	—
May to Oct.	6,902	3,696	130	May to Oct.	5,158	1,968	25
—	—	—	—	—	—	—	—
May to Oct.	8,390	2,429	—	May to Oct.	6,134	3,366	40
—	—	—	—	—	—	—	—
Aug. to Oct.	275	84	—	—	—	—	—
Aug. to Oct.	950	351	—	Sept. and Oct.	1,631	669	—
Aug. to Oct.	260	65	—	—	—	—	—
July to Oct.	1,020	612	—	May to Oct.	1,081	342	—
—	—	—	40	Aug. to Oct.	250	96	—
—	—	—	—	Aug. to Oct.	250	100	—
July to Oct.	1,624	1,389	—	Aug. to Oct.	2,321	1,380	—
Aug. to Oct.	575	343	—	May to Oct.	260	140	—
Aug. to Oct.	625	429	63	—	—	—	—
July to Oct.	588	229	130	June to Oct.	341	174	—
Sept. and Oct.	7,200	2,900	—	—	—	—	—
Aug. to Oct.	1,533	906	—	—	—	—	—
May to Oct.	337	327	120	—	—	—	—
—	—	—	—	Aug. to Oct.	300	360	—
Aug. to Oct.	1,292	720	20	—	—	—	—
—	—	—	—	May and June	280	80	—
May to Sept.	1,259	609	200	May, Sept. & Oct.	665	338	150
May to Sept.	10,378	4,762	3,262	May, Sept. & Oct.	4,782	2,294	1,323
May to Sept.	813	217	—	May, June & Sept.	1,793	607	350
—	—	—	—	May to July	1,672	739	500
—	—	—	—	Sept. and Oct.	340	146	—
May to Oct.	2,186	946	616	May to Oct.	4,382	2,428	1,434
May	1,803	1,050	173	May and June	5,100	3,695	1,320
Aug. and Sept.	300	196	—	—	—	—	—
—	3,481	2,239	64	—	2,479	1,238	36
—	—	—	—	—	—	—	—
—	113,973	57,950	11,166	—	132,792	76,512	22,084
—	43,697	29,944	4,931	—	86,169	54,803	18,158
—	—	—	—	—	—	—	—
—	157,670	87,894	16,097	—	218,961	131,315	40,242

PARTICULARS OF THE WINTER HERBING

Fishing Ports.	1923.			Barrels cured for Exportation.
	Duration of Fishing.	Quantity.	Value.	
		Cwts.	£	—
Omeath	—	525	225	—
Greenore	—	—	—	—
Whitestown	—	770	385	—
Dundalk	—	—	—	—
Blackrock	—	250	250	—
Loughshinny	Nov. and Dec.	255	243	—
Dunlaoghaire	Nov. to Feb.	2,267	1,670	—
Wicklow	—	—	—	—
Arklow	Nov. to Jan.	1,638	719	—
Ballymoney	—	—	—	—
Courtown	Nov. to Jan.	2,126	966	—
Cahore	—	—	—	—
Curracloe	—	2,063	1,131	—
Wexford	Nov. to Jan.	625	345	—
Rosslare	Nov. to Jan.	3,623	1,272	—
Ballygeary	—	2,375	720	—
Passage East	Nov. to April	1,087	731	—
Dunmore East	Nov. to April	2,609	1,775	—
Dungarvan	—	—	—	—
Youghal	—	950	475	—
Knockadoon	—	269	110	—
Ballycotton	Nov. to April	1,621	814	—
Kinsale	Nov. to April	3,710	2,549	—
Baltimore	Nov. to April	630	159	—
Schull	—	—	—	—
Canty's Cove	—	—	—	—
Rantry	Nov. to Feb.	455	317	—
Valentia Harbour	—	—	—	—
Cahiriveen	—	650	205	—
Cromane Point	—	—	—	—
Dingle	—	—	—	—
Ventry Bay	—	1,520	597	—
Seafeld	Nov. to Mar.	273	95	—
Galway	—	—	—	—
Roundstone	—	—	—	—
Clifden	—	—	—	—
Cleggan	—	—	—	—
Elly Bay	—	300	300	—
Killybegs	Jan. to April	3,311	1,532	—
Teelin	—	—	—	—
Burtonport	Jan. and Feb.	920	537	—
Kincasslagh	—	—	—	—
Bunbeg	—	—	—	—
Downings	Dec. to March	501	228	—
Banerana	Dec. to March	4,665	2,172	—
Moville	—	—	—	—
Sundry small landings not shown above	—	3,639	2,102	*60
Saorstát Éireann	—	43,618	22,624	60
Northern Ireland	—	357	114	—
Totals for Ireland	—	43,975	22,738	60

* Cured at Dingle.

No. 10.

FISHING IN 1923, 1924 AND 1925.

