

# ANNUAL REPORT

OF THE

Department of Marine and Fisheries,

FOR THE YEAR 1868.

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1869.

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## DEPARTMENT OF MARINE AND FISHERIES.

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*To His Excellency the Right Honourable Sir JOHN YOUNG, Baronet, one of Her Majesty's most Honourable Privy Council, Knight Grand Cross of the most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,

The Department of Marine and Fisheries over which I have the honor to preside, was called into existence on the 1st July, 1867, the date of confederation of the Maritime Provinces of New Brunswick and Nova Scotia with what was then called Canada, for the purpose of administering the Marine interests of the new Dominion, as well as the important interests connected with the Fisheries.

No such department had previously existed in any of the Provinces which now form the Dominion, but when the extensive and varied interests connected with both these important branches of the public service were duly considered, it was deemed advisable and necessary to create a separate department for their administration, with a member of the Government at its head, and Your Excellency's predecessor was pleased, on the 1st July, 1867, to appoint me, Minister of Marine and Fisheries, the first office of the kind which had ever existed in British North America, and since that date up to the present time, I have continued to administer the affairs of this Department.

As legislation was necessary to organize the Department legally, an act was passed at the first session of Parliament, organizing it and defining the nature of its duties, and the various branches of the public service, which were in future to come under its control, regulation, management and supervision.

The subjects which were enumerated in the act organizing this Department and to be administered by it, were the Sea-coast and Inland Fisheries, Trinity Houses, Trinity Boards, Pilots, Pilotage, Decayed Pilots' Funds, Beacons, Buoys, Lights and Light-houses and their maintenance, Harbors, Ports, Piers, Wharves, Steamers and Vessels belonging to the Government of Canada, except gunboats or other vessels of war, harbour commissioners, harbour masters, classification of vessels, examination and granting of certificates of masters and mates, and others in the merchant service, shipping masters and shipping offices, inspection of steamboats and board of steamboat inspection, enquiries into causes of shipwrecks, establishment, regulation and maintenance of marine and seamen's hospitals, and care of distressed seamen, and generally such matters as refer to the marine and navigation of Canada.

The act alluded to was only assented to on the 22nd May, 1868, and consequently the Department had no legal existence until near the close of the financial year ending 30th June, 1868.

#### LIGHT-HOUSES.

The management of the light-houses in the Province of Ontario, and in Quebec above Montreal, was formerly vested in the department of Public Works, and during a portion of the year ending 30th June, 1868, until the staff of this Department was appointed, that department continued to manage this branch of the public service.

In the Province of Quebec, all matters relating to lights, buoys, beacons, pilots and pilotage, were formerly managed by the Trinity Houses of Montreal and Quebec, which are independent chartered corporations, but they were not placed specially under any department and were subject to very little executive interference. These corporations being now placed under this department, all their business with the Government is now done through it, and their expenditure examined and checked by its officers.

In New Brunswick the lights were managed by a board of commissioners of public institutions, and on my appointment, I assumed the management of this service at once, and subsequently appointed an agent to transact the local business under my directions.

In Nova Scotia the light-houses were formerly managed and superintended by the board of works, which continued its supervision over this service until December, 1867, when an agent was appointed to transact all the local business of this department in that Province.

These local agents were found necessary in New Brunswick and Nova Scotia, on account of the great distance of those Provinces from the Head office, and in order to prevent delay in transacting the business of the Department, which could not advantageously be done without a local office.

In Ontario and Quebec above Montreal, there are sixty-seven lights, of which five are floating, maintained at the expense of the General Government during the season of navigation, with fifty-four keepers and six assistants, in some cases there being two lights under one keeper. These lights are under the immediate supervision of a superintendent who visits them whenever necessary, and supplies them with the requisite stores. For the financial year ended 30th June, 1868, the sum of \$43,000 was voted by Parliament to defray the expenses of these lights, and the actual expenditure amounted to \$40,561.28.

During the year four changes took place among the keepers, viz: the retirement of Mr. H. Vandusen, at Scotch Bonnet light, who was replaced by Mr. Wilson Bently, the retirement of Mr. William Hoar, at Christian Island light, who was replaced by his son Mr. John Hoar, the death of Mr. James McDonald, of Gananoque Narrows and Jack Straw shoal lights replaced by Mr. Cornelius Cook, and the death of Mr. Perry, of St. Ignace light in Lake Superior. At the close of navigation in November, 1867, Mr. Perry extinguished his light and started in an open boat for one of the posts of the Hudson's Bay Company, and perished on the way. His body was found in the spring near his boat, on the main land in Neepon Bay, about fourteen miles from the post for which he was making his way. He was replaced by Mr. Thomas Lamphier, who is now having a residence built on the Island for his accommodation.

Between Montreal and Quebec the Trinity House of Montreal manages the lights, which are principally of a small inexpensive description, suitable for river navigation. There are forty-one lights under the management of this Corporation, of which three are floating, and there are twenty-nine keepers and three assistants. They are visited occasionally by members of the board, the registrar of the board, and the superintendant of pilots. The Government steamer "Richelieu" is employed by the Trinity House in visiting the lights and laying buoys. For the year ended 30th June, 1868, the sum of \$26,000 was voted by Parliament for the service of the Trinity House Montreal, including the salaries of the officers, and the sum of \$23,053.56 was expended on that account. The number of paid officers in addition to the light keepers in connection with the Trinity House Montreal, is seven.

The lights below Quebec in the River and Gulf of St. Lawrence extending to the Straits of Belle Isle, are managed by the Trinity House of Quebec. Those in the river are principally of a minor description, but the lights in the Gulf and Straits of Belle Isle are sea lights, chiefly of a high order, and have been expensive to build and maintain. The number of lights under the management of the Trinity House, Quebec is twenty-three, including one floating light (at the south traverse at the north-east part of St. Roch shoals.) To attend to these lights there are twenty-three keepers and seventeen assistants. The stations are visited occasionally by members of the board, and the superintendents of pilots, who act as inspectors of light-houses, when required. The lights in the Gulf and at Belle Isle and Forteau are only visited twice a year, when the supplies are sent to them in one of the Government steamers under the management of this Department.

There are also two provision depots on the Island of Anticosti, one at Shallop Creek, the other at Ellis Bay, with a keeper for each, at a salary of two hundred dollars (\$200,) per annum each.

The number of paid officers on the staff of the Trinity House, Quebec, in addition to the light-house keepers and their assistants was eighteen, including four boatmen for the harbor master, who is a member of the board, and a paid officer under the general Government. The amount voted by Parliament for the year ended 30th June, 1868, was \$46,739 and the amount expended by that body was \$45,615.65.

There were no light duties or charges on shipping for the support of the light-houses in Ontario and Quebec, during the year ended 30th June, 1868.

#### LIGHT-HOUSES, NEW BRUNSWICK.

In New Brunswick the Light-Houses, Buoys and Beacons, were formerly maintained by a tonnage duty on shipping, which continued until the 22nd May, 1868, when it was abolished by an Act of the Parliament of the Dominion.

There are fifteen lights in New Brunswick, including two on Machias Seal Islands, with fourteen keepers and two assistants. They are principally good sea lights. There are also ten minor lights with five keepers. There is a Superintendant or Inspector who visits the light stations occasionally, and furnishes them with the necessary supplies, and in addition to these duties, he superintends the placing and lifting of buoys, and inspects the Marine Hospitals in the Province. There is also a superior steam fog-whistle on Partridge Island, at the entrance of St. John Harbor, which has proved of great service to

the shipping during the thick fogs and heavy snow storms which sometimes prevail there. The fog-whistle is worked by an engineer and an assistant. The sum of \$24,100 was voted by Parliament for the year ended June 30th, 1868, for the services of Light-Houses, Fog Whistles, Buoys, Beacons, and Signal Stations in New Brunswick, including the construction of a temporary Beacon at St. John Harbor, and the expenditure amounted to \$20,227.45.

In Nova Scotia the Light House Service was formerly maintained by a tax on shipping, but on the 1st April, 1868, the act under which the tonnage duty was collected, expired, and was not renewed, and collections in that Province on account of this service consequently ceased at that time. There are fifty-nine lights in Nova Scotia, nearly all of which are good sea lights. These light-houses are kept by fifty-nine keepers. There are also two Fog-Trumpets, one at Cranberry Island, Cape Canso, and the other at Sambro Island, near the entrance of Halifax Harbor, worked by Caloric Engines, but they are both in a very inefficient state. A very superior new steam fog-whistle was placed on Cape Fourchu, at the entrance of the Harbour of Yarmouth, Nova Scotia, in November last, which will be of much service to the shipping in that neighbourhood.

#### HUMANE ESTABLISHMENTS.

A Humane Establishment is kept up at Sable Island, for the purpose of rendering assistance to any persons who may be wrecked on that Island, and of saving property. The staff consists of a superintendent and fifteen boatmen.

There is also a similar establishment at St. Paul's Island, in the Gulf of St. Lawrence, although on a smaller scale. The staff consists of a superintendent and four boatmen.

The light-house keeper at Scatterie Island acts as superintendent of the humane establishment at that place, and he provides his own boatmen.

Small Humane Establishments are also kept up at Mud and Seal Islands, a short distance west of Cape Sable.

The amount voted by Parliament for the Light Houses, Fog-Trumpets, Humane Establishments, Buoys and Beacons and Signal Stations of Nova Scotia, for the year ended 30th June, 1868, was \$52,200, and the expenditure in Nova Scotia currency amounted to \$46,361.13, or \$45,124.84 Canada currency.

#### PROVINCIAL STEAMERS.

The steamers owned by the Dominion in 1868 (not including gunboats), were the "Napoleon III," "Lady Head," and "Advance" at Quebec, the steamer "Richelieu" at Montreal, and the steamer "Druid" at Halifax. It was considered advisable to dispose of the steamer "Advance," as she was reported unfit for service, without a large outlay for repairs, and the Government decided to sell her, and a sale was subsequently effected for \$4,050 cash.

The "Napoleon III" and "Lady Head" are both powerful, efficient iron screw steamers, and were employed on Trinity House Service, such as supplying the light-houses, laying down and taking up buoys, taking the pilot apprentices down the river, towing wrecked or disabled vessels, rendering assistance to shipping coming up the St. Lawrence when necessary, and assisting to remove obstructions in the river, and on such other services as might be required of them. The "Napoleon III" measures 211.98 tons register, and 300 horse power. The "Lady Head" measures 168.06 tons register, and 150 horse power.

The steamer "Druid," at Halifax, is a good strong side wheel iron steamer, but

when handed over to the Dominion Government required heavy repairs, which were made in the spring of 1868, and she is now in thorough working order. She measures 165.63 tons register, is 170 horse-power, and was employed last year in supplying light houses and other coast service. It is proposed to employ her in future in the protection of the Fisheries as well as the Light House Service.

The amount voted by Parliament for the maintenance of the steamers at Quebec, for the year ended 30th June, 1868, was \$75,000, and the amount expended was \$69,026.73.

The amount voted for the maintenance and repairs of the steamer "Druid" for that year was \$20,000, and the amount expended was \$18,857.46.

The Government schooner "Daring," which was formerly employed in the light-house and other coast service, was lost at Herring Cove, some miles below Halifax Harbor, in December, 1867, during a heavy snow storm, and another schooner was chartered to take her place in the Sable Island service, and deliver supplies until the "Druid" was repaired.

#### STEAMBOAT INSPECTION.

The passenger, freight and tug steamers of Ontario and Quebec and the Engineers of such steamers, were previous to the 1st July, 1868, examined by Inspectors of Steamboats, under the Canadian Steamboat Inspection Act which was then in force, for which inspection a fee was charged by Government. These Inspectors formed a Board, and met at different places for the examination of Engineers. In New Brunswick, steamers were examined by the Government Inspector of Steamboats, whose salary was defrayed from the Public Treasury, but the vessels inspected paid nothing for his services. A new Act for the inspection of steamboats in the Dominion was passed on the 22nd May, 1868, under which Inspectors were appointed for the different Districts, who form a Board of Steamboat Inspection presided over by a Chairman. There are now six steamboat Inspectors in the Dominion viz: One for West Ontario and Huron Division, one for East Ontario Division, one for Montreal Division, one for Sorel Division, one for Quebec Division, and one for the Nova Scotia and New Brunswick Division. Previous to the passing of the recent Steamboat Inspection Act, there were two Inspectors for West Ontario and Huron Division, but since then these two divisions have been united, and the duties are now being performed by one Inspector, who is the Chairman of the Board.

Their expenses were partially defrayed by a tonnage duty on the vessels inspected. The amount collected during the year ended 30th June, 1868, on account of this service was \$5,444.86, and the disbursements for the same service were \$7,106.93. The new Steamboat Inspection Act passed last session, provides that the Chairman of the Board of Steamboat Inspection, shall once a year furnish me with a report of the proceedings of the Board, and a return of all Steamboats inspected, and of all penalties collected under the Provisions of the Act, but as the Act has not yet been in operation for a year, no annual report can be made for the current financial year. A report however from the Chairman of the Board is appended shewing their operations for the year ended 31st December 1868.

#### SICK, DISABLED AND DISTRESSED SEAMEN.

When the Act of Confederation went into operation on the 1st July, 1867, sick and distressed mariners at Montreal were taken care of at the Montreal General Hospital, and the tonnage duties collected at that port went to the institution alluded to under the Act

then in force. During the year ended 30th June, 1868, they amounted to \$1,287, 39. At Quebec the sick mariners were provided for at the Marine and Emigrant Hospital of that City, the total cost of which institution for the year ended 30th June, 1868, was \$19,977. 36, of which the Government of Quebec paid \$4000. The amount of tonnage duty collected at Quebec on account of sick mariners during that year, was \$11,254.52. The Marine and Emigrant Hospital at Quebec is under the supervision of the Department of Agriculture, which has charge of the Emigration branch of the Public Service.

In New Brunswick there was a tonnage duty collected from vessels arriving in that Province up to the 22nd May, 1868, under the New Brunswick Statutes, for the support of sick and disabled seamen, and during the year ended 30th June, 1868, the amount collected was \$7,468.42. and the disbursements on account of that service were \$2,887.39. In the Province, alluded to, there is a Marine Hospital at St. John, one at St. Andrews, one at Richibucto one at Bathurst and one at Douglastown, Miramishi.

In Nova Scotia there was no tonnage duty for the support of sick mariners, except at the Port of Halifax, where a duty of a cent per ton was levied for the maintenance of a Quarantine establishment at that port, and the support of sick sailors at the City Hospital. The amount collected for the year ended 30th June, 1868, was \$1,067.83, Nova Scotia currency, or \$1,039.35, Canada Currency, and the cost of maintaining the sick sailors at the Hospital was \$329.50. There are no Marine Hospitals in Nova Scotia.

