

a number of fishermen in the area, and the average catch per lobster boat per season has declined from 16,000 pounds (7000 kilograms) in 1964, through 12,000 in 1965 and 6000 in 1966, to 1500 to 2000 pounds in 1967. Economically this is a marginal venture, and biologically the system is out of control.

To take advantage of the natural resources of this piece of ocean, it is obvious that individual free enterprise must immediately be replaced by an effective system which could be sponsored by either government or a large industrial concern. The basic conditions would have to be: (i) that this concern have the sole rights for hunting or fishing in the area; (ii) that it conduct biological surveys to determine the best agricultural practices consistent with optimum catches; and (iii) the clear recognition by all concerned (including the out-of-work lobster men!) that this is the only effective way in which the maritime resources of the country can be developed.

The same approach could be applied to such areas as the Grand Banks and the North Sea fisheries, but it would first be necessary to settle questions of sovereignty or international agreement. Areas lying wholly within territorial waters, like the Northumberland Strait, could well serve for experimental or pilot projects.

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### Openings for Negro Engineers

Father Fichter's report on opinions of Negroes (News and Comment, 6 Oct., p. 99) states that many of them believed that no opportunity existed for them in engineering. To me this view is clearly inaccurate. As an engineering professor, I had a conversation with a company interviewer who was actively looking for a Negro. He had not long before turned one down who was not very good, but government pressure had become so intense that he was looking for any warm body. Their opportunity will probably continue to be superior at least until there is one in every engineering department. . . .

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