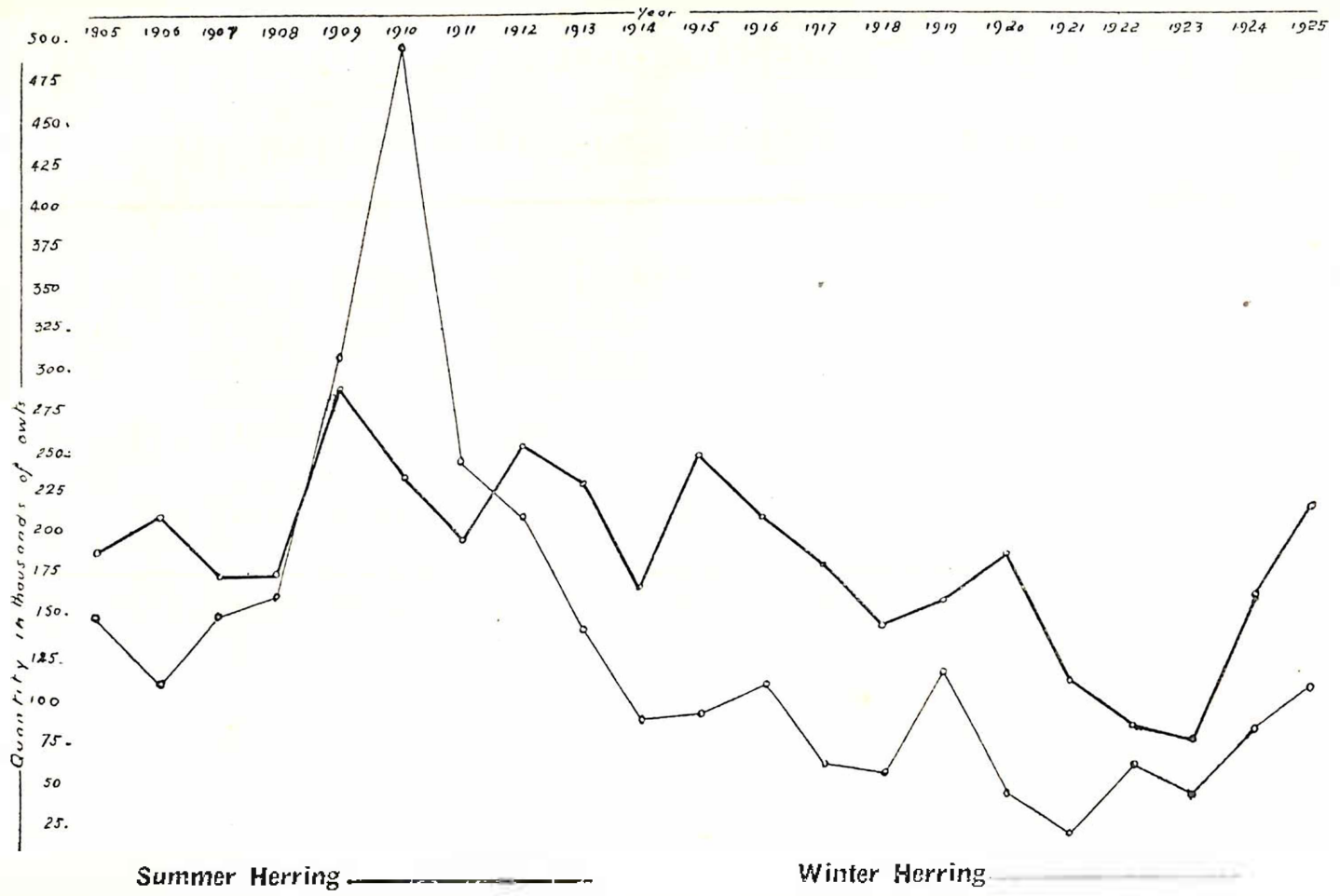
1924				1925			
Duration of Fishing.	Quantity.	Value.	Barrels cured for Exportation.	Duration of Fishing	Quantity.	Value.	Barrels cured for Exportation.
—	Cwts.	£	—	—	Cwts.	£	—
Nov. to Feb.	876	526	—	—	750	375	—
—	314	124	—	—	—	—	—
—	1,000	500	—	—	1,250	500	—
Jan. and Feb.	1,250	625	—	—	1,750	438	—
—	1,750	1,000	—	—	4,891	1,467	—
—	—	—	—	Nov.	260	244	—
—	—	—	—	—	—	—	—
—	—	—	—	—	500	350	—
Nov. and Dec.	756	481	—	Sept. to Jan.	1,734	1,543	—
—	—	—	—	—	450	150	—
Nov. to Jan.	1,100	803	—	Nov. to Feb.	2,774	1,209	—
—	—	—	—	—	750	225	—
—	3,750	1,500	—	—	5,000	1,500	—
Nov. and Dec.	730	410	—	Nov. to Jan.	2,400	810	—
Nov. to Jan.	300	215	—	Nov. to Jan.	2,410	873	—
—	1,700	510	—	—	6,250	1,875	—
Nov. to Feb.	1,532	943	—	Nov. to Jan.	2,546	1,054	—
April	3,925	2,078	—	April	9,468	2,078	—
Nov. to April	367	224	—	Nov. to April	386	199	—
—	1,800	990	—	—	1,400	700	—
—	400	200	—	—	260	120	—
Nov. to Feb.	1,120	543	45	Nov. to Feb.	926	482	111
Nov. to April	8,445	3,808	—	Nov. to April	5,862	2,014	—
Nov. to March	1,077	702	—	Nov. to Feb.	1,965	953	—
—	—	—	—	Nov. to Feb.	349	130	—
—	—	—	—	Nov. to Feb.	400	90	—
Nov. to Feb.	1,045	516	—	Nov. to March	2,732	1,035	—
Nov. to April	2,632	612	—	Nov. and Dec.	515	195	—
—	—	—	—	—	—	—	—
—	—	—	—	—	560	168	—
Nov. to April	763	458	—	Nov. to Jan.	358	193	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Nov. to April	725	371	—	Nov. to Jan.	277	241	—
Nov. to Jan.	579	274	—	—	—	—	—
Nov. to March	507	308	—	—	—	—	—
Nov. to March	681	402	—	—	—	—	—
—	—	—	—	—	—	—	—
Nov. to March	344	181	—	—	—	—	—
—	—	—	—	—	280	80	—
—	—	—	—	Dec. to Feb.	439	216	—
Jan. and Feb.	1,499	449	14	February	1,174	316	300
—	—	—	—	Dec. to Feb.	325	147	—
Jan. to April	2,275	570	300	Jan. and Feb.	4,083	1,204	—
Jan. to March	32,488	10,784	850	Jan. to March	37,509	14,541	5,660
—	—	—	—	Nov. to Feb.	1,279	383	—
—	3,427	2,521	—	—	4,264	2,310	30
—	—	—	—	—	—	—	—
—	79,260	33,628	1,209	—	108,637	40,408	6,101
—	—	—	—	—	476	140	—
—	79,260	33,628	1,209	—	109,113	40,548	6,101

NOTE. The figures for Northern Ireland shown above were supplied by the Imperial Secretary for Northern Ireland.

† Cured at Clifden.

Fig 3.

Quantities of Herrings landed during the years 1905 to 1925, in thousands of cwts.



TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling.			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.	
					Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.		
		Steam.	Motor.	Sailing										
(a) Clogher Head and Balbriggan	1923	16	—	4	—	—	4	—	—	—	—	—	All year.	
	1924	34	—	7	—	—	7	—	—	—	—	—		August to June.
	1925	24	—	3	—	—	3	—	—	—	—	—		
Loughshinny	1923	6	—	1	—	—	1	—	—	—	—	—	All year.	
	1924	6	—	1	—	—	1	—	—	—	—	—		—
	1925	—	—	—	—	—	—	—	—	—	—	—		
Howth	1923	21	—	7	—	—	7	—	—	—	—	—	October and November. September and October. October and November.	
	1924	25	—	4	—	—	4	—	—	—	—	—		—
	1925	40	—	9	—	—	9	—	—	—	—	—		
Dublin (Ringsend)	1923	110	(b) 10	5	—	—	5	—	—	—	—	—	Steam boats, all year. Motor boats, April to December.	
	1924	121	(b) 9	3	3	1	—	2	—	3	—	—		—
	1925	91	(b) 7	7	—	7	—	—	—	—	—	—		
Arklow	1923	94	—	18	—	1	9	3	5	—	—	—	March to December. All year. July to September.	
	1924	30	—	5	—	—	—	5	—	—	—	—		—
	1925	45	—	9	—	9	—	—	—	—	—	—		
Courtown	1923	40	—	3	7	3	—	—	—	6	1	—	March to September. March to September. March to September.	
	1924	45	—	3	7	3	—	—	—	7	—	—		—
	1925	45	—	3	—	3	—	—	—	—	—	—		
Wexford	1923	51	—	9	8	4	3	2	—	2	2	4	All year.	
	1924	68	—	16	8	4	4	2	—	2	2	4		—
	1925	70	—	9	8	4	3	2	—	4	2	2		

(a) Danish Seine netting. (b) All over 50 tons.

APPENDIX No. 11.—continued.

TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling.			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.	
					Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.		
		Steam.	Motor.	Sailing										
Ballygeary	1923	9	—	2	—	—	1	1	—	—	—	—	All year.	
	1924	5	—	1	—	—	—	1	—	—	—	—		August and September. July to September. July to September.
	1925	20	—	—	7	—	—	—	—	7	—	—		
Kilmore	1923	4	—	1	—	1	—	—	—	—	—	—	—	
	1924	4	—	—	—	1	—	—	—	—	—	—		June to September.
	1925	18	—	2	3	1	1	—	—	3	—	—		
Bannow	1923	3	—	—	1	—	—	—	—	1	—	—	—	
	1924	3	—	—	1	—	—	—	—	1	—	—		—
	1925	6	—	—	2	—	—	—	—	—	2	—		
Arthurstown and Ballyhack	1923	24	—	1	8	1	—	—	—	8	—	—	All year.	
	1924	32	—	3	8	1	2	—	—	8	—	—		—
	1925	40	—	4	12	1	3	—	—	12	—	—		
Passage East and Cheek Point	1923	26	—	5	7	5	—	—	—	7	—	—	All year.	
	1924	30	—	5	7	5	—	—	—	7	—	—		—
	1925	32	—	4	7	4	—	—	—	7	—	—		
Dunmore East	1923	15	—	2	4	1	1	—	—	4	—	—	All year.	
	1924	17	—	2	4	1	1	—	—	4	—	—		—
	1925	10	—	1	2	—	1	—	—	2	—	—		
Dungarvan	1923	56	—	1	13	—	—	1	—	10	3	—	All year.	
	1924	57	—	1	13	—	—	1	—	10	—	—		—
	1925	60	—	1	13	—	—	1	—	12	1	—		

APPENDIX No. 11.—continued.
TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling.			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.
		Steam.	Motor.	Sailing	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.	
Ardmore	1923	4	—	—	1	—	—	—	—	1	—	—	All year (c).
	1924	4	—	—	1	—	—	—	—	1	—	—	
	1925	6	—	—	2	—	—	—	—	2	—	—	
Youghal	1923	6	—	1	—	—	1	—	—	—	—	—	All year.
	1924	6	—	1	—	—	1	—	—	—	—	—	
	1925	6	—	1	—	—	1	—	—	—	—	—	
Knockadoon	1923	4	—	—	1	—	—	—	—	1	—	—	August to November. July to November. June to October.
	1924	8	—	1	1	1	—	—	1	—	—	—	
	1925	8	—	1	1	1	—	—	1	—	—	—	
Ballycotton	1923	17	—	2	3	2	—	—	—	3	—	—	April to November.
	1924	17	—	2	3	2	—	—	—	3	—	—	
	1925	9	—	2	1	2	—	—	—	1	—	—	
East Ferry and Passage West	1923	23	—	—	5	—	—	—	—	2	3	—	May to November.
	1924	25	—	1	5	—	1	—	—	2	3	—	
	1925	20	—	—	5	—	—	—	—	5	—	—	
Kinsale (Upper Cove)	1923	25	(d) 1	3	—	1	1	1	—	—	—	—	April to November.
	1924	25	(d) 1	3	—	1	1	1	—	—	—	—	
	1925	17	—	3	—	—	1	2	—	—	—	—	
Courtmaesherry	1923	9	—	—	2	—	—	—	—	—	2	—	March to December.
	1924	4	—	—	1	—	—	—	—	—	1	—	
	1925	4	—	—	1	—	—	—	—	—	1	—	

(a) Between 15 and 30 tons. (c) Except during drift net salmon fishing season.

APPENDIX No. 11.—continued.
TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling.			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.
		Steam.	Motor.	Sailing	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.	
Ross Bar	1923	2	—	—	1	—	—	—	—	1	—	—	August and September.
	1924	—	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	
Union Hall	1923	14	—	3	—	—	2	1	—	—	—	—	November and December. January, November and December. July to December.
	1924	24	—	5	—	—	2	3	—	—	—	—	
	1925	16	—	4	—	1	—	3	—	—	—	—	
Castletownsend	1923	24	—	6	—	5	1	—	—	—	—	—	June to December. Jan., Feb., Aug., Nov. and Dec. March to December.
	1924	23	—	6	—	6	—	—	—	—	—	—	
	1925	23	—	6	—	6	—	—	—	—	—	—	
Ballimore	1923	8	—	2	—	—	2	—	—	—	—	—	July to October. May to September. May to September.
	1924	4	—	1	—	—	1	—	—	—	—	—	
	1925	4	—	1	—	—	1	—	—	—	—	—	
Cape Clear	1923	12	—	3	—	1	1	1	—	—	—	—	July to October. March
	1924	—	—	—	—	—	—	—	—	—	—	—	
	1925	3	—	1	—	1	—	—	—	—	—	—	
Schull	1923	19	—	3	4	2	—	—	1	4	—	—	September to November. July to October. March, June, July and November.
	1924	21	—	3	5	3	—	—	—	5	—	—	
	1925	5	—	2	—	2	—	—	—	—	—	—	
Bantry	1923	28	—	5	2	—	3	2	—	—	1	1	July to December. Feb. to April, Aug. to Nov. March to May, Aug. and Sept.
	1924	8	—	2	1	—	1	1	—	1	—	—	
	1925	12	—	4	1	1	1	2	—	3	—	—	

APPENDIX No. 11.—continued.

TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling			Tonnage of motor boats engaged.			Tonnage of sailing boats engaged.			Months in which Fishing was carried on.		
					Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.			
		Steam.	Motor.	Sailing	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.		Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.
Laurence Cove	1925	3	—	1	—	1	—	—	—	—	—	—	October and December.
Lackeen Point	1923	32	—	1	2	—	1	—	—	1	1	—	August to December.
	1924	2	—	—	1	—	—	—	1	—	—	—	February to June
	1925	8	—	2	2	2	—	—	1	1	—	—	All year.
Dingle	1923	120	—	5	11	—	—	2	3	1	5	5	All year.
	1924	90	—	5	14	—	—	3	—	—	14	—	February to May.
	1925	85	—	5	14	—	—	5	—	—	—	14	All year.
Tarbert	1923	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—
	1925	3	—	1	—	1	—	—	—	—	—	—	July to September.
Estuary of Shannon	1923	4	—	—	2	—	—	—	2	—	—	—	May to August.
	1924	6	—	—	3	—	—	—	1	2	—	—	June to August.
	1925	6	—	—	3	—	—	—	2	1	—	—	June to August.
Cappagh	1923	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—
	1925	3	—	1	—	1	—	—	—	—	—	—	September and October.
Kilronan, N. Aran	1923	44	—	10	1	2	5	3	—	1	—	—	All year.
	1924	36	—	3	1	3	4	2	—	—	—	1	October to March.
	1925	25	—	4	—	—	2	2	—	—	—	—	Jan. to March, Nov. and Dec.

APPENDIX No. 11.—continued.

TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling			Tonnage of motor boats engaged.			Tonnage of sailing boats engaged.			Months in which Fishing was carried on.		
					Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.			
		Steam.	Motor.	Sailing	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons.	Over 10 and not exceeding 15 tons.		Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.
Galway	1923	47	—	1	10	—	—	1	—	—	—	10	All year.
	1924	40	—	1	9	—	—	1	—	—	—	9	All year.
	1925	50	—	(c) 1	10	—	—	—	—	10	—	—	—
Cleggan	1923	2	—	—	1	—	—	—	1	—	—	—	June and July.
	1924	5	—	—	2	—	—	—	1	1	—	—	May to August.
	1925	5	—	—	2	—	—	—	1	1	—	—	July and August.
Murrisk	1923	14	—	2	1	1	—	1	—	1	—	—	May to September.
	1924	17	—	2	2	1	—	1	—	2	—	—	All year.
	1925	13	—	1	2	—	—	1	—	—	—	—	All year.
Blacksod	1923	9	—	2	—	1	1	—	—	—	—	—	May to July
	1924	7	—	1	1	1	—	—	—	1	—	—	April to October.
	1925	8	—	—	—	1	—	—	—	—	—	—	All year, except Winter
Ernisrone	1923	12	—	—	6	—	—	—	6	—	—	—	July to December.
	1924	14	—	—	6	—	—	—	6	—	—	—	May to August.
	1925	21	—	—	7	—	—	—	7	—	—	—	Summer and Autumn.
Rosses Point	1923	—	—	—	—	—	—	—	—	—	—	—	—
	1924	—	—	—	—	—	—	—	—	—	—	—	—
	1925	4	—	1	—	—	—	1	—	—	—	—	All year.
Raghley	1923	—	—	—	—	—	—	—	—	—	—	—	—
	1924	9	—	1	2	1	—	—	2	—	—	—	—
	1925	20	—	1	4	1	—	—	4	—	—	—	All year.