On the 22nd May last, an Act was passed by the Parliament of Canada providing that in the Provinces of Quebec, New Brunswick and Nova Scotia, all vessels on arrival after the 1st July 1868, were to pay a tonnage duty of two cents per ton, vessels of 100 tons or under, one payment per annum, over 100 tons, two payments per annum, for the treatment and relief of sick and distressed mariners, and that the Minister of Marine and Fisheries is to make an annual report and statement of the receipts and expenditures under this Act, to be laid before Parliament, but as the law alluded to has not yet been in operation for a year, no report can yet be made according to the Act.

This law is not in operation in Ontario.

#### HARBOUR POLICE.

A river or harbour police force, has for a number of years past been maintained at Montreal and Quebec for the protection of the shipping interests at these places, consisting at each port of a chief constable and about thirty-seven men. This force was partially supported by a tax on the shipping arriving at Quebec, but it was not sufficient to defray the expenses connected therewith at both places.

During the year ended 30th June 1868, the amount collected at Quebec was \$11,918.76 (none was collected at Montreal), and the expenditure on account of that service for both places was \$27,148.35.

An Act was passed by the Parliament of Canada, during last session, imposing a tax of three cents per ton on all vessels arriving at Quebec or Montreal after 1st of July, 1868, for the maintenance of this service, vessels of 100 tons register or less to pay only once a year, over 100 tons twice a year, and under that act the Minister of Marine and Fisheries is required to make an annual report and statement of the receipts and expenditures under the act, to be laid before Parliament, but as the Act has not yet been a year in operation, no such report can be made out at present. As some changes have recently been made in connection

with the administration of this service, it is probable in future the expenditure will be brought down, so as not to exceed the receipts as has previously been the case.

#### OBSERVATORIES.

The only observatory in operation under the supervision of this Department during the year ended 30th June, 1868, was at Quebec, which is maintained at that port in connection with a time-ball, principally for the benefit of the shipping, to give them the correct time before leaving port, and for the purpose of enabling masters of sea-going ships to rate their chronometers while in port.

The sum of \$2,450.00 was voted by Parliament for this service for that year, and the same amount was expended. It is proposed to erect an observatory along with a time-ball at St. John, N.B. and Halifax respectively, for the benefit of the shipping interests at these important places, both of which will be in operation before the close of 1869.

#### SHIPPING MASTERS.

There is only one shipping master's office in the Dominion which requires any pecuniary aid from the Government, viz: at Quebec, as it appears that the fees at that port are not sufficient to maintain the office. During the year ended 30th June, 1868, the sum of \$1200 was voted by Parliament to maintain this office, in addition to the fees received from the shipping, and the same amount was expended. The shipping master and his deputy at that port receive a salary of \$1000 each. At all the other ports in the Dominion, where there are shipping masters or acting shipping masters, the fees are the only remuneration received for the performance of the duties.

A Bill has been prepared by this Department, relating to the shipping of seamen and apprentices in Canada, in which provision has been made for assimilating all the laws in the Dominion relating to this important subject, and creating a uniform system of shipping seamen, and remunerating the shipping masters by fees, for such services as they may render to the shipping in this respect, so as to free the public treasury from any charge on account of this service.

At the port of St. John, New Brunswick, the shipping master has for many years been remunerated by fees only, and the system there has been found to work well. It is proposed in the Bill alluded to, to assimilate the laws relating to the shipping of seamen as near as circumstances will permit to the laws in force in the United Kingdom in connection with this branch of the public service, and also to make stringent provisions to stop crimping, more particularly at the large seaports where new ships are fitted out.

In the same Bill provision will also be made for the examination of candidates for certificates of competency as masters and mates, and granting to such persons as can pass the necessary examination, proper certificates accordingly. Up to a recent period the consent of the British Government could not be obtained to acknowledge any certificates of competency which might be granted to masters or mates by the Government of Canada, and until such acknowledgment could be obtained, Canadian certificates would be of very little use, as the holders of them could not legally proceed to sea from the United Kingdom to any country except Canada, either as masters or mates of their vessels, without undergoing an examination in the United Kingdom, and obtaining certificates of competency, or service from the Board of Trade in England.

Shortly after I assumed office in this department, I brought under the notice of the British Government and the Board of Trade, through the proper channel, the state of the law in this respect, and the injurious nature of its operation on our shipping, as it might prevent a master of a Canadian ship from going to sea from the United Kingdom as master of his own vessel, if he could not succeed in passing the necessary examination in that country. The Government on the report of this department availed themselves of the presence in England of the Honorable Sir George E. Cartier, and the Honorable William McDougall, C. B. to discuss the matter with the President of the Board of Trade, and the result has been that the British Government consented to introduce a Bill into the British Parliament giving them power to recognize colonial certificates of competency, when the Board of Trade has reported that the system of examination adopted by the colony granting certificates is satisfactory to the Board. This will facilitate the interests of colonial shipping while in England to a very considerable extent, and will settle a question which has long been a source of grievance to British North American shipmasters and mates, while with their vessels in the United Kingdom.

#### REGISTRY OF SHIPPING.

Immediately after I had assumed the duties of this Department, I noticed that an anomaly existed with reference to the registry of shipping in Canada, and that the provisions of the Imperial Merchant Shipping Act, 1854, part second, having reference to the registry of shipping, was in force in the Province of Quebec, with reference to sea going vessels, while the Canadian Act respecting the registration of inland vessels, Cap. 41, Consolidated Statutes of Canada, was in force in Ontario. At Montreal, sea going vessels are registered under the Imperial Act, while inland vessels are registered under the Provincial Act.

The Imperial Act allows foreign vessels to be registered as British Ships on becoming the property of British subjects, while the Provincial Act provides that no certificate of ownership shall be granted to any vessel not wholly built in the Province of Canada.

The 17th Section of the Merchant Shipping Act, 1854, provides that the second part of that Act relating to the registry of shipping shall apply to the whole of Her Majesty's Dominions, which would seem to imply that it should be in operation in Ontario as well as every other portion of Her Majesty's Dominions, until repealed by the Legislature of the Country and such repeal sanctioned by Her Majesty in Council.

The 19th Section of the same Act provides that every British ship must be registered in the manner mentioned in the Act, with the exception of ships duly registered before the 1st of May, 1855, and ships not exceeding fifteen tons, employed solely in coasting, &c., and ships not exceeding thirty tons, not having a whole or fixed deck, and employed solely in fishing or trading coastwise in British North America.

Section 2 of the Imperial Merchant Shipping Act 1854, provides that in the construction and for the purposes of that Act, the word *Ship* shall include every description of vessel used in navigation not propelled by oars.

Under these circumstances therefore it would appear, that the Merchant Shipping Act applied to all inland vessels in Ontario, with the exception of those named, and as it is very desirable that one system of registry and measurement should prevail in all parts of Canada, I recommended to Government that a measure should be submitted to Parliament recognizing the provisions of the Merchant Shipping Act to be in force in all parts of the

Dominion, and in accordance with my recommendation a Bill was prepared by this Department and has been submitted to Parliament, to carry out the proposed change in the law and provide a uniform system of registering vessels throughout the whole of Canada.

It is much to be regretted that the shipping of the Dominion has not yet been placed on as favorable a footing as the shipping of our neighbors in the States, and that they are still excluded from the coasting trade of that country, and from the privilege of obtaining American registers, if purchased by subjects of the United States. Considerations with a view to securing a fair and equitable system of reciprocal trade with our neighbors have hitherto prevented any decided action being taken with reference to this important matter, but should it be found that there is no prospect of such trade being secured on equitable terms of reciprocity, it will become desirable to place our ships, so far as we can, in a more favorable position, for the purpose of enabling them to compete with foreign shipping.

#### SIGNAL STATIONS.

At Halifax a detachment of the Royal Artillery, perform the service of signalling ships when they arrive off the harbor, and have a signal station at Sambro' Island, near the entrance of Halifax Harbor. The party consists of a non-commissioned officer, and four gunners with a battery of four guns. These guns are fired in answer to guns heard at sea, in thick weather, and have been of great service to the shipping. These men are paid a small sum in addition to their regular pay, and the cost of the service at Halifax during the year ended 30th June, 1868, was \$1335.88.

At St. John, N. B. this duty is performed by a person residing on Partridge Island, at the entrance of the harbor, who has been temporarily employed by this department for the purpose. The cost of the service at St. John for the year ended 30th June, 1868, was \$260.55. No other signal stations are maintained in the Dominion.

#### REWARDS FOR SAVING LIFE.

I have had occasion to bring under the notice of the Government of Canada several cases where masters of vessels and others have nobly and bravely risked their lives at sea in saving the lives of others, and I have recommended that in such cases some acknowledgment of the services rendered should be made by the Government, as is done in all other maritime countries; and I have been authorized by the Government in the cases alluded to, to procure suitable testimonials, to be presented in the name of the Government to the persons who have rendered such valuable services in saving life and property.

#### DRY DOCKS.

I brought some time ago under the notice of the civic authorities of some of the principal cities of the Maritime Provinces, the importance of an Act passed by the Imperial Parliament in 1865, intituled: "The Colonial Docks Loan Bill," which authorizes the Lords Commissioners of the Admiralty to lend an amount not exceeding £20,000 Sterling to corporate bodies or individuals in the Colonies on certain conditions, to aid them in constructing suitable Docks for repairing vessels of the largest class, particularly ships of war. The Lords of the Admiralty consider the depth of such a Dock as would receive their approval and recommendation for the loan, should not be less than twenty-seven feet at high water spring tides.

No Dock has yet been constructed at any of the principal seaports of the Dominion of such a description as would entitle it to obtain the loan alluded to from the British Government, but it is probable that a suitable Dry Dock for repairing the larger class of vessels may yet be built at Quebec, Halifax and St. John respectively, with the inducement held out by the authorities of the Imperial Government, and there can be little doubt that if such a Dock was built at each of the places named, they would prove not only remunerative, but, if properly managed, of great service to the maritime interests of the Dominion.

At Halifax, medium sized vessels can be hauled up and repaired on a marine railway, but it cannot accommodate vessels of a large class, and there is very little rise and fall of tide at that port, which renders it somewhat difficult to repair that description of vessels.

At St. John the rise and fall of tide is very great, and vessels are usually repaired on the slips when the tide is out, but the work has to cease when the tide comes in, giving only but a small portion of the day for actual work.

At Quebec the rise and fall of tide is not great, and a large substantial Dry Dock is very much wanted there during the season of navigation, so as large ships of war and other large vessels which frequent that port could be speedily repaired when necessary.

#### ENQUIRY INTO WRECKS.

Frequent representations have been made to me, verbally and otherwise, from time to time, by persons interested in shipping and underwriting, urging the necessity of an official enquiry in the cases of wrecks taking place on the coasts, lakes or rivers of Canada, and places adjacent thereto, so as an authentic record could be laid before Parliament and the public generally, once a year, shewing the cause of such wrecks, and whether blame could be properly attributed to those in charge of the vessels wrecked, or whether such wrecks were caused by the want of sufficient lights or other marks to warn their crews of danger.

With the consent of my colleagues in the Government, I introduced a Bill in the Senate, providing the necessary machinery for holding preliminary inquiries into the cause of such wrecks, as well as for providing for a formal investigation in cases where loss of life has occurred, or where it appears to the Government desirable that a proper court or tribunal should make a thorough investigation on the spot into all the circumstances connected with such disasters. If this measure becomes law, I have no doubt that it will be productive of great advantage, not only to the ship owners and underwriters in this country, but also to such persons in the United Kingdom as are interested in shipping trading to Canada, either as owners or underwriters.

#### FISHERIES.

At the date of the confederation of the Provinces, the official business relating to the fisheries, had been for several years organized and managed as a branch of the department of Crown Lands, for the united provinces of Upper and Lower Canada. In the sister provinces of Nova Scotia and New Brunswick no similar organization existed. There were however in these latter provinces certain statutory and municipal regulations existing; but owing to the want of effective machinery to enforce them, and a proper system under which the restrictions thus provided could be applied, they produced scarcely any practical benefits, consequently the fisheries were subject to serious abuses that in many respects had already reduced them almost to exhaustion. The very extensive fishing interests of the maritime

population of those provinces, and the great commercial importance of their coast and river fisheries, rendered it highly desirable that some uniform and efficient system should be devised under which the general "Sea Coast and Inland Fisheries" of the Dominion, as placed under control of the federal government, might be regulated, protected, and developed. I found that after a few years application of various legislative enactments, carried out through the fishery office, the Canadian Government had effected material improvements in the condition of the provincial fisheries, and that some further encouraging results still attended the operations of the department. Such being the case, I deemed it advisable to make enquiries into the state of the laws, and the wants of the fisheries in the maritime provinces, through the person who had actually in charge the Canada office. With this view, I caused careful enquiries to be made throughout Nova Scotia and New Brunswick, to ascertain the existing state of things, and to determine what was requisite to be done. It was found that in many respects the laws actually in force in those provinces, could, by supplying certain defects, and providing suitable officers to enforce them, be made serviceable. It also appeared desirable to maintain the official system of management already established, and by extending it to the fisheries of the other provinces, profit by the past experience. The act organizing the Marine and Fisheries Department therefore made provision for this purpose.

A measure was also carried in the first Dominion Parliament consolidating and amending the fishery laws. This is the statute now in force, as *The Fisheries Act*, applicable to Canada. Under this act the fishery laws and regulations previously existing in Nova Scotia, are left intact. Power is however taken to alter and amend them from time to time by special regulations; and machinery is provided to enforce them. The New Brunswick Acts have become incorporated with the amended laws, leaving such fishery regulations to be carried out as proved applicable, and could be rendered serviceable pending the substitution of new and improved by-laws.

Another important law was also passed, respecting the means of admitting foreign fishing vessels to fish in Canadian waters under licenses, and conveying the necessary powers to exclude them from the inshore fisheries. This law is like in substance and effect (but with ampler powers and simpler process) to the statutes of Nova Scotia and New Brunswick affecting the same subject. All of them had become necessary as auxiliaries to the Imperial Act 59 Geo. 3. Cap. 38, the enforcement of which by provincial authorities they to some extent supersede—that statute having contemplated action and application chiefly and more directly through imperial instructions and authority.

The carrying out in detail of these various measures will form the subject, in part, of next year's report.

The whole expenditure for the fisheries service in the financial year from the 1st of July 1867, to the 30th June, 1868, amounted to \$32,887.49. There was collected during the same period, as fishery revenues, a sum of \$19,536.51.

In addition to the several preliminary reports on the fisheries, laid before Parliament during the recent session, and referring principally to the latter part of the year 1867, other progress reports and statements will be found in the different appendices herewith, numbered from 1 to 9, and having reference to operations in the course of the current season.

Respectfully submitted,

P. MITCHELL.

Ottawa, 7th June, 1869.

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- “ “ 2. Schedule of Fishery Officers, Ontario, Quebec and New Brunswick.
  - “ “ 3. Reports of W. H. Venning, Esq., Inspector of Fisheries for Nova Scotia and New Brunswick, and of W. H. Rogers, Esq., Fishery Officer on Nova Scotia and New Brunswick fisheries.
  - “ “ 4. Report of Theophile Tetu, Esq., on the fisheries of the Gulf of St. Lawrence in 1868.
  - “ “ 5. Remarks and statements on the fisheries of the south shore of the river St. Lawrence, condensed from the reports of A. Blais, Esq., Fishery Overseer.
  - “ “ 6. Report of S. Wilmot, Esq., Fishery Officer, on the fish-breeding operations under his charge, at Newcastle, Ontario.
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# A P P E N D I X.

