

carry from 3 to 14 tons, of their lying so conveniently upon the spot, and of having many hardy seamen amongst them, they do not, in this district, pursue the fishing with spirit. The reasons are obvious. They are mostly farmers having a small portion of land, in common with many, which requires daily attendance. Farming in common, and other branches of business, can never thrive in the same hands. Poor people who have a sure, though perhaps a starving way of supporting their families, seldom risk their small fortunes, and of their own accord begin a new branch of business. The danger of not being successful frightens them. When a considerable flock is necessary for fitting them out, the plan is relinquished as ideal. Surely the expence in boats, hands, hooks, harpoons, lines, &c. is considerable, and the storms often break their lines and buoys. If a man could spare, from his daily employment, time to catch 200 or 300 cod and ling, they turn out to little avail without a purchaser at hand. The good effects of the Criuan canal are only yet seen at a distance. If the fisher cures with prohibited salt, they are seizable on the way to market; he finds it too chargeable for his small cargo, to visit the custom-house so often, and observe all its regulations for salt, nor indeed does he understand them, he prefers to give triple price for it elsewhere. I have seen country lads from neglect of forms like to be ruined, and even gentlemen who knew business suffer much. If these regulations must be kept in force without exception, without amendment, a bar to fishing, should not some well-wisher to his country collect and explain them to low capacities? Thus in the small attempts, the great things that might arise from them are in effect discouraged.

Procuring aid to the natives, from some public fund, to purchase lines, hooks, harpoons, &c. would raise a spirit of emulation to make more attempts, especially as an easy communication

munication with Clyde will soon be opened. Some person residing constantly in the parish, with a store of salt to purchase whatever quantity might be caught, even in winter and spring, when some of the fish are best in season, might be of essential service. But of all encouragements to make them persevere, the best is, to improve some harbours or creeks in the most convenient places; at least one upon the N. side, convenient for the great bank between Tiry and Barra, but one third nearer Tiry; and on the S. side *Saurnish*, the common harbour, which admits of considerable improvements. In its present state the entrance is very dangerous, being too long, and in most places not above 40 yards wide, between two rocks, and a third lying cross at the very entrance. When in stormy weather the wind is S. or W. a heavy swell from the Atlantic enters the harbour. When the wind is N. N. by E. or N. W. a vessel that might come within a few fathoms of the shore, must sheer off again to sea in a storm. When within the harbour, the wind may be many days fair for a voyage, but a vessel cannot get out of it. At once to prevent such misfortunes and make the island much more valuable, a small expence may build a quay, at least as far out as it ebbs, to be secured from the impetuous surge, partly with timber and iron, but mostly with loose stones behind, which are at hand. A short quay at each side of the entrance, overlapping each other, with small breast works within, may be the most eligible. Near this, on the W. side of the bay of Gott, is excellent anchoring ground. It opens southwards, is within 2 miles of the E. end of the island, and runs near 2 miles into the land. The bottom is sand mixed with clay and sea grass; and, though sometimes there be a swell, I have seen vessels ride, in great storms, without driving one foot. The entrance is very safe, and the depth gradually decreasing, from 16 fathoms, to the smallest for