(c) Over 50 tons.

APPENDIX No. 11.—*continued.*
 TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling.			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.	
					Not exceeding 10 tons	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.		
		Steam.	Motor.	Sailing										
Mullaghmore	1923	12	—	—	4	—	—	—	—	4	—	—	—	May to September.
	1924	—	—	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	
Downings	1923	4	—	1	—	1	—	—	—	—	—	—	—	All year. April to November.
	1924	4	—	1	—	1	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	
Rathmullen	1923	12	—	—	4	—	—	—	—	—	4	—	—	April to October. April to November. May to November.
	1924	16	—	2	4	2	—	—	—	—	4	—	—	
	1925	9	—	3	—	3	—	—	—	—	—	—	—	
Buncrana	1923	2	—	2	—	2	—	—	—	—	—	—	—	April to October. April to November. April to November.
	1924	5	—	2	—	2	—	—	—	—	—	—	—	
	1925	14	—	6	—	6	—	—	—	—	—	—	—	
Culdaff	1923	—	—	—	—	—	—	—	—	—	—	—	—	All year.
	1924	26	(f) 2	—	—	—	—	—	—	—	—	—	—	
	1925	—	—	—	—	—	—	—	—	—	—	—	—	
Greencastle	1923	12	—	4	—	—	4	—	—	—	—	—	—	April to October. April to November. April to November.
	1924	9	—	3	—	3	—	—	—	—	—	—	—	
	1925	9	—	3	—	3	—	—	—	—	—	—	—	

(f) Over 50 tons.

APPENDIX No. 11.—*continued.*
 TRAWLING, 1923, 1924 and 1925.

STATION.	Number of men engaged in the Trawling industry.	Number of boats regularly engaged in Trawling			Tonnage of motor boats engaged.				Tonnage of sailing boats engaged.				Months in which Fishing was carried on.
					Not exceeding 10 tons	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 40 tons.	Not exceeding 10 tons	Over 10 and not exceeding 15 tons.	Over 15 and not exceeding 30 tons.	Over 30 and not exceeding 50 tons.	
		Steam.	Motor.	Sailing									
Merville	1923	21	—	7	—	—	7	—	—	—	—	—	April to October. April to November. April to November.
	1924	18	—	6	—	—	—	—	—	—	—	—	
	1925	9	—	3	—	—	3	—	—	—	—	—	
Totals for Saorstat Eireann	1923	997	11	122	109	34	51	27	10	63	20	11	15
	1924	940	12	104	113	48	32	23	1	66	19	19	9
	1925	929	7	112	109	62	20	28	1	69	24	2	14

In Northern Ireland there were 61 motor boats, 8 sailing boats and 175 men engaged in Trawling in 1923; 65 motor boats, 10 sailing boats and 190 men in 1924, and 58 motor boats, 10 sailing boats and 172 men in 1925. Trawling continued throughout the three years. These figures were supplied by the Imperial Secretary for Northern Ireland.

Appendix No. 12—continued.

SEA FISHERY LOANS.

Statement of Account for year ending 31st March, 1926.

Amount outstanding at 1st April, 1925 —		Repayments during year	£10,563	
Due in Arrear	£85,177	Written off as irre- coverable	298	
Instalments not ma- tured	74,206	Interest remitted and other adjustments in am- ounts repayable in certain loans	192	
	£159,383			
Advances made during the year, including interest ...	8,761	Outstanding at 31st March, 1926 —		£11,053
*Interest accrued during year on certain loans and adjust- ments ...	284	Due in arrear	£97,032	
		Instalments not ma- tured	60,343	
			£157,375	
	£168,428			£168,428
Number of Loan Accounts open as at 1st April, 1925	...			1439
" " " " opened in year ended 31st March, 1926	...		295	
" " " " closed " " " "	...		192	
" " " " open as at 1st March, 1926	...			1542

* This is interest accruing in a few cases where loans were issued on "principal and interest" basis, i.e., interest being chargeable on outstanding balance—instead of the usual annuity basis.

APPENDIX No. 13.

Statement showing Fishery Loans Arrears by Counties for three years ending 31st March, 1924, 1925 and 1926.

County.	1923-4			1924-5			1925-6		
	Number of Loans	£	s d	Number of Loans	£	s d	Number of Loans	£	s d
Louth	1	616	6 2	5	658	1 0	6	675	8 2
Dublin	23	4,816	0 6	20	4,314	8 11	20	4,510	10 5
Wicklow	54	7,652	15 8	67	9,268	14 10	56	10,202	18 0
Wexford	4	46	13 5	2	29	17 2	1	91	6 10
Waterford	3	58	5 4	1	45	2 11	3	65	7 6
Cork	148	22,570	1 6	148	27,337	17 5	136	30,224	11 11
Kerry	242	7,804	0 7	234	8,804	12 4	225	9,492	5 9
Clare	2	2	3 3	1	5	14 8	3	4	12 3
Galway	346	10,619	19 7	318	14,341	1 8	280	16,735	8 4
Mayo	158	1,743	17 0	153	2,215	12 5	140	2,396	7 8
Sligo	5	44	15 5	1	46	12 8	4	41	8 1
Donegal	136	13,534	5 4	138	18,109	2 7	146	22,488	11 6
Totals	1,122	69,509	4 9	1,088	85,176	18 7	1,020	96,928	16 5

APPENDIX No. 14.

Statement of Expenditure and Receipts of Fishery Cruiser " Muirchu " during the years ended 31st March, 1924, 1925 and 1926

EXPENDITURE.	1925-4			1924-5			1925-6		
	£	s	d	£	s	d	£	s	d
Salaries and Wages	3,561	13	11	3,636	15	0	3,675	0	7
Stores	1,085	18	3	446	9	1	499	12	8
Coal	1,709	18	4	3,222	19	1	2,405	16	8
Repairs	181	7	9	—	—	—	—	—	—
Annual Overhaul	2,568	12	8	1,308	11	9	699	2	3
Uniforms	102	3	2	—	—	—	—	—	—
Consulting Engineer	86	15	5	97	15	11	52	2	6
Lloyd's Survey	37	0	0	—	—	—	—	—	—
Miscellaneous :— Pilotage, travelling and subsistence allowance, docks dues, telegrams, &c.	77	7	8	278	3	3	159	7	4
	9,408	17	2	8,990	14	1	7,491	2	0
RECEIPTS.									
Fines	50	0	0	—	—	—	—	—	—
Sale of old stores	27	19	6	—	—	—	—	—	—
Sale of seized fish	—	—	—	5	0	0	—	—	—
Insurance rebate, etc.	102	10	9	15	1	—	—	—	—
Damage claim	24	18	7	—	—	—	—	—	—
	205	8	10	5	15	1	—	—	—
Net Expenditure	9,203	8	4	8,984	19	0	7,491	2	0

Number of detections by ss. " Muirchu " or Government Patrol Boats :

Year 1923 ... Nine.
 " 1924 ... Thirteen
 " 1925 ... Nine.

Number of cases where prosecutions followed :

Year 1923 ... Two.
 " 1924 ... Thirteen.
 " 1925 ... Nine.

APPENDIX No. 15.

Receipts and Expenditure of Boards of Conservators in Saorstát Éireann for 1923.