## APPENDIX No. 1.

STATEMENT of work of the Fisheries Branch of the Marine and Fisheries Department, performed during period from 1st January to 31st December, 1868.

	1868	1867	Increase.
Letters received, examined, entered, indexed, or otherwise disposed of, covering 250 pages.....	2381	2229	152
Letters written, entered, indexed, and despatched, covering 1857 pages.....	1163	934	229
Reports to Council, written, entered, indexed and carried out.....	32	26	6
Orders in Council, received, registered, copied and carried out.....	37	15	22
Overseers' Quarterly Accounts, examined and checked.....	100	96	4
Maps, compiled and copied.....	127	62	65
Special statements, and memoranda for Minister, covering 21 pages.....	17	12	5
Requisitions for cheques.....	340	238	102
Miscellaneous documents, prepared and copied, covering 1800 pages..... pp.	1800	1200	600
Licenses made out and delivered.....	382	221	161
Circulars written to Overseers and others.....	184	149	35
Duplicate and triplicate letters to Overseers.....	98	36	62
	6661	5218	1443

Certified

W. F. WHITCHER,

Department of Marine and Fisheries,  
Fisheries Branch,  
Ottawa, 1868.

P. MITCHELL,

Minister of Marine and Fisheries.

## APPENDIX No. 2.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, and New Brunswick, appointed under the Fisheries Act (1868), with Districts, Post Office Address, Salary, &c., &c., distinguishing those who being Fishery Overseers are instructed to act *ex officio* as Magistrates from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

## PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ c.
Henry Hunt.....	Larue's Island.....	Rockport .....	Warden.	20 00
Jno. Wallace .....	Lindoe Island, Gananoque and Charleston Lakes .....	Lansdown .....	do	40 00
J. A. Cameron.....	Cornwall to Coteau du Lac .....	Summerstown .....	Overseer	50 00
Jno. Mooney .....	Brockville to Cornwall .....	Prescott .....	do	100 00
Peter Kiel.....	Wolfe Island and waters around, down to Brockville .....	Wolfe Island .....	do	75 00
Jos. Pierson.....	Carrying Place to Wellington... ..	Consecon.....	do	50 00
G. D. Platt.....	West Point to Point Peter .....	Salmon Point, Picton .....	do	50 00
Wm. A. Palen .....	Point Peter to Petticoat Point... ..	Point Peter, Cherry Valley .....	do	50 00
Jno. G. Hicks .....	Petticoat Point to Black River.. ..	Point Traverse.....	do	75 00
Wm. Plews.....	Black River to Bongard's Wharf, Cobourg to Napanee in the Bay of Quinte, with tributary streams and lakes, including Rice Lake .....	Cape Vesey (Cressy) ... ..	do	200 00
Chas. Wilkins.....	Bay of Quinte.....	Cobourg .....	do	100 00
Samuel Wilmot.....	Toronto to Presqu'ile.....	Belleville.....	do	500 00
Jno. W. Kerr.....	Whitby Harbor to Long Point... ..	Newcastle .....	do	200 00
P. Schram .....	Thames River and tributaries .....	Hamilton .....	do	100 00
P. Marentette .....	Thames River to Rond'Eau .....	London .....	do	100 00
S. A. MacVicar .....	Goderich to Rond'Eau.....	Sandwich .....	do	200 00
Jno. Eastwood.....	Goderich to Cape Hurd .....	Sarnia .....	do	100 00
Geo. S. Miller .....	Cape Hurd to Penetanguishene .....	Southampton .....	do	100 00
Wm. Plummer.....	Penetanguishene to Thessalon River .....	Owen Sound .....	do	100 00
Jos. Wilson.....	Thessalon River to head of Lake Superior.....	Manitowaning .....	do	100 00
J. S. Dennis .....	Lake Simcoe and tributaries .....	Sault Ste. Marie.....	do	50 00
W. H. Shipman .....	Scugog, Sturgeon, and Balsam Lakes .....	Toronto.....	do	50 00
		Port Perry .....	do	50 00

\* Has charge of Government Fish-breeding establishment at Grafton Creek, Newcastle, Ont.

## PROVINCE OF QUEBEC.

Napoleon Lavoie.....	Gulf and Lower St. Lawrence Division.....	Percé (in summer), L'Islet (in winter).....	(*)	1200 00
Alfred Blais .....	Pointe Lévi to Matane .....	Montmagny .....	Overseer	200 00
Jos. I. Letourneau .....	Cape Chatte to River Ste. Anne des Monts.....	St. Anne des Monts .....	do	50 00
P. Vibert .....	Point Peter to Percé.....	Percé .....	do	†
Jos. Eden .....	York, Dartmouth, and St. John Rivers, Gaspé Basin and Bay, to Point Peter .....	Gaspé Basin.....	do	50 00
Jas. M. Remon .....	Percé to Point Maquereau .....	Pabos .....	do	50 00

\* Officer in charge of La Canadienne.

† Per-centage on issue of licenses to Am. vessels.

SCHEDULE of Fishery officers in the Provinces of Ontario, Quebec, and New Brunswick, &c.—*Continued.*

PROVINCE OF QUEBEC.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ c.
Wm. Phelan.....	Point Maquereau to Paspébiac Point .....	Port Daniel .....	do	50 00
R. W. H. Dimock.....	Paspébiac Point to the River Grand Cascapédia .....	New Richmond .....	do	50 00
Finlay Cook .....	Grand Cascapédia to Maguasha Point .....	Maria .....	do	50 00
Alex. Fraser.....	Maguasha Point to River Matapédia, including same .....	Matapédia.....	do	50 00
Jno. Mowat .....	Restigouche River, from Mission Point upwards, including tributaries in Cos. of Bonaventure and Restigouche .....	Matapédia.....	do	50 00
Jos. Beaulieu.....	Esquimaux Point to Shelldrake River .....	Mingan (summer), Carleton (winter) .....	do	150 00
Alex. Comeau .....	English Bay to Little Margaret River .....	Trinity Bay, via Bersimis .....	do	50 00
C. Demeule .....	River du Gouffre to Black River, including rivers and interior lakes adjacent to Murray Bay and St. Paul's Bay .....	Murray Bay .....	Warden..	50 00
R. Bouilliane .....	Canard River to Bersimis River, including the River Saguenay and all tributary streams .....	Bergeronnes, via Tadou-sac .....	Overseer	100 00
S. F. Copp.....	Lakes Memphremagog, Orford Pond, Sugar Loaf Pond, and Brown Lake, with tributaries .....	Georgeville .....	do	40 00
W. C. Willis.....	Waters in district of St. Francis .....	Herbrooke.....	do	100 00
H. W. Austin.....	District of Richelieu, together with Richelieu River and tributaries .....	Chambly.....	do	100 00
D. McFarlane .....	Chateauguay River and tributaries .....	Huntingdon .....	do	50 00
R. McCorkill .....	Yamaska River and tributaries .....	West Farnham.....	do	50 00
P. E. Luke .....	Missisquoi Bay in Lake Champlain and Pike River .....	Philipsburg .....	do	50 00
Danl. Rosa .....	Lakes Beauport, St. Charles and adjacent lakes .....	Quebec .....	Warden..	50 00
G. Boily .....	Lakes Phillippe, Gagné, and adjacent lakes .....	Quebec .....	do	50 00

Local guardians are also placed by the Department each season, as occasion requires, at Moisie Natashquan, Watsheeshoo, Cape Whittle, and Anticosti.

\*PROVINCE OF NEW BRUNSWICK.

W. H. Venning .....	New Brunswick and Nova Scotia	St. John, N.B. ....	Insp. of Fisheries	1400 00
E. Ferguson.....	Little Dune River to Morris' Rock	Dalhousie.....	Overseer	100 00
Jas. Hickson .....	River Nepissiguit and tributaries, with sea-coast and streams from Bathurst Harbour to Belle Dune River, both inclusive....	Bathurst .....	do	150 00
Jno. Meahan, jr.....	Barreau Point to Bathurst Harbor	Bathurst .....	do	100 00
Juste Hache.....	Oyster beds in County of Gloucester, Carraquet and Shippegan .....	Carraquet .....	do	100 00

SCHEDULE of Fishery officers in the Provinces of Ontario, Quebec, and New Brunswick, &c.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer and Warden.	Salary.
				\$ c.
Jno. L. Veno .....	Pockmouche .....	Pockmouche, W. O., Co. Gloucester .....	Warden..	30 00
Justinian Savoy .....	Tracadie .....	Tracadie W. O., County Gloucester .....	Overseer	30 00
Thos. Savoy .....	Burnt Church River and tributaries .....	Upper Neguac, Co. Northumberland .....	do	30 00
Alex. Murray .....	Tabusintac River and tributaries .....	Tabusintac, Mir .....	do	30 00
And. Grant .....	Miramichi River and Bay, with tributaries below east end of Beaubair's Island, and fishing ground north of main channel .....	Chatham, Mir .....	do	100 00
Amos Perley .....	Miramichi River and Bay, east of Beaubair's Island in the Parish of Glenelg and Chatham .....	Chatham, Mir .....	do	100 00
Chris. Parker .....	Miramichi River and tributaries, from Newcastle to Price's Island, between Beaubair's Island and Boiestown .....	Newcastle .....	do	160 00
Jno. Hogan .....	Miramichi River (N. W.) and tributaries, from East end of Beaubair's Island upwards .....	Newcastle .....	do	160 00
J. Johnston .....	Miramichi River (N.W.) from Beaubair's Island upwards, excepting Little S. W. ....	North Esk, Miramichi ...	Warden..	30 00
Aaron Hovey .....	Miramichi River (S. W.) and tributaries, between Blissfield and Boiestown .....	Boiestown, Northumberland Co. ....	do	30 00
Jno. Jardine .....	From Elm Tree Brook to Squire Underhill's on S.W. to Miramichi River .....	Blackville, Indian Town, Northumberland Co..	do	30 00
Kenneth Cameron ...	Miramichi River (S. W.) from line of Blissfield to the headwaters and tributaries .....	Boiestown, Miramichi ..	Overseer	100 00
Hugh Miller .....	Miramichi River (S.W.) from headwaters to Forks .....	Glassville, Carleton Co.	do	30 00
Henry Vye, sen .....	From Beaubair's Island to Parker's on South-west, and from said Island to Hutchison's Ferry Road on North west .....	Newcastle, Miramichi ..	Warden..	30 00
Wm. Hawe .....	Cain's River and tributaries ...	Cains River, Miramichi..	do	30 00
Patk. Bergin .....	Cain's River, Parish of Blackville .....	Dumpey's P. O., Parish of Blackville, S.W. Mir	do	30 00
Geo. Smith .....	Bartibogue River and feeders .....	Lower Newcastle, W. O. Mir .....	do	30 00
W. B. Deacon .....	Shediac .....	Shediac, Westmoreland.	Overseer	60 00
Jno. Wright .....	Petitecodiac and Memramcook Rivers .....	Moncton, Westmoreland	Warden..	60 00
Jno. Alcorn .....	Waters in Township of Harvey and Alma (Albert Co.) .....	Harvey, Albert Co. ....	Overseer	30 00
Reuben Hoben .....	St John River, from mouth of Nerapis to lower line of Prince William and tributaries .....	Burton, W. O., Sunbury Co .....	do	100 00
Hugh Harrison .....	St. John River and tributaries, from Long's Creek to Tobique River .....	Woodstock, Carleton Co.	do	100 00

SCHEDULE of Fishery officers in the Provinces of Ontario, Quebec, and New Brunswick, &c.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
F. W. Bullen .....	Tobique River.....	Riley Brook, W. O., Victoria Co .....	Overseer.	\$ c. 30 00
Jno. Giberson.....	St. John River, from the Tobique River to Grand Falls.....	Andover, Victoria Co...	do	30 00
Thos. Smith .....	From lower end of Tingley's Island on N. W. Miramichi upwards and the Big Sevogle....	North Esk, Miramichi ..	Warden.	30 00
Jno. Carson.....	From his residence on S. W. Miramichi to Burnt Hill .....	Ludlow, W.O., Northumberland .....	do	30 00
David Somers.....	From Lower side of Ox Bow on the little South West, upwards	North Esk, Miramichi ..	Overseer.	30 00
David Whitney .....	Little South West River and tributaries .....	North Esk, Miramichi..	Warden..	30 00
Dennis Hogan.....	Renou's River and tributaries ..	Renou's Bridge, W. O., Northumberland Co ..	do	30 00
Thos. McKenzie.....	From Dunbar's Point on N. W. Miramichi to lower end of Tingley's Island on Little S. W., to lower side of Ox Bow..	North Esk, Northumberland.....	do	30 00
Robt. Brimner.....	Napan and Black River and tributaries .....	Chatham, Miramichi....	do	30 00
John Williston.....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and stations on South side of main channel of Miramichi River.....	Bay du Vin, W. O., Northumberland .....	Oversee	100 00
B. L. Cunningham....	Inner Bay, or Passamaquoddy...	Chamcock W. O., Charlotte Co.....	do	30 00
J. W. Fountain .....	Campo Bello and West Isles, with coast and streams in Charlotte County.....	Campo Bello, Charlotte Co.....	do	100 00
Patrick Curran .....	St. Croix River.....	Milltown, St. Stephen, Charlotte Co .....	Warden..	30 00
Lorenzo Drake.....	Grand Manan Island.....	Grand Manan, Charlotte Co .....	Overseer.	100 00
W. B. McLaughlin....	Grand Manan Spawning Ground.	Grand Manan, Charlotte Co .....	do	240 00*

\* Including boat hire, &c.

Certified,  
W. F. WHITCHER.

P. MITCHELL,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,  
Fisheries Branch, Ottawa, 1868.

## APPENDIX No. 3.

REPORT OF W. H. VENNING, ESQUIRE, INSPECTOR OF FISHERIES,  
NEW BRUNSWICK & NOVA SCOTIA for 1868.

To the Honorable P. MITCHELL,  
Minister of Marine and Fisheries.

Although the season of 1868 was far advanced, before the new Fisheries Act came into operation, yet I have much satisfaction in reporting that its application has been attended with good results.

My attention, since the 22nd June last, has been mainly directed to getting the machinery for its rigid enforcement during the present season, in good working order. With this object in view, I have visited the principal rivers in New Brunswick and Nova Scotia, have had personal interviews with all the Overseers, and with most of the Wardens in the different localities. I have seen that all have been properly sworn in as officers of the Department, and explained to them the extent of their powers, and the nature of their several duties.