District.	Balance at opening of Account.	RECEIPTS.						EXPENDITURE.					Balance at close of Account.	District.
		Licence Duty.	Percentage on Poor Law Valuation.	Fines, Proceeds from sale of Forfeited Engines, Bank Interest, etc.	Local Subscriptions	Grant from Department.	Total Receipts.	Water Bailiffs.	Law Costs.	Salaries and Commission	Travelling and Miscellaneous.	Total Expenditure.		
1. Dublin	279 10 5	263 0 0	7 10 0	51 13 6	24 11 0	50 0 0	396 14 6	260 0 0	37 8 0	71 8 0	110 9 7	479 5 7	196 18 4	1. Dublin
2. Wexford	227 8 8	402 0 0	32 18 0	3 9 9	2 12 6	50 0 0	491 0 3	360 9 1	27 0 0	—	76 7 0	463 16 1	254 12 10	2. Wexford
3. Waterford	652 12 1	806 10 0	62 7 0	10 14 0	—	100 0 0	979 11 0	494 9 10	—	157 11 6	153 13 7	805 14 11	626 8 2	3. Waterford
4. Lismore	121 10 11½	525 10 0	195 8 0	4 8 3	68 15 6	—	794 1 9	306 10 7	—	149 4 4	237 18 3	693 13 2	221 19 6½	4. Lismore
5. Cork	*16 19 6	291 0 0	38 18 0	25 6 9	—	500 0 0	355 4 9	420 5 0	—	192 5 0	142 18 3	755 8 3	82 17 0	5. Cork
„ (Bandon)	15 6 5	121 0 0	2 0 0	17 6 9	8 0 0	45 0 0	193 6 9	59 10 0	1 14 0	78 1 0	22 18 6	162 3 6	46 9 8	„ (Bandon)
61. Skibbereen	*13 15 2	20 0 0	—	—	—	—	20 0 0	—	—	—	1 15 0	1 15 0	4 9 10	61. Skibbereen
62. Bantry	29 14 8	21 0 0	—	8 3	—	—	21 8 3	—	—	11 11 0	4 0	11 15 0	39 7 11	62. Bantry
63. Kenmare	65 4 2	26 0 0	4 14 0	17 4	—	—	31 11 4	8 0 0	—	18 0 0	3 5 6	29 5 6	67 10 0	63. Kenmare
71. Killarney	96 10 8	221 0 0	54 2 0	—	70 0 0	101 0 0	446 2 0	160 0 0	2 10 0	121 2 0	30 8 5	314 0 5	228 12 3	71. Killarney
72. Waterville	80 0 1	60 0 0	—	—	—	—	60 0 0	—	—	16 5 0	8 16 5	25 1 5	114 18 8	72. Waterville
8. Limerick	*290 3 1	1,156 0 0	175 7 6	179 16 1	89 0 0	1,203 7 11	2,803 11 6	1,406 0 0	140 12 5	245 5 0	469 9 0	2,261 6 5	252 2 0	8. Limerick
91. Galway	*3 1 7	160 0 0	9 2 0	1 14 3	20 0 0	—	190 16 3	103 0 0	—	—	37 0 10	140 0 10	47 13 10	91. Galway
92. Connemara	*17 14 5	61 0 0	99 6 0	—	150 0 0	—	310 6 0	195 0 0	8 14 8	32 16 0	30 18 7	267 9 3	25 2 4	92. Connemara
101. Ballinacill	49 8 5	60 0 0	—	—	—	—	60 0 0	—	6 3 0	26 8 7	7 13 10	40 5 5	69 3 0	101. Ballinacill
102. Bangor	73 16 9	93 0 0	31 2 0	—	—	40 0 0	164 2 0	11 2 0	—	15 0 0	23 7 7	49 9 7	188 9 2	102. Bangor
11. Ballina	247 1 0	191 0 0	128 16 0	—	—	200 0 0	519 16 0	486 11 0	—	40 0 0	13 16 5	540 7 5	226 9 7	11. Ballina
12. Sligo	290 16 3	74 0 0	31 0 0	8 4 0	199 10 0	—	312 14 0	290 5 0	—	35 0 0	34 5 10	359 10 10	243 19 5	12. Sligo
13. †Ballyshannon	142 11 8	230 0 0	1 0 0	30 7 10	146 0 0	—	407 7 10	253 13 4	—	60 0 0	9 10 1	323 3 5	226 16 1	13. †Ballyshannon
14. Letterkenny	*478 8 8	211 0 0	7 0 0	6 17 10	—	—	224 17 10	—	7 6 0	101 3 4	19 18 3	128 7 7	*381 18 5	14. Letterkenny
171. Drogheda	209 12 7	415 10 0	34 7 0	13 4 2	13 0 0	100 0 0	576 1 2	339 3 11	75 9 9	150 6 7	166 3 8	731 3 11	54 9 10	171. Drogheda
172. †Dundalk	*3 0 11	167 0 0	9 16 0	3 8	18 0 0	36 0 0	230 19 8	47 5 0	—	119 5 0	57 0 6	223 10 6	4 8 3	172. †Dundalk
Totals, 1923	1,758 1 5½	5,575 10 0	924 13 6	354 12 5	809 9 0	2,425 7 11	10,089 12 10	5,201 4 9	306 17 10	1,640 12 4	1,657 19 1	8,806 14 0	3,041 0 3½	
Totals, 1922	3,548 15 5½	4,676 15 0	440 4 0	205 10 3	619 6 6	1,425 3 6	7,366 19 3	5,793 7 6	191 0 5	1,666 12 6	1,599 16 7	9,250 17 0	1,664 17 8½	

* Items marked with an asterisk are *debit* balances and are treated in the total of the column as a minus quantity.

† Portions of these Districts are in Northern Ireland.

APPENDIX No. 15—continued.

Receipts and Expenditure of Boards of Conservators in Saorstát Éireann for 1924.