The state of things described in my last report, the total disregard of all laws and all regulations, and the general laxity with which the Fishery Wardens (having taken no oath of office, and being responsible to no one) performed their important duties, prevailed in all localities, and much difficulty was found in enforcing the law. This difficulty was much increased from the fact that the fishing season was well advanced before the time of my official visit, and was being prosecuted in the mode that had heretofore prevailed, without much attention to the size of mesh legally required, a total disregard of the weekly close time, which prohibited Sunday fishing, and a general carelessness of all local regulations.

Having been instructed to deal as leniently as possible with all affairs which arose from ignorance of the law, I desired the Overseers and Wardens to warn the offending parties, explain to them the necessity of obeying the law, and not to proceed against them unless they were satisfied that the offence was knowingly and deliberately committed.

In all cases where nets were seized or fines imposed, the offenders were conscious of their wrong-doing, and in many cases were so determined to persist in their illegal practices that I found it necessary to instruct the Overseers to engage additional assistance, and enforce the law, feeling satisfied that nothing short of vigorous measures would convince the fishermen that the new Law was a serious reality, and would be rigidly enforced. This decided course of action had the desired effect, and I indulge strong hopes that the present season will be the commencement of a new era in New Brunswick, and that in a very few years the improved state of the rivers will afford incontestible proof of the wisdom and utility of the measures adopted to put a stop to the evils which have almost ruined many of the best rivers.

In the Counties of Westmoreland and Albert, several Wardens are needed to assist the Overseers. The few salmon that still resort to the Petitcodiac and Memramcook Rivers are so fast disappearing in consequence of the pertinacity with which they are hunted, that it is now a serious question whether these rivers will ever be restored by natural means. The only hope that remains is to call in aid the 15th section of the Fisheries Act, and set apart for three years these rivers with all their tributary streams for the natural propagation of salmon. This measure is loudly called for by all who appreciate the importance of preserving this valuable fish in the only two rivers at the head of the Bay of Fundy, to which they now resort, and I am assured that it will give much satisfaction to the great majority of the inhabitants. The Shediac River is still frequented by a few salmon, and the application of the same measure to it, will give it the only chance that remains for its restoration by natural means. In Albert County, the only two rivers in which salmon are now found, are Upper Salmon River and Point Wolf River; the same remarks apply to these, and they loudly call for the same remedy.

In the County of Kent, there is much need of an intelligent Overseer and several local Wardens to enforce the law, as the rivers are sadly neglected, and require more than ordinary vigilance to prevent their total destruction. Cocaigne, Buctouche and Richibucto Rivers, once teeming with salmon, trout and smelt, are now almost deserted, and immediate steps

should be taken to prevent their being utterly ruined as fish rivers. The only effectual means will be to set them apart for three years for natural propagation, and the measure cannot fail to be acceptable to the intelligent and law-abiding portion of the inhabitants of the county. The harbors at the mouths of these rivers formerly abounded with extensive and valuable oyster beds, which are now exhausted, in consequence of excessive and illegal raking; no chance being allowed for their reproduction. I am strongly of opinion that no oysters should be allowed to be taken in these harbors for several years, in order that the beds may have a chance to recuperate. Either this measure, or their lease for a term of years to the highest bidder for the purpose of culture, is absolutely necessary to the preservation of this valuable shell-fish in these localities.

In Northumberland, I am happy to be able to report a great improvement, even in the short time during which the new law has been enforced. In consequence of the increased vigilance of the officers, more attention has been paid to the regulations not only in the main river, but both in the North-West and South-West branches. The weekly close time has been better observed; nets with meshes smaller than the law allows have been abolished, and the curtailment of the fishing season from the 1st of September to the 15th of August has allowed a fine run of salmon to reach the spawning beds. The Overseers report that more breeding fish ascended the river last season than have been known for many previous years. There was very considerable difficulty on the branches, and nothing but the most determined efforts on the part of the Overseers, John Hogan and Christopher Parker, Esquires, enabled me to get the law enforced. On both branches I found it necessary to recommend that additional assistance should be afforded them, and to the promptitude with which the Department granted my request, and the faithful and effective manner in which these officers attended to their arduous and most unpleasant duties, I attribute the great success which has attended the new law, even in the first season of its introduction.

As an indication of the improved state of things on the Miramichi River, I may mention that application has already been made to lease the fly-fishing on the Tabusintac, one of its tributaries, and on the South-west branch, while numerous enquiries have been made respecting the facilities for angling on the North-west, the Little South-west and the Sevoгле.

Considering the very few salmon that now frequent the Tabusintac, the Big and Little Bartibog and Burnt Church Rivers, and the persistent poaching out of season with net and spear, that bids fair to exterminate these and the few salmon which still resort to the Big Sevoгле, on the North-west branch, and the Renous River on South-west, I would respectfully urge that all these rivers and their tributary streams be set apart for three years, under Section 15 of the Fisheries Act, for the natural propagation of the species. This measure is absolutely necessary to prevent these once fine salmon rivers from being entirely destroyed, and if adopted will, I have no doubt, effectually save them as prolific nurseries for the main river.

An establishment for the artificial hatching of salmon was last year erected by Messrs. Stone and Goodfellow at North Esk on the northwest branch of the Miramichi, and permission to take spawn and milt from the parent fish, was granted them on condition that one half of the young fish produced should be turned alive and healthy into the river, the other half to be their property. It is a matter of great regret that the high-handed proceedings, and obstinate persistence in disobedience to the directions of the fishery officer, of the local partner, Mr. Goodfellow, raised a strong prejudice among the inhabitants, and very seriously interfered with the success of the experiment. Instead of being guided by his written instructions, this gentlemen undertook to set the overseer at defiance, and to conduct his operations in a very irregular manner. The consequences were likely to be serious—for those interested in the fisheries of the river, threatened the demolition of the premises, and I was obliged to direct the overseer to enforce the provisions of the Fisheries Act, which suspended operations at the very time most favorable for procuring milt and ova. Had Mr. Goodfellow respected his instructions, and been guided by the directions of the officer, a million of eggs might easily have been laid down in the hatching house, and 70 or 75 per cent of these might have been hatched. The great benefit to the public that will assuredly be conferred by the operations of this establishment when conducted on a large scale, was the only motive that induced me to deal leniently with these illegal proceedings, and not suppress the whole establishment, as my instructions, if carried out to the letter, gave me authority to do. Should they be repeated, I strongly recommend the withdrawal of permission to take

spawn, and the establishment of a similar hatching house by the Department. On the occasion of my last visit in January the young salmon were just emerging from the eggs, and all accounts that have since reached me, represent them as thriving rapidly. I have not yet received a statement of the number of eggs deposited in the hatching house, and the number of fish that were hatched out, but if nothing unforeseen occurs, there will probably be between 200 and 300,000 young salmon added to the stock of the river, the present season, from this source alone.

There are other localities on both the northwest and southwest branches of the Miramichi admirably adapted for the establishment of similar breeding houses. The wonderful success that has attended all well conducted operations in artificial hatching, and the vast numbers of young fish produced by this process, as compared with the increase in a state of nature, is worthy the serious attention of the Department, with a view to establish breeding houses under its control. In no way could an appropriation be more wisely expended than in these artificial hatching houses, which would enable the Department to re-stock the numerous rivers which have become exhausted, as well as to increase to an unlimited extent the propagation of this source of wealth in the rivers on which they are established. The south-west branch of the Miramichi which has become greatly reduced, could by means of a hatching house soon be re-stocked to its former state, which was so productive that a barrel of salmon was often exchanged for a barrel of herrings. To this subject I respectfully beg your favorable consideration.

In Gloucester, which has of late been the best protected county in the province, owing to the fact that its main river the Nepissiguit, has been for several years under lease for angling purposes, the salmon fishing still continues to improve. The curtailment of the fishing season, under the new law, has allowed many more fish than formerly to enter the river, and the almost total absence of illegal practices, owing to the effective manner in which the overseer, James Hickson, Esq., performs his official duties, enables them to exercise their procreative functions undisturbed. When I left the river on the 14th of October, the shallows were swarming with breeding fish, and not a single instance of their having been disturbed came under the notice of the officer. The importance of guarding this river which now yields a handsome revenue, and much more than pays for its own protection, is so great, that I authorized Mr. Hickson to employ an assistant, during the latter part of the season, and I would strongly recommend that permanent Warden be appointed for this purpose, as Mr. Hickson's district is very extended and more than he can fully attend to unaided. The greatly increased offers which have been made for angling leases this season, more than doubling those of any former year, show the importance and utility of effective guardianship, and I trust Mr. Hickson will be allowed the requisite assistance to do his duty thoroughly.

The present state of the Nepissiguit is a signal proof of the wisdom of placing all angling rivers under lease, as the lessees have a personal interest in their protection, and their presence on the river during the fishing season is its most effective safeguard. The number of salmon taken by means of the rod and line, can never make any appreciable difference in a river, while the anglers spend a large amount of money in purchasing stores and hiring assistance in the localities they visit, and experience proves them to be the most effective guardians of a river. By their influence and example they inculcate better ideas among the settlers, and introduce a better state of public opinion respecting the importance and value of the rivers, as nurseries for fish. I am happy to report that numerous applications have been made to lease the fly fishing of other salmon rivers, and I strongly recommend for these, your most favorable considerations as I am satisfied that if placed under lease, the same beneficial results which have ensued in the case of the Nepissiguit, will soon be apparent in them all.

The mackerel, herring, and oyster fisheries of Carraquet and Shippegan, are important and valuable. Large numbers of vessels from Nova Scotia resort there during the fishing season, and generally make very good fares. The practice of throwing over "gurry" on the fishing grounds is a source of complaint, and of injury to the fisheries, but its prevention is a matter of great difficulty. Oyster beds are very extensive, and many hundred boats are employed in this branch of the business. The same neglect of the close season has hitherto prevailed here in common with all other localities where this valuable mollusk is found. The attention of the local overseer has been specially directed to this matter, with instructions to enforce the provisions of the law. It will probably be found necessary to appoint additional

wardens to enforce the close time, as the beds are of wide extent and it is difficult for a single officer to enforce it effectually.

In the Parish of Beresford, representations have been made, and a petition forwarded to your department, the object of which is to procure suspension of the Sunday fishing clause, on the ground of difficulty in stormy weather. I cannot recommend compliance with this request, as most important results, seriously affecting the interests of the fisheries, not only in this County, but in the adjoining ones of Northumberland and Restigouche are sure to follow. I purpose examining into this matter more closely the coming season, when I shall be prepared to suggest a means of meeting extreme cases without resorting to so dangerous a measure as a suspension in any locality, of the weekly close time.

In the Restigouche there has been a decided improvement in the main river, consequent upon the better observance of the weekly close time, and the provision regulating the distance between nets. The overseers reported a greatly increased number of breeding fish in the river last fall, and a few years will, I have no doubt, see this river fully restored to its former condition, as one of the finest salmon rivers in the world. Several applications have been made for a lease of its angling and, under the conditions I have recommended I strongly urge compliance with the offers of the highest bidders. The districts of the overseers on each side of this river are very extended, and more than one man can attend to without assistance.

Taking into consideration the very onerous duties devolving on Mr. Ferguson in looking after the extensive net fishing between Dalhousie and Morris' Rock, the upper end of his district, and the large extent of coast with the intermediate rivers, Eel river, Charlo, Benjamin and Jacquette, between Dalhousie and Little Belledune river, the lower end of his district, and the utter impossibility of one man attending to the duties required, I would recommend that this district be divided, and that an overseer be appointed for the Lower end, extending from Little Belledune to Eel river with a warden for the Charlo, and one for the Jacquette. This measure will place this important part of the country under efficient guardianship, will enable Mr. Ferguson to concentrate his attention on the upper district where it is much needed, and will be followed by the best results. The Charlo and Jacquette have been leased for angling, and will contribute to their own protection, and if the applications for the Restigouche and its tributaries are favorably entertained, the annual rent will more than pay for the additional assistance needed. Mr. Mowat is a most intelligent, energetic, and efficient officer,—his district is a most extended and important one,—his duties are performed to the extent of his ability, in a most thorough and faithful manner, and I respectfully recommend that his salary be increased to correspond with that received by the officer on the New Brunswick side, and that two wardens be appointed to assist him on the upper waters, where great injury is done by illegal netting and spearing. The rental of the river, if placed under lease as recommended, will provide the means, and the money will be most beneficially employed, and in the case of Mr. Mowat, most meritoriously bestowed. The extent of netting among the numerous islands and shoals at the head of the tide is so excessive that the passage of the fish is seriously impeded. Its reduction is a matter of absolute necessity, and I strongly recommend that after this season no nets be allowed from any island or middle land, but be confined to the sides of the river. While the Quebec side of the river is fairly fished, the New Brunswick side is much overfished. The same system should in fairness to the river be applied to both sides.

In the Saint John river I have the pleasure of reporting considerable actual improvement, in a much more energetic enforcement of the law with regard to both drifting and netting. The weekly close time has been more generally observed, and there was less trouble in curtailing the fishing season than I had reason to apprehend. The vigilance of the officers in having the pickets removed according to law, effectually stopped the fishing after the 15th of August, as the law provides. The active exertions of F. W. Bullen, Esq., the overseer on the Tobique, who seized and confiscated canoes, spears, and illegal nets, gave a check to the lawless practices so long pursued in the upper waters of this river, and I have every reason to believe that less disturbance of the spawning fish took place last season than for many previous ones. I much regret that Mr. Bullen contemplates a permanent residence in England, whither his private affairs called him, last fall. Should he not return this spring it will be necessary to appoint an energetic man in his place, so that the good work he so successfully commenced may not be interrupted. This river is a fine nursery for salmon, and if illegal

fishing could be prevented, it would soon be one of the finest angling rivers in the Province, and would more than pay for its own thorough guardianship; but it has been for so many years the resort of both *red* and *white* Indians, men who are utterly regardless of all law, and who have become so wedded to their lawless habits of poaching, that I despair of ever seeing them restrained except by the adoption of the extreme power of the law. Therefore, I recommend that for three years from the 1st of May next, all fishing for salmon, grilse and salmon fry be entirely prohibited, and that the river and all its tributary streams be set apart for the natural propagation of salmon. Nothing short of this measure will succeed in preserving it from total destruction as a salmon river.

Salmon and Aristook rivers in Victoria County, and Big and Little Presquile rivers in Carleton County, are in the same state, and in great danger of being completely destroyed and the application of the same measure to them, if done at once, may preserve the remnant that still resort to these waters.

A fishway has been placed in the dam at the mouth of the Meduxnakik, at Woodstock, and there is now every prospect of this fine river being re-stocked with salmon. A fishway has also been placed in the dam at the mouth of Eel river, and this stream is now open to the ascent of salmon and alewives. Both these passes were put in under the superintendence of the overseer of the district, who spent much time and took much trouble in superintending their erection. As these rivers are now open to the ascent of salmon, they should be set apart for at least three years as breeding streams for the natural propagation of the species, in order that they may have a chance to become re-stocked. If allowed to be immediately fished, but little advantage will be gained.

Mr. Harrison is a most efficient officer, but his district is too extended for one man to superintend; he has been much assisted in cases of emergency by his son Mr. James Harrison, who has a thorough knowledge of the duty, and is active and energetic. I respectfully recommend that Mr. Harrison have two wardens under him, as it is impossible for him to attend to the interests of so extended a district. A warden is much needed at the Grand Pass, about five miles above Fredericton, where many drift nets are used contrary to law.

If an additional overseer in the neighbourhood of Fredericton, with one warden residing higher up the river were appointed, there would be ample work of a most important character for them to perform in enforcing the law against saw-dust and mill-rubbish in the mills on the Nashwaak and St. John, which are doing serious injury to the navigation of the latter river, and in preventing drifting in the Grand Pass and several miles above. They would reduce the now too extensive districts of Mr. Harrison above, and of Mr. Hoben below, and would place a most important stretch of the river under much needed guardianship. I strongly recommend these appointments as they are loudly called for by the people of York County, who are now without a single fishery officer, and are complaining of the injury done to the fisheries in consequence.

The district of Reuben Hoben is so extensive, that unassisted, he cannot possibly attend to it, and to enable him to guard it effectually, he will need two or more wardens to act in concert with him.

One or two wardens are greatly needed on Salmon River at the head of Grand Lake, as the distance from Mr. Hoben's residence is too great to admit of his personal attention. This river and also the Gaspereau river are now in a fair way of being totally depopulated, although considerable numbers of salmon and alewives still ascend them. Illegal netting and spearing are pursued without hindrance, as the fish are decreasing every year. If both these rivers were set apart for natural propagation for three years, there would be some hope of saving them, and I am assured that by all reasonable men with whom I conversed in the neighbourhood, that this measure would give great satisfaction. Charles Burpee, Esq., M. P., the late Provincial overseer and Reuben Hoben, Esq., the present overseer under the new law, both agree with me in the advisability of adopting this course.

An overseer and two wardens are needed to protect the Kennebecasis and Smith's creek in the vicinity of Sussex-vale. Last season quite a number of salmon were seen in both these streams, but there is reason to believe that most of them fell a prey to the spear of the poacher. These streams are so admirably adapted as nurseries that I can only repeat the opinion I expressed in my last report, that all fishing for salmon should be prohibited in the Kennebecasis and its branches at least for three years. Nothing short of this extreme measure will save a most extensive and once valuable salmon river from utter destruction. In a

special report I have called your attention to this particular case, and have recommended that the Kennebecasis, and its branches be set apart for breeding purposes ; I have no hesitation in expressing my firm conviction that this step is absolutely necessary to its preservation and will eventually, be a boon to the public.

From St. John to the head of the Bay of Fundy the rivers are still in the same state as described in my last report. The various mill-owners have, however, been notified, and requested to place fishways in their dams, which will be done, I trust, during the present season. As soon as these rivers are opened to the ascent of fish, some additional wardens will be needed to protect them. The only streams to which salmon now resort on this part of the coast are Gardener's creek, Teignmouth or ten mile creek, Great Salmon river, in St. John county, Point Wolfe river and Upper Salmon river, in Albert county, and these are very few in number. They are hunted to death with pitchforks, whenever they are seen, and no opportunity is afforded them to perform the functions of propagation. All these rivers should be set apart for at least three years, as natural breeding places, under the 15th section of the Act, as the only means of saving the remnant that still remains.

The St. Croix river is still in the same state as described in my last report. I have been in correspondence with the commissioners of the State of Maine and they express every willingness to co-operate with your department in all measures calculated to restore and protect this once valuable fish river. Sites have been selected in various dams for fish-ways, and I indulge the hope that the present season will see this fine river made passable for the three species of migratory fish—salmon, shad, and alewives,—with which its waters formerly teemed.

The American authorities, lately so apathetic on the subject of their river fisheries, have now their eyes opened to their vast importance, and are already in advance of us, in their wise and enlightened policy on this subject. They are successfully stocking their rivers by artificial means, and the reports of their commissioners shew that vast sums have been expended in endeavouring to restore rivers which their former apathy had allowed to become exhausted. In view of the speedy opening of this river, and in order to preserve the fish that may enter it, I strongly recommend that the Denis river, and that portion of the St. Croix river and its tributaries which flow through Canadian territory be set apart for the natural propagation of Salmon, Shad, and Alewives. The American authorities will enforce this measure on that portion of the river and its tributaries flowing through the State of Maine, and uniform action is absolutely necessary to secure the re-stocking of the river.

In August and September I visited the Counties of Lunenburg, Halifax, Guysboro, Antigonish and Pictou, in Nova Scotia. I examined the principal rivers and streams in these counties, inspected the mill dams, and gathered all the information possible with regard to the wants of the fisheries. The protection of the fisheries in Nova Scotia is a subject of great importance, as their prosecution forms the principal employment of the inhabitants of all its seaboard counties, the rivers frequented by migratory fish are so numerous and important, and illegal practices are so general, that a large number of overseers and wardens will be necessary to their protection.

A partial report on the state of various rivers was made last year: this is now supplemented by a further report from Mr. Rogers, who, under special instructions, personally visited the remaining counties, while I was occupied elsewhere: this I subjoin for your information. You will at once perceive the causes that have led to the late failure of the Coast Fisheries, and will also see the necessity that exists for immediate steps being taken to remove these causes. In Nova Scotia as well as in New Brunswick the stoppage of rivers by impassable dams which prevent the fish from reaching their breeding places, illegal netting, persistent use of the spear, and a disregard of all laws and regulations, are the prolific causes of the rapid falling off in river fisheries, and the failing supply of food (formerly furnished by the countless thousands of young fishes which teemed in the rivers, and throughout the whole extent of the Nova Scotia coast), has caused the deep sea fishes to desert these localities and seek sustenance in other directions. There can be no doubt that the falling off in the coast fisheries of this Province is owing to the destruction of the river fisheries, and just as soon as the supply of food is restored, just so soon will the various deep sea fishes be again attracted to these shores. This is no mere theory, but is a truth clearly supported by accumulated proofs; and this truth clearly shows the value and importance of our river fisheries, not alone for their own immediate products, but also as the source whence myriads of valuable

sea-fish derive their supplies of food, the search after which brings them within the fisherman's reach, and enables him to utilize them as an article of food and commerce.

The river fisheries in both Provinces have so long been subject to all kinds of abuses, that no great improvement can reasonably be expected in a single season, especially with such limited assistance as has yet been provided; but much good has been done in various localities, the result of which is not yet so apparent as in New Brunswick. One great object attained has been the conviction forced upon the minds of poachers and lawless fishermen, that the present fishery laws are a serious matter, and that their breach will assuredly be followed by their penalties in all cases where the offence can be brought home to the perpetrator. The officers also, under the present system, feel that they are responsible to the Department for the proper fulfillment of their duty,—they know that they will now be sustained in its performance, and instead of having to appeal to a magistrate who takes no notice of their complaints, they now possess the power of summary action which prevents the escape of an offender caught in the act.

Upon the whole I feel much gratified at the successful results attained, and am very hopeful of the future; feeling assured that a very few years will prove, even to the most sceptical, that the new law, and the new mode of enforcing its wise provisions, will be not only a great boon to the fishermen, but a great benefit to the country.

During the last winter, the coast fishing in the Bay of Fundy has been unusually good. Immense shoals of herrings have frequented all the inlets and harbors from Passamaquoddy to St. John, and the deep sea fishes, cod, haddock and hake have followed them in unusually large numbers. The fishermen have been actively and profitably employed and a ready market was found for the fresh fish, both in the Province and the United States. This improvement in the fisheries of the Bay of Fundy, I attribute in a great measure to the better protection of the vast spawning grounds off the southern head of Grand Manan, and shows conclusively the importance of its guardship.

Large numbers of American vessels have as usual encroached on our fishing grounds. These consist of two classes, trading vessels and fishing vessels. The former buy fish from the shore people, paying them in cash or goods at their own prices, the latter buy all they can, and catch all they can. As far as I could learn, these vessels never make entry at the customs, never pay tonnage dues, nor any duty on the goods brought for the prosecution of their trade. This system has been carried on for years, and was formerly considered by the people along shore rather an advantage than otherwise, for it gave them a ready market for their fish, and supplied them with goods at a cheaper rate than our dealers, who paid customs duties, could furnish them. This winter, however, the number of American vessels attracted by the unprecedented good fishing was more than usually numerous, and in some localities, such as Lepreaux, New River and St. George Harbors, there were sometimes from 20 to 30 vessels, and they took up so much room that our fishermen were comparatively crowded out, and made complaints to the local authorities. These complaints did not reach me until just at the close of the fishing season; consequently I was unable to take any steps to remove the evils complained of. When warned off by the local authorities, the captains of these vessels refused to leave, asserting that they would not move until forcibly driven off. The overseers of the county of Charlotte, in which most of these encroachments were made, reside at too great a distance to be applied to in an emergency of this kind, and the Revenue officers do not appear to have troubled themselves much about the matter, and thus much dissatisfaction was occasioned among the fishermen, who were naturally indignant at seeing their best fishing grounds occupied by foreigners.

In my former report, I called attention to this matter, as it is becoming year after year more and more serious, and nothing short of the presence of an armed cutter will effectually put a stop to these audacious trespassers. In the meantime I strongly urge the appointment of a competent intelligent man, with magisterial power, as overseer for the eastern district of Charlotte County, comprising the parishes of St. George, Pennfield and Lepreaux, with local wardens in the several parishes to act under his direction. This officer should have power to swear in a boat's crew of armed men, and in cases of emergency take such steps as the exigencies of the case might demand. This measure may have the effect of keeping these foreign vessels out of our harbors, but an armed vessel is necessary to enforce the stipulations of the treaty, and keep them three leagues outside of headlands, and bays. I trust the matter will receive

the attention of the Government, as fishery overseers and wardens are powerless to meet this abuse.

On the 6th of March last, I had the honor of making a special report on the subject, and I again urge your special attention to the recommendations therein submitted for your consideration.

The following is the substance of Mr. Roger's report, to which allusion is made in a preceding page :—

The season having been so far advanced when I received my appointment, I have been obliged to hurry over the Province, and have not been able to collect such facts and information as are needed to enable me to place before you anything like an adequate report of our inland fisheries.

The facts which I shall give however, in the following pages, will suffice to show how little value the people of this Province put upon this great source of wealth, the thoughtless destruction of the rivers by mill-owners, as well as the wicked slaughter of fish during the spawning season by poachers, in the use of all kinds of traps, spears and nets, is painful to contemplate.

It is encouraging to find however, that sufficient fish still visit most of our rivers, to restock them by proper management, in a few years, and I have but little doubt that the present machinery for the enforcement of the laws will have the desired effect on most of our rivers.

I am of opinion that it would tend much to do away with the present feeling which exists against the law on some of our rivers if proper information were given to the people, either by public lectures or printed matter, upon the vast importance of the river fisheries.

But few people are aware to what extent they are injuring themselves, or how our coast fisheries are affected by the scarcity of young fish from the rivers. If proper information were given upon these and other features of this great natural resource of the country, it would doubtless render the work much easier for the officers.

After receiving my appointment in August, in accordance with my instructions, I proceeded to Cumberland county, and visited the various rivers with as little delay as possible. This county being very extensive and containing important rivers, as well on the Bay of Fundy as on the Gulf of St. Lawrence, I found it necessary to divide it into two districts, with an overseer for each, at a salary of \$100, and have, with the consent of the representatives for the county, recommended Thomas H. Patton, Esq., of River Philip, for the Eastern, and George Dimock, Esq., of Amherst, for the Western District.

*Wallace River* was once one of the best in the province of its size for salmon; its clear, bright waters being mostly fed by streams; its splendid gravelly bottom, its rapids and running streams seem to proclaim its adaptation for the propagation of salmon and trout, which formerly swarmed in its waters, but the universal mill dam has entirely destroyed the fish. Three or four dams effectually impede their progress, and the heartless poacher plys his calling at the lower dam, until almost the last fish has been destroyed. We hope, however, in a few years to have it restocked. The mill owners will put in proper fish ladders without much trouble, and most of the inhabitants will unite with the officers in carrying out the law.

The tales told me by some of the oldest inhabitants, of the abundance as well as the destruction of fish on this river in former years are almost incredible, yet I know they are substantially true. Formerly, codfish were abundant at the Harbour's Mouth, but at present there are none. The same is true of all the harbours along this shore; the loss to the country is most serious.

I am informed that the local government of this province (upon what authority I cannot say), granted a lease of certain oyster beds in Wallace harbour to Alexander McFarlane, Esq., for the purpose of cultivating oysters. The inhabitants generally are very much opposed to any such grant, as the mussel beds and the mud on the flats is invaluable for manure, and the granting of these privileges to Mr. McFarlane has entirely deprived them of its use. I am not prepared at present to say whether the right to cultivate oysters may not be held by private individuals without interfering with the manure referred to. When the ice goes out in the spring I will be able to judge better. It is a matter of considerable importance and very desirable to encourage, as far as possible, private enterprise in this as

well as many other branches of our invaluable fisheries, and I have no doubt that oysters may be profitably cultivated, not only at Wallace, but Pugwash and Tatamagouche as well; and I hope the day is not distant when private enterprise will develop this branch of our natural resources to the advantage of the province as well as to all concerned.

*Pugwash River*, although of considerable importance formerly in the production of gaspereaux, I doubt very much if it is susceptible of much improvement in the production of salmon; an impassable dam effectually obstructs the passage of all kinds of fish at the head of the tide.

*River Philip* was formerly one of the most celebrated in the Province for its salmon, trout and gaspereaux fishing. Considerable numbers of fish are still taken there; probably not less than from 1,000 to 1,500 salmon are annually caught in its waters, but the wonder is that there is a single fish left. Mill dams obstruct their passage to about half a mile above the head of the tide, and the inhabitants did their work of death at the mill, without let or hindrance, until the present season. We have succeeded in checking them a little, and next year we hope to press them still harder. The mill owners manifest every disposition to obey the law; some of them have done so already. Thomas Thompson, Esq., and Samuel Bent, the proprietors of the two lower mills, have put fish ladders in the dams during the last autumn, in obedience to my instructions, and I am credibly informed that salmon have passed up the river through them: this is encouraging, and is some evidence of progress. I hope, in another year, to have many instances of the same kind to record. Salmon formerly ascended 10 to 15 miles above tide waters; from its mouth to the head of the tide is about 12 miles. The principal part of the salmon are taken on this part of the river by netting. Nets were set from bank to bank and from the surface of the water to the bottom, and it is astonishing how a single fish escaped, as no weekly close time was observed. I visited the river one Sabbath night early in October, and had the pleasure of confiscating some 7 or 8 nets; but the night being dark, I subsequently learned that I passed over several more: however, this will teach these wicked people to be more considerate in the future. They begin to feel that we are in earnest in this business; the better portion of society is with us; unprincipled men we shall for some time have to punish.

*Shinimicas River* is in much the same condition as those referred to above; still, though much smaller, it is capable of becoming an important fishing stream.