District.	Balance at opening of Account.	RECEIPTS.						EXPENDITURE.					Balance at close of Account.	District.
		Licence Duty.	Percentage on Poor Law Valuation.	Fines, Proceeds from sale of Forfeited Engines, Bank Interest, etc.	Local Subscriptions.	Grant from Department.	Total Receipts.	Water Bailiffs.	Law Costs.	Salaries and Commission.	Travelling and Miscellaneous.	Total Expenditure.		
1. Dublin	196 19 4	270 0 0	—	72 14 4	32 11 0	250 0 0	625 5 4	373 0 0	10 4 0	71 13 0	186 14 7	641 11 7	180 13 1	1. Dublin
2. Wexford	254 12 10	455 0 0	21 18 0	24 13 9	9 15 0	120 0 0	631 6 9	527 2 1	25 0 0	—	109 15 8	661 17 9	224 1 10	2. Wexford
3. Waterford	826 8 2	1,006 0 0	82 0 0	102 12 5	—	420 0 0	1,610 12 5	1,007 0 6	23 3 0	165 16 0	239 1 2	1,435 0 8	1,001 19 11	3. Waterford
4. Lismore	221 19 6½	570 0 0	301 16 0	22 17 4	60 0 0	180 0 0	1,134 13 4	672 1 0	50 1 4	148 10 0	260 17 7	1,131 9 11	225 2 11½	4. Lismore
5. Cork	82 17 0	409 0 0	51 16 0	94 17 8	—	650 0 0	1,205 13 8	712 10 0	7 5 0	172 0 9	315 9 7	1,207 5 4	81 5 4	5. Cork
„ (Bandon)	46 9 8	166 0 0	1 10 0	23 19 4	9 16 0	90 0 0	291 5 4	155 0 0	11 13 0	80 6 0	29 8 0	276 7 0	61 8 0	„ (Bandon)
61. Skibbereen	4 9 10	34 0 0	—	—	—	25 0 0	59 0 0	20 10 0	—	10 0 0	8 18 7	39 8 7	24 1 3	61. Skibbereen
62. Bantry	39 7 11	25 0 0	3 17 0	2 13 6	—	—	31 10 6	—	—	31 10 0	3 18 11	35 8 11	35 9 6	62. Bantry
63. Kenmare	67 10 0	34 0 0	11 8 0	4 1 4	—	—	49 9 4	—	25 10 3	18 0 0	10 16 1	54 6 4	62 13 0	63. Kenmare
71. Killarney	228 12 3	296 0 0	61 13 0	14 12 8	69 0 0	320 0 0	761 5 8	524 10 0	16 11 0	135 8 0	84 3 11	760 12 11	229 5 0	71. Killarney
72. Waterville	114 18 8	147 0 0	18 0 0	14 9 7	13 3 0	70 0 0	262 12 7	126 10 0	—	65 0 0	53 12 2	245 2 2	132 9 1	72. Waterville
8. Limerick	252 2 0	1,416 0 0	58 13 6	245 9 7	64 0 0	1,600 0 0	3,384 3 1	2,361 7 1	8 17 0	245 5 0	783 3 0	3,398 12 1	237 13 0	8. Limerick
91. Galway	47 13 10	185 10 0	11 1 0	4 6 0	20 0 0	415 0 0	635 17 0	405 18 10	14 0 6	—	207 17 5	627 16 9	55 14 1	91. Galway
92. Connemara	25 2 4	91 0 0	139 6 0	—	10 0 0	125 0 0	365 6 0	184 0 0	10 0	34 7 0	18 7 9	237 4 9	153 3 7	92. Connemara
101. Ballinakill	69 3 0	89 0 0	27 16 0	1 19 1	—	40 0 0	158 15 1	90 0 0	3 8 0	26 0 0	4 9 8	123 17 8	104 0 5	101. Ballinakill
102. Bangor	188 9 2	125 0 0	51 10 0	—	—	70 0 0	246 10 0	130 18 1	—	30 0 0	20 14 2	181 12 3	253 6 11	102. Bangor
11. Ballina	226 9 7	508 0 0	9 16 0	2 13 4	7 10 0	200 0 0	727 19 4	475 9 7	5 3 0	40 0 0	14 9 0	535 1 7	419 7 4	11. Ballina
12. Sligo	243 19 5	106 0 0	32 0 0	7 8 6	88 10 0	100 0 0	333 18 6	315 17 6	10 18 0	52 10 0	35 13 6	414 19 0	162 18 11	12. Sligo
13. †Ballyshannon	226 16 1	281 0 0	1 0 0	25 15 7	133 1 0	—	440 16 7	248 18 8	11 15 4	60 19 0	11 14 9	333 7 9	334 4 11	13. †Ballyshannon
14. Letterkenny	*381 18 5	605 0 0	35 12 0	14 2 2	—	350 0 0	1,004 14 2	167 15 8	40 8 0	168 3 6	222 0 4	598 7 6	24 8 3	14. Letterkenny
171. Drogheda	54 9 10	455 0 0	28 17 0	10 4 0	36 0 6	380 0 0	910 1 6	336 4 10	8 8 0	147 8 6	171 19 9	664 1 1	300 10 3	171. Drogheda
172. †Dundalk	4 8 3	190 0 0	9 16 0	8 0 4	19 0 0	65 0 0	291 16 4	127 15 0	—	115 10 0	41 13 9	284 18 9	11 5 10	172. †Dundalk
Totals, 1924	3,041 0 3½	7,463 10 0	959 5 6	697 10 6	572 6 6	5,470 0 0	15,162 12 6	8,962 8 10	272 15 5	1,818 6 9	2,834 19 4	13,888 10 4	4,315 2 5½	
Totals, 1923	1,758 1 5½	5,575 10 0	924 13 6	354 12 5	809 9 0	2,425 7 11	10,089 12 10	5,201 4 9	306 17 10	1,640 12 4	1,657 19 1	8,806 14 0	3,041 0 3½	

* This balance is a debit balance and is treated in the total of the column as a minus quantity.
† Portions of these Districts are in Northern Ireland.

APPENDIX No. 15—continued.

Receipts and Expenditure of Boards of Conservators in Saorstát Éireann for 1925.

District.	Balance at opening of Account.	RECEIPTS.						EXPENDITURE.				Total Expenditure.	Balance at close of Account.	District.
		Licence Duty.	Percentage on Poor Law Valuation.	Fines, Proceeds from sale of Forfeited Engines, Bank Interest, etc.	Local Subscriptions	Grant from Department.	Total Receipts.	Water Bailiffs.	Law Costs.	Salaries and Commission	Travelling and Miscellaneous.			
1. Dublin	180 13 1	320 0 0	—	68 8 7	36 10 0	125 0 0	549 18 7	235 0 0	188 8 0	71 2 8	114 8 0	608 18 8	121 13 0	1. Dublin
2. Wexford	224 1 10	471 0 0	23 4 0	26 8 3	16 5 0	180 0 0	716 17 3	578 2 3	30 5 0	—	108 10 11	716 18 2	224 0 11	2. Wexford
3. Waterford	1,001 19 11	1,036 0 0	55 13 6	88 11 10	1 4 0	500 0 0	1,681 9 4	969 8 4	63 11 6	192 1 8	603 8 8	1,828 10 2	854 19 1	3. Waterford
4. Lismore	225 2 11½	637 10 0	166 16 0	42 1 1	60 0 0	120 0 0	1,026 7 1	709 0 4	6 10 11	152 5 0	258 16 8	1,126 12 11	124 17 1½	4. Lismore
5. Cork	81 5 4	377 0 0	80 10 0	40 6 7	—	700 0 0	1,197 16 7	752 10 0	7 15 3	206 12 0	378 19 4	1,345 16 7	*66 14 8	5. Cork
„ (Bandon)	61 8 0	167 0 0	1 10 0	44 16 0	10 11 0	140 0 0	363 17 0	240 10 0	3 8 0	80 7 0	41 16 8	366 1 8	59 3 4	„ (Bandon)
61. Skibbereen	24 1 3	41 0 0	—	10 0 0	—	75 0 0	126 0 0	26 15 0	—	15 0 0	55 9 0	96 17 0	53 4 3	61. Skibbereen
62. Bantry	35 9 6	51 0 0	2 2 0	15 9	—	30 0 0	83 17 9	108 7 0	—	14 14 6	3 13 8	126 15 2	*7 7 11	62. Bantry
63. Kenmare	62 13 0	58 0 0	—	—	—	—	58 0 0	—	—	19 3 4	7 0 2	26 3 6	94 9 6	63. Kenmare
71. Killarney	229 5 0	328 0 0	54 11 0	11 10 6	2 0 0	320 0 0	716 1 6	560 10 0	42 6 6	149 4 0	89 3 7	841 4 1	104 2 5	71. Killarney
72. Waterville	132 9 1	193 0 0	3 0 0	—	8 0 0	80 0 0	284 0 0	194 10 0	66 13 9	65 0 0	20 13 11	346 17 8	69 11 5	72. Waterville
8. Limerick	237 13 0	1,798 10 0	84 16 6	223 14 6	68 12 6	1,600 0 0	3,775 13 6	2,498 1 3	226 18 6	245 5 0	1,183 15 0	4,153 17 9	*140 11 3	8. Limerick
91. Galway	55 14 1	233 10 0	11 1 0	21 19 4	41 6 6	225 0 0	532 16 10	292 17 2	29 10 0	—	201 10 9	523 17 11	64 13 0	91. Galway
92. Connemara	153 3 7	140 0 0	98 6 0	1 3 4	10 0 0	40 0 0	289 9 4	221 9 0	—	34 10 0	35 10 7	291 9 7	151 3 4	92. Connemara
101. Ballinakill	104 0 5	129 0 0	—	—	—	65 0 0	194 0 0	96 0 0	10 11 8	28 18 9	10 8 8	145 19 1	152 1 4	101. Ballinakill
102. Bangor	253 6 11	197 0 0	11 18 0	4 12 4	—	70 0 0	283 10 4	187 13 6	28 8 9	30 0 0	32 10 3	278 12 6	258 4 9	102. Bangor
11. Ballina	419 7 4	727 0 0	6 0	38 7 6	—	200 0 0	965 13 6	327 0 0	17 12 0	46 6 8	109 6 11	500 5 7	884 15 3	11. Ballina
12. Sligo	162 18 11	117 0 0	32 10 0	4 10 2	52 0 0	100 0 0	306 0 2	296 0 0	9 6 6	35 0 0	51 15 7	392 2 1	76 17 0	12. Sligo
13. †Ballyshannon	334 4 11	286 0 0	1 0 0	15 8 9	158 16 6	—	461 5 3	393 18 2	28 8 0	60 17 0	9 1 2	492 4 4	303 5 10	13. †Ballyshannon
14. Letterkenny	24 8 3	646 10 0	16 18 0	17 10 2	—	200 0 0	880 18 2	325 5 0	90 19 0	149 7 0	234 10 4	800 1 4	105 5 1	14. Letterkenny
171. Drogheda	300 10 3	477 0 0	30 6 0	17 6 0	15 6 0	160 0 0	699 18 0	536 7 9	27 8 1	147 8 3	208 10 4	919 14 5	80 13 10	171. Drogheda
172. †Dundalk	11 5 10	206 10 0	21 8 0	15 14 2	—	65 0 0	308 12 2	93 0 0	27 10 0	112 6 6	47 7 3	280 3 9	39 14 3	172. †Dundalk
Totals, 1925	4,315 2 5½	8,637 10 0	695 16 0	693 4 10	480 11 6	4,995 0 0	15,502 2 4	9,642 4 9	905 11 5	1,855 9 4	3,805 19 5	16,209 3 11	3,608 0 10½	
Totals, 1924	3,041 0 3½	7,463 10 0	959 5 6	697 10 6	572 6 6	5,470 0 0	15,162 12 6	8,962 8 10	272 15 5	1,818 6 9	2,834 19 4	13,888 10 4	4,315 2 5½	