These are the only rivers of importance on the Gulf side of Cumberland. There are one or two smaller streams in which gaspereaux were formerly taken to some extent, which may be worth our attention by and by. After the more important rivers are properly developed, the work on the smaller ones will be easy.

#### CUMBERLAND WEST.

*Laplanche River* is a small stream which takes its rise in some lakes at the head of the Amnerst marshes, and empties into the Cumberland basin; it was formerly a valuable gaspereaux and shad fishery, but a formidable *aboiteau* near its mouth, effectually impedes the passage of fish of any kind, still there are considerable numbers taken below this structure.

The alewives ascend the rivers during the month of May and June.

I cannot at present see any mode by which these valuable fish can be allowed to pass up rivers so obstructed.

*Nappan River* is of some considerable importance as a gaspereaux fishery, and is susceptible of much improvement, its mouth is but a few miles from the *Laplanche*, and one warden will be sufficient to protect both at present.

*Maccan River* extend from its mouth on the Cumberland basin, some fifteen miles to its source, in the Maccan mountains.

There are no very serious obstructions to overcome in reaching its best spawning grounds, there are however some mills above on its branches, which prove very damaging, on account of the sawdust and mill rubbish, which are recklessly thrown into the river.

A few salmon and trout are still taken there, the latter in considerable numbers. One warden will be quite sufficient for its protection.

*River Hebert* is a considerable stream, which takes its rise in the Fullerton Lake, on the Parrsboro road, and empties into the Cumberland basin at Minudie, some twenty-five miles from its source.

A short distance above the tide there is a mill dam, which effectually obstructs the passage of fish, and will require a fish ladder. The proprietor, James Hickman, Esq., of Amherst, manifests every disposition to obey the law and put the necessary pass in his dam. For its size there is no more valuable river in this province; some ten years ago, before it was obstructed, salmon, alewives and trout, were taken here in abundance. Both this and Maccan river have been applied for as artificial breeding waters, and I strongly recommend their being leased for that purpose.

*Parrsboro River* is a small stream of some eight or nine miles in extent, it is obstructed by three mill dams; formerly salmon were taken in this river in considerable numbers, and still visit it to some extent; there are no alewives, I am informed, in this stream.

*Ramshead, Diligent and Fox River* are small streams, emptying into the Bay of Fundy, they are quite short and rapid, but are of some importance in the production of salmon and trout, and will require protection. Shad and herring are caught along the shores of this part of the country, in considerable quantities.

#### COLCHESTER COUNTY.

Along the north shore of the Cobequid Bay, from Five Islands to North River, near Truro, there are several small streams of more or less importance for salmon, trout and gaspereaux fishing, and will well repay the expenditure of a little time and money in their protection.

Shad in large quantities are taken all along this shore, and is proving very remunerative to those engaged in it, and seems to be more certain than many other branches of the fisheries in this country.

The modes of taking those fish are chiefly by weirs and drift nets. This important fishery will require some legislation to protect it.

*Waugh's River*, at the head of the Tatamagouche harbour, on the Gulf of St. Lawrence, was formerly of great importance as a salmon fishery, but has been almost entirely destroyed by the inhabitants. Sweep nets, spears and mill dams, have produced their usual results here, but with more sad results than in most rivers; yet notwithstanding there are considerable salmon and trout caught there, from year to year. It will be difficult—probably as much so as on any river in the Dominion—to enforce the laws for the protection of the fish; the people seeming to think that they have a right to kill and destroy as they please.

*North and Salmon River*, at the head of the Cobequid Bay, are both considerable streams, and have been very productive in salmon and trout. The usual appliances and modes of taking fish, have been in constant use here to the almost total destruction of them in both rivers, still there are some fish left, and with proper attention and watchfulness on the part of the officers in charge, no doubt much can be done in the way of improvement.

*Steniucke River* is a branch of the *Shubenacadie* and extends some thirty-five miles into the country, and was one of the most productive in the Province, in salmon, trout and alewives, and probably no river in the Province has been so badly used. Running as it does through one of the finest agricultural district in the country, they are hunted and chased day and night, until at present but few succeed in ascending its waters. With proper protection it would soon no doubt, again produce its usual quota to the wealth of the country.

#### HANTS COUNTY.

I visited Windsor on the 18th November, 1868, and proceeded to examine the various rivers in this fine County.

*The Avon* is the most important and takes its rise in the Avon Lake which is of considerable size and part of which extends into the County of Lunenburg; in its descent it passes through several smaller lakes and considerable tracts of intervalle land and I am informed there are fine spawning grounds at various places along the river, but unfortunately a natural fall, some three miles above the head of the tide, of some fifty feet high effectually prevent the ascent of a single fish, but it could be overcome by the expenditure of a few hundred dollars.

I examined the river below the fall and find but very little good spawning ground; this together with the fact that the inhabitants have been in the habit of constructing fish traps

or pounds (as they are called here) which effectually takes every fish that attempts to ascend, and at present there are but few fish that visit its waters. By the expenditure of a little money to overcome the fall, and a vigorous enforcement of the law, in a few years, I have no doubt but this may become a most valuable river.

*St. Croix river* a little to the eastward of the Town of Windsor and emptying into the Avon River, was once a very fine salmon river and a few still visit it. A few miles above the tide, it branches off to the eastward and forms what is called the Hebert river; the southern branch or Meander river extends many miles into the hilly country south of Windsor, several mill dams obstruct as usual the passage of all fish, but a few properly constructed fish ladders will remedy this evil.

*Kenetcook River* empties into the Avon a short distance above Hantsport on the opposite side of the river. It extends some thirty miles from its mouth and was formerly very productive of salmon, trout, &c. Mill dams and poachers have, however, well nigh exterminated the whole fish species from its waters, still it has the germs of prosperity left in it and with care, may yet bring forth fruit to the profit of the people and country.

#### KING'S COUNTY.

*The Gaspereaux* is the only river of importance in this county, it may be ranked among our most valuable rivers, but like all others is well nigh ruined; it will require to be looked after shortly in order to protect the fish.

*Cornwallis River* is a small stream running through the village of Kentville; a few fish still visit it, its trout fishing is of considerable importance. As it runs through the garden of Nova Scotia, the fish are of great value and importance and should be properly protected. Shad fishing is carried on in this county to a large extent, and the leading men of the county are much interested in the protection and preservation of this valuable branch of our resources.

There are no other rivers worthy of mention in this county.

#### ANNAPOLIS COUNTY.

*Annapolis River* which empties into the Digby or Annapolis basin extends easterly upwards of forty miles and extends some distance into the County of King and is navigable for small craft as far as Bridgetown, fifteen miles from the old town of Annapolis Royal, which stands at the mouth of the river, just where it empties into the aforesaid basin. This river is fed by numerous brooks and streams of large size which empty into it from the north and south mountains; several of these streams as well as the main river are favorite resorts of salmon and trout.

The first one which empties into the basin about a quarter of a mile below Annapolis, is the *Lequille River*, and is a good salmon stream said to have no obstructions such as dams, but is very much poached.

The next called *Smith's Brook* is up the river from Annapolis town about seven miles, another good stream also abounding in salmon, gaspereaux and trout. This stream is obstructed by a mill dam and requires a fish way. Further up the river there is a natural fall which would be much better if partially removed. It is also very much poached.

*Bloody Creek* a stream on the same side of the river, with the preceding one, and which is within two miles of Bridgetown, is favorably situated and is sufficiently broad and deep, but it has been obstructed by a mill dam for more than two-thirds of a century. Salmon do not now enter its mouth, but if this stream was artificially stocked it would probably be one of the best on the river; there are two other mills on the stream and fishways would be required.

Besides these streams before mentioned and which empty into the main river from the southward—no large streams empty from the north, There are several others of much importance, particularly the *Nictaux* which is the largest and most important branch extending about 20 miles to the southward, and is connected with innumerable small rivers and lakes, all of which, in times gone by, afforded spawning grounds unsurpassed by any in America. This stream has been obstructed for upwards of thirty years by a mill dam which is about two miles from its mouth, and in consequence there are no salmon above this dam,

but they go in large numbers as far as the dam and are taken by the mill owner who has taken twenty-three salmon from below the dam, with a sweep net, at night. This stream abounds in fine trout above the dam, more particularly above Patterson's mill, which is upwards of ten miles from the mouth, and will require a fishway.

Although the rivers of this county are not very numerous or extensive, they are of much value, surrounded as they are by one of the finest agricultural districts in the province, and the Windsor and Annapolis Railway passes along almost its entire length.

*Bear River.*—The eastern, which is the most important branch of this river, extends for several miles into the County of Annapolis, and is obstructed by several mill dams and will be under the jurisdiction of the local officers of that county.

An extensive lumbering business is done on this river, and it will require a good amount of tact and judgment to enforce the law and give the river that protection its importance demands. The practice of throwing saw-dust and slabs in the river around the Annapolis or Digby Basin, is proving severely injurious to the herring fishery, which is of great value to the inhabitants. I am not at present in possession of the necessary information to enable me to give with any degree of accuracy, the value of the Digby herring fishery, but it must be very large, as the Digby herring, smoked and packed in boxes, are an article of commerce in all our principal towns and villages in the lower provinces, and large quantities are exported to other countries.

During the past year or two the American fishermen have visited this Bay in large numbers, for the purpose of procuring those fish for bait, and in violation of existing laws or treaties, catch, buy or take them in any or every way they can. Next year I hope to be able to offer some suggestions with reference to the protection of this branch of our valuable fisheries.

#### DIGBY COUNTY.

There are five rivers in this county; the first, Bear river, forms the dividing line between the Counties of Digby and Annapolis, as far as the tide waters flow, a distance of about five miles; at this point the river divides into two branches, the one running southerly into the County of Digby, the other takes an easterly direction into the County of Annapolis, it is above 25 miles in length and is fed by a number of lakes and was once a very fine salmon fishing river, but since the erection of mills on the river, the fishing has been entirely destroyed. Dams have been built without fishways, saw-dust and edgings have been thrown into the river in defiance of law for want of proper officers to enforce it. The herring fishery at the mouth of the river has for several years been a sad failure, those interested say that the saw-dust is the cause of it. Still the river is visited by gaspereaux and occasionally a salmon is seen as far as the first dam.

I am sorry to say that the same disregard of law characterises those engaged in lumbering on all our large rivers and everywhere with the same consequences.

*The Grand Joggin*, is a small stream, which empties into the Annapolis Basin; at the head of the tide is a grist mill and saw mill; saw-dust falls into the river; it has no fishway; it is visited by shad, salmon and gaspereaux.

*The Weymouth River*, is the largest in the county, empties itself into the St. Mary's Bay, is about twenty-five miles in length with a number of fine tributaries, is fed by lakes, some of which are very large. A heavy lumbering business has been done on this river for some years, as a consequence the salmon fishing, which was once good, is now destroyed, the first mill which has a double gang, stands at the head of the tide; a dam about fifteen feet high effectually obstructs the passage of the fish; the saw-dust all falls into the river. A short distance above this is a fall of some fifteen feet which has been thought by some to be as far as salmon ever went, this however could be remedied at a small expense. If salmon could have free access to and from the sea, this river would soon become a profitable fishery.

*Mettaghan River*, I believe was never a home for salmon; there are a number of heavy falls on the river which seem to have stopped their course. Gaspareaux still visit it but not in as large quantities as formerly; there are a number of mills all throwing their saw-dust into the river which is no doubt the cause.

*Salmon River* has fared better, because the mills are further up stream and fewer of them. I am informed by an intelligent Indian, that salmon are taken in the lakes on this

river all winter. I have no doubt that with a due regard to our present laws this fishery may be soon rendered profitable.

#### YARMOUTH COUNTY.

*Tusket River*, from its mouth at Fish Island to the head of the tide is about nine miles; this portion of it is literally crowded with weirs which are extended from the bank on each side down into the channel several feet, rendering it almost impossible for a single fish to pass up. For this reason I would put a clause in the regulations forwarded some time ago, prohibiting the weirs from coming within ten feet of the bank of the channel, which will render some of those weirs of but little value to their owners, and will have the effect of weeding them out which is very desirable. You will also observe by reference to said regulations that I have proposed to allow the fish three clear days for passing up the river in each week, and I beg most respectfully to suggest, that this rule be enforced on all the rivers of this Province for at least a few years, until they are thoroughly restocked.

I feel quite sure that no regulations can be made which will have as beneficial, practical results, or which will be easier enforced than this close time regulation. From the head of the tide, the main river known as the Eastern branch ascends through East River, Tusket Forks, beyond Kempt in a northerly direction some ten miles or more back of Weymouth, Digby County, being more than thirty miles distant from the village of Tusket. The first branch known as Salmon River branch to the northwest some two miles below Tusket Village and ascends through a succession of falls and lakes some twenty miles passing through the most fertile land in "Yarmouth County" and was formerly very productive of salmon and gaspercaux, but the same reckless destruction of these fine fish, which prevails in all our rivers, has done its work here and the same results follow.

• *The Carlton or Western River* branches to the north and enters into the head of Big Lake so called, some seven miles above Tusket, and thence upwards passing through Carlton at which place the falls are narrow and on which are three mills, here the fish find obstructions which are almost impassable, the mill dam being built on a natural ledge and all the way across the falls. There has been a fish ladder put in the dam, but not being properly constructed, did not have the desired effect, and very few fish get above the dam. I am told by old settlers that the time was when fish were caught in abundance near the head or source of this river some 20 miles further up.

*The Little River* branches at the Forks some nine miles above Tusket, inclining to the north east, the junction of the two rivers forming a fork from which the place derives its name; after ascending a half mile of running river and falls, we come to the *Still River* which flows through a large tract of meadow land at the head of which some five miles up is a very heavy fall on which is a mill.

On the *Cold Stream* branch some five miles above the forks within a short distance of the junction, are falls on which is erected a mill. This stream flows from large lakes which are the usual resort for alewives early in the spring, and it is very desirable that fish should have a free pass as early as the first of May.

*The Little Kempt River*, branches to the north west from the main branch some two miles above Kempt Bridge, and ascends several miles by a succession of falls and lakes on which are several mills back of Weymouth.

Some five miles above the bridge there is another branch to the northwest which flows from Moose Lake, sometimes called Moose Lake Branch, and besides these larger streams there are a number of small brooks which flow from lakes and on which are mills; all these lakes are places of resort for fish.

It is desirable that the fish on the eastern branch should have a free and good pass through all mill dams as early or even before the first of May, as the first fish go up this river into the large back lakes which do not rise or fall much, or are not effected like the lower lakes by rivers.

This being one of the largest and finest rivers in this Province, I have been a little particular in describing its extent in order to show what it is capable of doing if properly protected; formerly its outlet from these innumerable lakes and rivers was literally crowded with fish, and at times seemed to be too narrow, and the fish often crowded each other out of the water on the sides of the river.

I have not seen anywhere in the Province so many, and such ingenious contrivances for destroying the fish as I found on this river; it is wonderful that there is a single fish left in its waters.

Salmon visit the rivers of this county as well as all the rivers on the southern shore of this Province as early as the first of March as nearly as I can ascertain.

There are three distinct runs of the first during the summer and autumn, the last being in the months of October and November.

#### SHELBURNE COUNTY.

*Barrington River* is a considerable stream running into Barrington Harbour.

Salmon and alewives formerly ascended its waters some 40 to 50 miles, like most of the rivers in this part of the Province, it passes through several fine lakes. There are no obstructions to the passage of fish requiring fish-ladders.

It was formerly noted for its fine salmon and gasperaux fishing, but at present owing to the destructive modes of taking fish for many years back, there are but few taken here.

*Clyde River* is one of the finest in the Province and extends through several fine lakes some fifty miles into the country and formerly produced fish in great abundance, but mill dams have been well nigh its ruin. Thomas Coffin, Esq., M.P. is the owner of the first dam near its mouth, who has been at considerable expense in erecting a fish ladder, which with a little improvement will allow the fish to pass up stream. So far I have not seen a fish ladder in this province properly constructed. Mr. Coffin, I need not say is anxious to do all in his power to allow the fish to pass up stream, and manifests much interest in the fishes as well as every other interest of the country.

*Indian Brook* is a small stream, visited by considerable quantities of alewives, but are being destroyed by the inhabitants, who seem to care nothing, that they are destroying the fish most effectually and in a few years will find none to catch.

*Round Bay Brook* takes its rise in a large lake some seven miles from its mouth; it was formerly a favourite resort for alewives and they were taken in large quantities, at present it is very much reduced, but may be improved very much by a proper enforcement of the law. I am sorry to say that the fish on this stream are not even allowed the Sabbath day in peace, but are taken at all times without let or hindrance.

*Sable River* extends into the country about forty miles, both salmon and alewives were formerly very abundant in its waters, but at present owing to the same causes which prevail in all the other rivers, there are but few taken.

*Jordan River* is a fine stream of some fifty miles in extent, passing through lakes of considerable size, was formerly a favorite resort of all kinds of migratory fish which were taken in abundance, but the universal mill dam and mill rubbish has done and is doing the work of destruction most effectually; there has been but little check put upon any of the evils practiced in this country, but the people seem anxious that the laws should be enforced and the mill-owners seem as willing to comply with the law, and as soon as the season will permit it will have proper fish ladders put on their dams.

#### QUEEN'S COUNTY.

*Liverpool River* may be classed among the largest and finest rivers of Nova Scotia. Its principal water is Lake Rossignol into which falls a number of tributaries fed by smaller lakes and is one of the finest nurseries to be found in this country for those fish that seek fresh water for the purpose of procreation. Formerly it abounded in the finny tribe and vessels have loaded at its mouth in former years for the English markets, but at present there are almost no fish caught in its waters. An impassable mill dam at the head of tide water effectually stops the passage of the fish up the river and the usual destructive appliances are in constant use below the dam for taking the few fish which still visit the harbour below. I found the people here to appear willing to obey the law and construct proper fish ladders on their dams; the one at present on the lower dam is of little use, not being in the right place nor is it properly constructed; we hope however next year to have a proper one put in.

*Port Medway River* is of greater extent than any other in the province. Its head water being in Annapolis County and in its passage to the sea passes through many lakes, and

has upon it many rapids and still waters. It has not, owing to some peculiarities of the river been so much injured by mill dams as most of our rivers have and the fish pass up to their old favourite haunts, and notwithstanding it is badly poached, it is one of the finest salmon fishing grounds in the province.

These two fine rivers in this county are of the greatest importance and will well repay the expenditure of a considerable sum in their protection.

There are several other small streams but not of sufficient importance to call for any special remark here, but like hundreds of smaller ones all round the Province contribute their quota of food for the codfish, mackerel, &c., which swarm along our shores.

#### LUNENBERG, HALIFAX, GUYSBORO, PICTOU AND ANTAGONISH COUNTIES.

The remaining counties of the Province, viz : Lunenburg, Halifax, Pictou, Antagonish and Guysboro, I have not personally inspected and therefore am not in a position to give a detailed description of the many and valuable rivers they possess, but would remark that the inland fisheries, particularly of Halifax and Guysboro, are of great extent and importance, and the rivers in Halifax County are well known through the indefatigable labors of Colonel Wm. Chearnley, the president of the Society for the protection of Game and Fish. The operations of this society cannot be too highly spoken of; its efforts to preserve our game and fisheries have been attended with the very best results, the influence of which will materially assist the officers of the Fisheries Department in carrying out the law in other sections of the province. Its co-operation should still be sought and its philanthropic efforts encouraged by every lover of his country. Our children and our grandchildren after we pass away will realise more fully the importance of the efforts now being made to preserve this important and invaluable source of wealth. F. H. D. Veith, Esq., Secretary of the above Society published last year a very full and accurate report of the principal rivers on the southern shore of this Province which I presume you have in your possession.

#### COUNTY OF INVERNESS.

This county is situated in the Island of Cape Breton and extends from the Strait of Canso to the North Cape, a distance of about one hundred and sixty miles.

There are several fine rivers in the county, the most important of which is the Margaret or Margaree. It has been for a number of years a favorite resort for sportsmen from Halifax and other parts of the province; there is no better fly fishing anywhere this side of the equator than this fine river affords. Unlike most of the rivers in this Dominion it is not obstructed with mill dams, but there are difficulties not so easily overcome. The spear, bag and sweep nets are in almost universal and constant use, still despite this indiscriminate destruction, large numbers of fish are taken every year. I am told by those best qualified to give information that there are not less than from 300 to 400 bbls. of salmon taken by netting at the mouth of this river and along the shores within a distance of 10 to 15 miles, besides large numbers along the river at various points during the summer.

The first run of salmon is during the first part of the month of June; the second about the first of August, and the third, which are spawning fish, towards the last part of September and continue through October. The first and second run are pretty much all destroyed, but by regulations adopted by the sessions and which have been enforced to a limited extent during the past two or three years, the third run has been allowed to visit their spawning grounds, and consequently there are still considerable fish caught here.

The southwest branch of this river takes its rise from Anslie a lake of considerable extent, being about 12 miles long by 7 at the widest part. Some 20 or 25 years ago large quantities of gaspereaux were taken in this lake estimated by some of the oldest and most respectable inhabitants at from 800 to 1000 bbls per annum; at present no person thinks of fishing as there are none allowed to pass up the river, so effectually are they destroyed below. Some of the inhabitants are of opinion that gaspereaux fishing should be entirely prohibited for 5 or 6 years in order to give the fish a chance to spawn and restock the river and lake. Salmon visit this branch of the river to some extent particularly the fall run, but not to the extent they do in the northeast branch; the distance from the Forks to Lake Anslie is about 12 miles and requires one active warden at least to protect it. The salmon ascend the northeast branch a distance of not less than 25 miles, and the principal spawning grounds are on

this branch and require vigilant watching day and night, and for this purpose will need at least three wardens from the Forks upwards, and as there are three distinct runs of fish in the river the warden should be paid \$40.00 at least. From the Forks down to the harbor a distance of eight miles, it is not so easy to destroy the fish, still there are unlawful practices employed, particularly at the mouth of the river, where nets are set so close together and so numerous that it is astonishing a single fish lives to ascend the river.

I would therefore respectfully suggest that each of the five wardens recommended for this river have jurisdiction on all points and branches of it, and be under the control of the overseers, in order that when necessary all could be concentrated at any given point. This is rendered the more necessary because the poachers generally go in gangs with blackened faces, which renders it unsafe for one person to enforce the law.

The River *Inhabitants* is also in this County, and is of considerable importance. The fish ascend its waters some 15 to 20 miles, and receive the same foul play from the inhabitants which falls to the lot of their species on all the rivers of this Province.

*Rivers Dinney, Mabou, and Broad Cove* are small streams, but visited by considerable salmon and alewives, and if properly protected would produce a large amount of fish. About the mouth of the river Dinney, and at other points on branches or arms of the Bras d'Or lake are fine oyster beds, which will in a few years become very valuable: at present there is not much business done in this important shellfish. I have not been able to gather very much information owing to the want of time to personally inspect the locality, but hope next year to give the matter more attention.

#### VICTORIA COUNTY.

There are two or three fine rivers in this county, the *Middle, Bedeque, and North* Rivers have always been celebrated for their fine salmon and trout fishing, but are now almost destroyed. The laws and regulations are a dead letter here, as in almost every part of the province. All seem to regret the evil, still nearly all employ the same effective means of destruction.

#### COUNTY CAPE BRETON.

There is but one river of importance in this county: viz., the *Mira*. Its extent is some twenty-five miles, and was formerly very productive of migratory fish. There are some mill obstructions to overcome, as well as the usual unlawful practice of catching fish.

*Balls and Lecch's Creeks, Sydney River and George's River* are small streams visited by alewives and salmon to some extent, but with a little attention may be greatly improved.

The unrestricted practice of net fishing in all these rivers has well nigh exterminated the alewives.

#### COUNTY RICHMOND.

There is but one river of importance in this County: viz., the *Grand River*, which is in the same condition of all our large rivers, and will well repay a careful supervision. There are several other small streams also visited by alewives, trout, &c.

The coast fisheries are of vast importance, and the inhabitants are largely engaged in the fishing business.

#### SHAD FISHERIES.

This is one of the most important branches of our fisheries in Nova Scotia, and requires some legislation for its regulation and preservation, but what the nature of the laws required is, is a matter surrounded by many difficulties.

There is one thing, however, certain, viz.: the shad do not spawn in our waters. The law required, therefore, will be to regulate the mode of taking them and the protection of individual rights.

With regard to the former, from all I have so far been able to gather, I am not sufficiently informed to say, with any degree of certainty, whether the weir or drift net fishing is most injurious to the fishing.

Each of these modes is condemned by those who use the other, and each seems to have pretty good grounds on which to base his opinion. The weir fisher, for instance, will tell you that the drift nets are so numerous that they break up the schools of fish and scatter

and drive them out into deep waters. Those who use the drift net, on the other hand, will say that the weir takes fish of all sizes, and thus destroys large numbers of the half grown fish, which are of no commercial value, and breaks up the schools to the same extent that the drift nets do. I confess my prejudices are at present against the weir. Stake nets, I think, with a  $4\frac{3}{4}$  inch mesh is a fair way of taking these fish, and drift nets should be curtailed to some extent, but at present I am not prepared to say how or to what extent.

In some portions of the country there is considerable dispute as to the right to occupy certain localities known to be of superior value as fishing grounds, and this often gives rise to law suits and much contention.

I beg leave, therefore, to suggest upon this point that a small rental be required by the government for the right to fish in these localities, or these rights might be sold by auction to the highest bidder. I think the latter course would be preferable; then these privileges would sell for the respective value, and a considerable revenue would be derived therefrom. A license should also be given to those who drift, and a small fee exacted according to the length of the net used; the mesh to be not less than  $4\frac{3}{4}$  inches.

The shad fishing is a much more certain business than any other branch of fisheries, and attended with but little cost to the fisherman: there would therefore be no hardship in exacting the rental. I cannot see why a man who can clear \$400 to \$500 from this business by a few weeks work, should not pay a tax as well as those engaged in other branches of trade in order to its protection and preservation. There could be no hardship nor injustice in such a law.

The shad fisheries of the Bay of Fundy, I have little doubt, gives a yearly return of over a quarter of a million of dollars, probably more, and will, if properly preserved, increase in value year by year.

#### COAST FISHERIES.

The extent and importance of the coast fisheries of Nova Scotia are too well known to require any lengthened remarks from me, further than to say that there has been during the past fifteen or twenty years an alarming diminution in the quantities taken in proportion to the men and means employed, and the whole business is becoming more and more precarious and uncertain. Some years the catch is not over one-half what it is in others, thus leaving those employed in the business in many instances in a state of want and suffering. The primary cause of this is no doubt the destruction of the river fisheries, causing a scarcity of the natural food for codfish, mackerel, &c., around our coasts, and they leave our shores to seek food in other localities.

I hope, therefore, that the time is not distant when the fishermen of this province—as hardy and industrious a race of people as can be found in any country—will be cheered and encouraged in their often perilous and ill-requited toil.

#### RIVER FISHERIES, SUGGESTIONS, &c.

Perhaps there is no country in the world of its size, so bountifully supplied with rivers and streams so well adapted and so favorably situated for the propagation and production of all kinds of migratory fish, as Nova Scotia; and probably there are but few countries where this great source of wealth has been so recklessly and universally destroyed.

In order to the future preservation and restocking of our rivers, I beg leave to suggest that the Government enact a law or regulation applicable to all the rivers in this Province, viz.: that the weekly *close time* be from Friday evening, sundown, to Monday morning, sunrise. This law would be comparatively easily enforced, and would have a beneficial effect upon our rivers at once, and could be changed after the rivers are sufficiently improved to warrant it.

I would also most respectfully recommend that the Dominion Act, with the exception of the yearly *close time*, (which should be as at present in our own local law) extend to this Province as the law is at present. Our local officers are likely to be confused, as it is really difficult to tell what portion of the law applies to this province, and what does not. The more simple a law, the more it is easily understood and enforced; and when those for the most part who will be charged with the enforcing of it are not lawyers or versed in legal matters, it becomes the more important that the law should be clear and plain.

## GENERAL REMARKS.

I have confined my observations for the most part in the foregoing remarks to those counties and rivers alone, which the limited time enabled me personally to inspect, but as the remaining portion of the province had been previously inspected and reported upon by persons concerned in the river fisheries heretofore, the absence of any information regarding them in this report will not be of much consequence.

The foregoing however, will serve to show to some extent the importance as well as the number of our rivers.

The coast line of the Province must be something over one thousand miles, and there is scarcely a dozen of the whole distance that is not penetrated by a river or stream visited by salmon, trout, and alewives. If these almost numberless streams were as free from obstructions as they were before the country was settled, what myriads of young fish would they pour forth year by year, into the bays and harbors along our shores, the effect of which upon the coast fisheries can scarcely be imagined; in a very few years our fisheries would become the greatest source of wealth in the country. And year by year, as the country increases in population, and as railway accommodations extend, these fish become more valuable. Who can imagine the effect of the completion of the Intercolonial and Portland railroads upon the value of these fish? In one of the best ice producing countries in the world, they can in a few hours be sent in the summer season fresh from the water, away into the Great West, where a market will always be found at remunerative prices.

Our salmon particularly, will be of great value, and ought to be preserved and propagated by artificial culture in every way.

The capabilities of our rivers, streams and bays, for the culture of fish of every kind cannot be surpassed in any country, and no doubt the increased markets soon to be opened by railway extension, will encourage private enterprise, and lead to the early development of our invaluable fisheries.

To show what may be done in this direction, I beg to call your attention to the following extract from a report of the Game and Fisheries Protection Society.

"The River Moyn, Ireland, on account of a high fall near its mouth, was destitute of salmon. Certain persons obtained a long lease of the river and immediately cleared the stream of all fish injurious to the salmon. Their leases from the riparian proprietors empowered them to kill all fish that injured the salmon, and people were a little surprised when they saw the pike and trout almost destroyed. These gentlemen made several little brooks and spawning grounds, and placed 200,000 ova in them."