* Items marked with an asterisk are *debit* balances and are treated in the total of the column as a minus quantity.

† Portions of these Districts are in Northern Ireland.

APPENDIX No. 16.

SCHEDULE OF LICENCES issued by BOARDS OF CONSERVATORS in
Saorstát Éireann for the years 1923, 1924 and 1925.

District.		Number and Description of Licences sold.														Average No. of Persons employed.		
		1. Salmon Nets	2. Cross Lines	3. Snap Nets	4. Draft Nets	5. Drift Nets	6. Trammel Nets for Pollen	7. Pole Nets	8. Bag Nets	9. Stake Nets	10. Head Weirs	11. Box, Crib, &c.	12. Gap, Eye, &c.	13. Coghills	14. Loop Nets		15. Sweepers	16. Eel Trap	17. Long Lines for Eels.
1. Dublin	1923	165	—	—	11	21	—	1	—	—	—	—	—	—	—	—	—	339
	1924	163	—	—	12	23	—	1	—	—	—	—	—	—	—	—	—	353
	1925	186	—	—	15	29	—	1	—	—	—	—	—	—	—	—	—	424
2. Wexford	1923	132	1	—	88	—	—	2	—	—	—	—	—	—	—	—	—	668
	1924	160	1	—	97	—	—	1	—	—	—	—	—	—	—	—	—	747
	1925	148	1	—	105	—	—	2	—	—	—	—	—	4	—	—	—	780
3. Waterford	1923	194	—	135	11	94	—	—	—	2	—	3	5	—	—	—	—	1,290
	1924	278	—	182	11	102	—	—	1	2	—	3	16	—	—	—	—	1,628
	1925	306	—	156	18	109	—	—	1	2	—	3	15	—	—	—	—	1,627
4. Lismore	1923	89	—	23	23	73	—	2	—	3	—	2	—	—	—	—	—	703
	1924	169	1	24	16	81	—	1	—	2	—	1	—	—	—	—	—	780
	1925	199	1	33	14	91	—	1	—	2	—	1	—	—	—	—	—	884
5. Cork	1923	134	—	—	44	5	—	—	1	—	—	—	—	—	—	—	—	427
	1924	222	—	—	53	6	—	—	1	—	—	—	—	—	—	—	—	574
	1925	180	—	—	54	5	—	—	1	—	—	—	—	—	—	—	—	543
,, (Bandon)	1923	61	—	—	19	1	—	—	—	—	—	—	—	—	—	—	—	180
	1924	70	—	—	32	—	—	—	—	—	—	—	—	—	—	—	—	262
	1925	59	—	—	36	—	—	—	—	—	—	—	—	—	—	—	—	275
61. Skibbereen	1923	2	—	—	6	—	—	—	—	—	—	—	—	—	—	—	—	38
	1924	7	—	—	9	—	—	—	—	—	—	—	—	—	—	—	—	61
	1925	17	—	—	8	—	—	—	—	—	—	—	—	—	—	—	—	65
62. Bantry	1923	—	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	42
	1924	6	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	48
	1925	28	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	70
63. Kenmare	1923	8	—	—	5	—	—	—	—	—	—	—	—	—	—	1	—	44
	1924	22	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	46
	1925	37	—	—	6	—	—	—	—	—	—	—	—	—	—	1	—	79
71. Killarney	1923	89	—	—	44	—	—	—	—	—	—	—	—	—	—	—	—	353
	1924	152	—	—	48	—	—	—	—	—	—	—	—	—	—	—	—	440
	1925	178	—	—	50	—	—	—	—	—	—	—	—	—	—	—	—	478
72. Waterville	1923	24	—	—	2	—	—	—	—	—	—	3	—	—	—	—	—	38
	1924	105	—	—	4	—	—	—	—	—	—	3	—	—	—	—	—	131
	1925	145	—	—	6	—	—	—	—	—	—	3	—	—	—	—	—	182
8. Limerick	1923	324	—	18	101	49	—	—	—	5	—	7	135	—	—	—	—	1,540
	1924	445	4	24	120	61	—	—	—	6	—	6	147	—	—	—	—	1,894
	1925	497	40	21	162	64	—	—	—	9	—	7	148	—	—	—	—	2,288
91. Galway	1923	43	—	—	10	—	—	—	—	—	—	5	22	—	—	—	2	155
	1924	80	—	—	8	—	—	—	—	—	—	5	24	—	—	—	1	197
	1925	118	—	—	10	—	—	—	—	—	—	5	28	—	—	—	1	239

APPENDIX No. 16—continued.

District.		Number and Description of Licences sold.															Average No. of Persons employed.	
		1. Salmon Rods	2. Cross Lines	3. Snap Nets	4. Draft Nets	5. Drift Nets	6. Trammel Nets for Pollen	7. Pole Nets	8. Bag Nets	9. Stake Nets	10. Head Weirs	11. Box, Crib, etc.	12. Gap, Eye, etc.	13. Coghills	14. Loop Nets	15. Sweepers		16. Eel Trap	17. Long Lines for Eels.
92. Connemara	1923	57	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	65
	1924	87	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	95
	1925	137	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	143
101. Ballinakill	1923	24	—	—	12	—	—	—	—	—	—	—	—	—	—	—	—	96
	1924	53	—	—	12	—	—	—	—	—	—	—	—	—	—	—	—	125
	1925	87	—	—	14	—	—	—	—	—	—	—	—	—	—	—	—	171
102. Bangor	1923	9	—	—	8	—	—	—	6	—	—	—	—	—	—	—	—	81
	1924	35	—	—	10	—	—	—	6	—	—	—	—	—	—	—	—	119
	1925	89	—	—	15	1	—	—	6	—	—	—	—	—	—	—	—	208
11. Ballina	1923	40	—	—	18	2	—	—	—	—	—	7	21	—	—	—	—	203
	1924	188	—	—	63	12	—	—	—	—	—	7	20	—	—	—	—	669
	1925	312	—	—	37	2	—	—	—	—	—	7	16	—	—	—	—	579
12. Sligo	1923	47	—	—	9	—	—	—	—	—	—	—	—	—	—	—	—	101
	1924	79	—	—	9	—	—	—	—	—	—	—	—	—	—	—	—	133
	1925	81	—	—	11	1	—	—	—	—	—	—	—	—	—	—	—	152
13. Ballyshannon	1923	70	7	—	12	5	—	—	1	—	5	—	15	—	—	—	—	202
	1924	87	6	—	25	3	—	—	1	—	5	16	—	—	—	—	1	305
	1925	114	4	—	31	1	—	—	—	—	5	15	—	—	—	—	—	345
14. Letterkenny	1923	109	—	—	14	11	—	—	—	—	2	—	—	14	—	—	—	263
	1924	217	—	—	13	106	—	—	—	—	2	—	—	22	—	—	—	848
	1925	285	—	—	15	95	—	—	—	—	2	—	—	19	—	—	1	871
171. Drogheda	1923	134	1	1	67	—	—	—	—	—	6	17	—	—	—	—	—	579
	1924	149	2	—	75	—	—	—	—	—	6	17	—	—	—	—	—	640
	1925	138	2	—	86	—	—	—	—	—	6	17	—	—	—	—	—	695
172. Dundalk	1923	63	—	—	29	—	—	—	—	—	1	11	—	—	—	—	—	260
	1924	79	—	—	27	2	—	—	—	—	1	18	—	—	—	—	—	283
	1925	95	—	—	29	5	—	—	—	—	1	3	—	—	—	—	1	302
Totals	1923	1818	9	177	540	261	—	5	7	11	1	40	215	15	14	1	2	7,667
	1924	2853	14	230	655	396	—	3	8	11	1	38	262	—	22	—	1	10,383
	1925	3416	48	210	730	403	—	4	8	13	1	39	242	4	19	1	2	11,410

The estimate of the average number of men employed is made up as follows:—

1. Salmon Rods	... 1 man	10. Head Weirs	... 1 man.
2. Cross Lines	... 2 men	11. Box, Crib, etc. (every 5)	... 2 men.
3. Snap Nets	... 4 do.	12. Gap, Eye, etc.	... 2 do.
4. Draft Nets	... 6 do.	13. Coghills	... 1 man.
5. Drift Nets	... 5 do.	14. Loop or Frame Nets	... 1 do.
6. Trammel Nets	... 2 do.	15. Sweepers	... 6 men.
7. Pole Nets	... 3 do.	16. Eel Trap	... 3 do.
8. Bag Nets	... 4 do.		
9. Stake Nets	... 4 do.		

for each
500 hooks

APPENDIX No. 17.

Output of Salmon and Trout fry in Ireland during the seasons 1923-4, 1924-5, and 1925-6.

Hatching or Enlarging Station.	System.	1923-4		1924-5		1925-6	
		Salmon	Trout	Salmon	Trout	Salmon	Trout
Zoological Gardens, Dublin	Liffey	6,960 (a)	14,250	15,000 (a)	10,000	38,000 (e)	20,000
Newtownbarry	Slaney	20,000 (a)	—	—	—	40,000 (a)	—
Kilmacow	Suir	—	—	—	24,000	—	25,000
Lismore	Blackwater	2,380,000	—	3,284,000	—	3,867,500	157,000 (f)
Banteer and Mallow	do.	—	—	—	—	180,000 (a)	11,000 (a)
Cork Anglers' Association	Lee	—	—	—	63,400	—	68,000
Skibbereen	Ilan	—	—	38,000 (a)	—	40,000 (a)	—
The Reeks, Glencar, McGillicuddy	Laune	4,000 (a)	—	—	—	—	—
Glenhazel or Dromore	Blackwater (Kerry)	15,000 (a)	—	—	—	—	—
Listowel	Feale	—	—	50,000 (a)	—	72,000 (a)	—
Adare	Maigue	30,000 (b)	85,000	—	70,000 (c)	—	50,000
Galway	Corrib	20,000 (a)	—	40,000	—	270,000	—
Aasleagh	Erriff	15,000	—	45,000	500 (d)	33,000	—
Sligo Anglers' Association	Sligo	—	—	—	—	—	11,700
Glenties	Owenea	260,000	—	285,000	—	680,000	6,000 (d)
Cloghan	Finn	—	—	100,000	—	—	—
Castlebellingham	Glyde	16,000 (a)	—	—	—	—	—
Blackcastle	Boyne	—	15,000	50,000 (a)	13,500	60,000 (a)	17,000
Westmeath Lakes Preservation Society	Shannon	—	40,000	—	60,000	—	71,000
Lough Derravaragh	do.	—	40,000	—	—	—	—
Totals		2,682,000	194,250	3,754,000	220,900 Brown 500 Sea 20,000 Rain- bow	4,850,500 20,000 Canadian land-locked salmon.	412,700 Brown 13,000 Sea

NOTE.—The numbers of trout fry refer to brown trout unless otherwise stated.

a, from Lismore.

b, 3,000 of this total from Lismore.

c, includes 20,000 rainbow trout.

d, sea trout.

e, 18,000 salmon ova from Lismore and 20,000 Canadian land-locked salmon ova.

f, includes 7,000 sea trout ova.

APPENDIX No. 18.

List of Inquiries held by the Department of Fisheries with decisions of the Minister in each case.

(Years 1923 to 1925 inclusive.)

Fishery District.	Date of Inquiry.	Object of Inquiry.	Decision of the Minister.
Dublin.	1923. 1st & 10th May.	Necessity for further restrictions on Trawling between Howth and Wicklow Head.	No change necessary.
Dundalk	6th July.	Seine Netting in Dundalk Bay.	Bye-law passed prohibiting Danish Seine Net Fishing west of imaginary line drawn across Dundalk Bay from the highest point of Slieve Foy on the north to the eastern extremity of Dunary Point on the south.
Drogheda	18th & 19th July.	Alteration of close season for nets.	No change necessary.
Limerick	1924. 7th May.	Alteration of close seasons in Rivers Feale, Geale & Cashen Tributaries.	No change necessary.
Wexford	1925. 26th & 27th November.	Alteration of close season for nets on River Slaney	No change necessary.