"The consequences was that the fry went down the fishway, which had been built at the falls, and came back again next year to their native waters. The fifth year after the river had been leased to them they cleared £26,700 from the salmon they caught—a sufficient proof that money can be made out of the fishery of almost any river well managed and preserved."

I am hopeful of better times for our fishermen in this country. Everything in the immediate future seems to point in that direction, but wise legislation will do much to hasten this much desired state of things.

My investigations in Nova Scotia are still in progress, but I hope to have them so far completed as to enable you to utilize them during the coming season, and to make suggestions and recommendations which in my judgment are calculated to foster and protect this important source of provincial wealth.

I have the honor to be, Sir,  
Your obedient servant,

W. H. VENNING,  
Inspector of Fisheries for New  
Brunswick and Nova Scotia.

## APPENDIX No. 4.

## REPORT OF THEOPHILE TETU, ESQ., OF THE CRUISE OF LA CANADIENNE IN THE RIVER AND GULF OF ST. LAWRENCE, FOR THE SEASON OF 1868.

To the Honorable P. Mitchell,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—The intensely cold weather experienced this spring not only delayed the work on board the schooner "La Canadienne," but also retarded the breaking up of the ice in the St. Charles river, and prevented the expedition for the protection of the fisheries in the lower part and Gulf of St. Lawrence from leaving before the 13th May. Having received the instructions you were pleased to give me, and taken on board the seed-grain intended for the inhabitants of Magdalen Islands, we set sail towards evening with a gentle breeze from the south-west. At 9 p.m., however, we were becalmed, and had to cast anchor at L'Islet, which place we left on the morning of the next day. We then encountered contrary winds and had to tack till we reached the Pillars, where we anchored, when the wind increasing we were forced to retrace our steps, and seek shelter under lee of Pointe aux Pins.

The gale lasted until the 17th May, when we again started early in the morning, and anchored opposite St. Jean, where we waited for the ebb tide, and dropping down again with it, anchored off St. Denis wharf. A strong easterly wind compelled us to remain there until the morning of the 21st. I took advantage of this delay to go ashore, and collected the following information regarding the spring fishing of that locality.

Herring was caught at St. Denis in the first week of May, and capelin had also made their appearance, but later. Strange to say, although the small fish were abundant along the shore, but few porpoises had been caught; in the river Ouelle fishery, which is reckoned one of the best, only eight had been taken, and none were seen hovering round St. Denis wharf, which is considered one of the favorite resorts of that fish. On the 21st however, whilst sailing along Hare Island, we met a large quantity of porpoises, chiefly females, accompanied by their young ones, which are easily known by their grey color. This led me to believe that the fishermen would yet have better luck than they had hitherto experienced. These animals do not seem to have decreased in number in the waters of the river St. Lawrence, although a smaller number are caught by our Canadian fishermen, than formerly. The cause of this want of success arises from the fact of the porpoises not coming near the pounds, being too shy; and this fishery therefore affords only indifferent results.

On the 22nd we had calm weather until the evening, when favored by a strong easterly wind we left Isle aux Basques, where we had anchored during the calm, and tacked all night. On the morning of the next day, we anchored under the lee of the west point of Barnaby Island, and I immediately went ashore.

Herring has just appeared there, and although only a few brush fisheries were set, a good number of fish had already been caught. It was remarked by several persons, that the fish seemed to be larger and fatter than usual. The parish of Rimouski is known to be one of the most favorable spots for herring and sardine fishing. These seldom fail, and yield a large annual revenue to the inhabitants of the locality. In consequence of the scarcity of seaweed at Rimouski, capelin is used instead as manure.

I warned the owners of brush-fisheries to bear in mind sub-section 13 of section 17 of the Fisheries Act, respecting the net work to be placed over the opening in the pound of each brush-fishery. Some of them had already complied with the law, but others had neglected to do so, under pretence of some expected changes in the fishing laws. This was especially the case in Ste. Luce, and Ste. Flavie. I told the owners to delay no longer, under penalty of prosecution; that it was certainly easy to comply with the clause of the Act requiring each brush-fishery to be provided with a net work, and that in future no excuse would be received. They all promised to comply at once with the requirements of the Act.

Mr. Luc Sylvain, the agent of Messrs. Price, at Rimouski, continued to gather the sawdust of his mill, which practice ought also to be followed by Mr. Hall's agent, whose mill

is situated a little higher up the river. I was informed by Mr. Sylvain, that salmon had already been seen in the Rimouski river, and he expected that a larger number than usual would enter.

Everything being in order there, and the wind continuing to blow from the east, I drove down on the 23rd to Metis. Very few herring had been caught between Rimouski and Metis, the people seemed to be very poor; there were hardly any signs of vegetation, and hay was so scarce that we had great difficulty in procuring fodder for our horse. I was pleased to see that Mr. Larivée, Mr. Price's agent at Grand Metis, continued to gather the saw-dust in the mill. Whilst at Little Metis, which place I reached in the morning, and where I passed the night, the schooner being detained at Rimouski by calm weather, I heard that two new brush fisheries had been erected this spring at Sandy Bay, Tartigo River. I immediately wrote to the parties (being prevented by want of time from going myself) ordering them to destroy them, or they would be prosecuted; and I, at the same time, instructed a lawyer from Rimouski to sue them, should they not comply with my orders. I remained at Little Metis until noon the next day; when "*La Canadienne*" arrived. I went on board, and we proceeded on our way down, having to beat the whole time. Strange to remark, since our departure from Quebec, we have never yet had fair weather, and have had to tack night and day against contrary winds and gales.

On the 25th, the weather was calm the whole day.

On the 26th, easterly wind. A fishing boat which we passed opposite Magdalen River informed us that codfish and capelin had been abundant for the last few days on this part of the coast. At length, on the morning of the 27th the wind having veered round to the west, we set sail for Magdalen Islands. Being favored by a good breeze, we sighted the west point of Amherst Island at sun set, and anchored off the island at noon the ensuing day. I was glad to have reached these islands before seed-time had arrived; for the inhabitants were in great want of the seed kindly sent to them by the Government. The winter had been extremely severe among the islanders, several of whom were even compelled to grind their seed grain to feed their families. I was informed that at Allright Island, had it not been for Mr. Wm. Johnston, whose stores were well supplied, and who advanced provisions to the inhabitants of the island to the amount of some two thousand pounds, many would have been starved to death. The like had never been seen before; the inhabitants generally making out pretty well either by means of seal hunting in the spring, or by herring, cod, and mackerel fishing. The cod fishery, however, the most important to them, had been almost a total failure at Allright Island, and very little farming being carried on there, the inhabitants were left without any resources. These results however will not be lost upon the residents; and I have every reason to believe, that for the future farming will rank first, and fishing afterwards, in the Magdalen Islands. The grain was taken ashore and delivered into the hands of the Mayor, P. Painchaud, Esq., on the following day. At a meeting of the Council held a few days afterwards at Amherst, this grain was distributed according to the population of each of the Islands, and according to the work to be done to the roads. Herring which is usually plentiful at Magdalen Islands, had not failed this year, and a larger quantity had seldom been seen. A great number had been caught both by strangers and by the inhabitants. Fifty-one schooners, twenty-five of which were from the United States, fourteen from Prince Edward's Island, eight from Nova Scotia and four from New Brunswick had been there, and taken away 29,900 barrels of herring. The inhabitants had caught for home consumption and exportation 9,045 barrels, giving a total of 39,000 barrels of herring for the spring fishery, against 15,630 in 1867. The reason why the inhabitants salted more herring than in 1867 is that they were all provided with salt, and those who had none could obtain some by working for the crews of the foreign vessels resorting to Amherst. At the date of my visit the greatest part of the schooners resorting to the Magdalen Islands for herring fishery had left with their cargoes. Seal hunting on the ice, which is usually resorted to every spring by the Islanders, had been a failure, and few of them could even pay the cost of expeditions of this kind, the most successful having brought in but 140 seals, one had only 13. This will account for the hardships experienced amongst the inhabitants. Generally speaking the ice-banks covered with young seals, ground near the shores of the Islands, this spring however, the strong north-westerly winds carried them out of the Gulf. This is the reason why no seals were killed, either by the inhabitants, or by the crews of schooners. (See the appendices attached to the Report). Under such trying

circumstances a successful herring fishery was needed to raise the drooping spirits of the inhabitants of the Magdalen Islands. As already remarked, there were but few schooners at Amherst; 13 from Nova Scotia and Cape Breton waiting for the mackerel fishing, which was soon expected; the others belonged to the Islands. During my stay at the Magdalen Islands which lasted till the 30th of May, I caused a buoy to be placed in Pleasant Bay, to denote the spot where mackerel nets might be set.

Everything being in order, I took advantage of a fair south-easterly breeze to sail for Gaspé Basin, where we cast anchor the next day at 9.30 p. m. I stayed there until the 5th of June, and during this time issued the salmon fishing licenses of Gaspé, Douglastown, Malbaie and Barachois. Several difficulties between owners of fishing stations required also to be settled. Fishing promised to be successful, and every one expected a rich harvest, which expectations I am happy to say were fully realized. Salmon fishing has this year, not only at Gaspé, but in the whole of my division, been highly successful. A large quantity of this fish has been sent fresh to Montreal and Quebec. The Gaspé whalers were getting ready to start, Three of them intended to go to the coast of Labrador, towards Meccatina, and the others to the banks of Newfoundland. Having met with Capt. Setter at Gaspé, I again secured his services as Fishery Overseer for Antcosti Island.

On the evening of the 4th, I had the pleasure of meeting on board the "Secret" W. Smith, Esquire, Deputy Minister of Marine and Fisheries.

On the 5th at 2. a. m. we left Gaspé Basin for the upper part of Bay des Chaleurs. Owing to light winds, we reached Point Peter only in the afternoon. Everything was in order there. Up to this time cod fishing in this locality, as well as in Gaspé Bay, had been but very middling, the fish having struck late. Herring on the contrary was abundant, and our fishermen salted about 500 barrels for home consumption. Capelin had also been plentiful, as well for bait as for manure. At Percé where we anchored in the afternoon, fishing had been poor; codfish nearing the shores only after the 2nd June. I was informed that on the 20th May, boats went on the Miscou banks, and returned without a single fish; this is certainly extraordinary codfish seldom failing on this favorite bank. Following the example of their Gaspé neighbours, the Percé fishermen had taken advantage of the abundance of herring to salt down a large quantity for home consumption. Contrary winds obliged me to stay at Percé until the morning of the 7th, when being favored by a gentle breeze from the north-east, we set sail at an early hour and succeeded in anchoring at Maria in the evening. On the next morning, I went ashore and met Mr. Cook, fishery overseer, who informed me that salmon fishing promised to be successful. The schooner being becalmed, and having several matters in dispute to arrange at Maria, respecting salmon fishery stations, I drove up to Carleton with Mr. Cook. The fishermen of Maria and Carleton were well pleased with their salmon fishing, and really large quantities were caught; unfortunately the same cannot be said of the herring fishing, which, as everybody knows, is carried on between these two places on a large scale. A very small number were caught this year, compared with last season; some fishermen from whom I enquired with reference to this failure, informed me that herring had shewn themselves in as large numbers as usual, but that having come late to spawn, and when most of the fishermen had taken up their nets, they had given up all hopes of their appearance; this seemed very plausible, as from having been so abundant at Magdalen Islands, and along the coast of the County of Gaspé, these fish must also have reached the upper part of Bay des Chaleurs. "*La Canadienne*" arrived during the afternoon, and having secured the services of a pilot, and being accompanied by Mr. Cook, we left Carleton, and on the same evening we anchored at Cross Point, where I remained until noon on the 10th.

As already stated in a special report, I had, whilst at Cross Point, to settle three cases of breach of the Fisheries Act. In the two first cases the defendants were acquitted for want of proof; in the third one however, the defendant having set his nets without license, on the Quebec shore of the Restigouche River, and refused to take them up when requested to do so, they were confiscated. The defendant being, however, a new Brunswicker, and as such probably unaware of the Fisheries Act, I did not fine him. I posted a notice on the Church door at Mission Point, warning the Indians that salmon could be speared or netted by them in Restigouche River only by virtue of special licenses, and, moreover, that they were to do so, only in places specially described in their licenses, and that they were allowed to kill salmon only for their own use and not for barter with the whites. On the 10th having concluded my business at Cross Point, we sailed down the river, and the same evening

anchored at Carleton, where I landed Mr. Cook and the pilot. I then delivered to Mr. Cook the salmon fishing licenses of Carleton and Maria, as well as those of the Restigouche River. Spring herring fishing had been poor at Carleton and Maria, and not more than 5,000 or 6,000 barrels were salted, which is a much smaller quantity than in 1867.

It being calm weather on the 11th, I was enabled to leave Carleton only next morning, and soon afterwards anchored opposite New Richmond, I there met Mr. Dimock, and gave him the licenses of his division. He had no complaint to make, and he informed me that salmon fishing in Cascapedia River was most successful, and our fishermen were very well satisfied. Salmon was so plentiful in the river that the pools were literally crowded with them. It is a fact that parties who have watched the progress of this fishery since 1862, are satisfied that salmon have increased in number fully fifty per cent. in Bay des Chaleurs. This will account for the numerous applications made for new fishing stations. The fish were moreover of a larger size than usual, and I saw one caught at Maria, weighing 47 lbs.

Everything being in order at New Richmond, we set sail in the afternoon, and on the morning of the next day anchored at Paspebiac. I counted only 10 vessels in this port, mostly coasters; some however were taking on board cargoes of dry codfish, herring, oats, and shingles for the West Indies. This trade has considerably increased since 1862, and our merchants ship cargoes every spring to these ports, in exchange for sugar and molasses. Less activity than usual might have been noticed this spring at Paspebiac, and other fishing establishments on the Bay des Chaleurs. This is not however to be wondered at when attention is called to the small profits realized last fall in the codfish trade, by our merchants. This fish, which usually sells at remunerative prices in the Brazilian and European markets was almost given away last winter; for \$2.00 per quintal cannot pay for codfish, which costs \$4.00 here to procure, this accounts for the advances made to fishermen, being smaller than usual. One good result of this however will be, that our people will be forced to devote themselves more to the cultivation of their lands than they have hitherto done. The system of advances being now so limited as to be merely nominal, our fishermen will have to look to something else for a living. The fishermen, besides, will learn economy, purchase only necessities, and in the long run will benefit by this change. I availed myself of the day I spent at Paspebiac, to visit New Carlisle, where I found everything quiet. Vegetation was earlier than anywhere else. It would be difficult to find better land than is here met with, and added to this the farmers have abundance of manure in the shape of seaweed or capelin.

I left Paspebiac during the night, in order to be at Port Daniel on the next day, which was Sunday, as I wanted to ascertain whether the Sunday clause of the Fisheries Act was observed. Unfortunately for the owners, three stands were found in fault, two for not having their nets raised as required by the Act, and the third for having them only partly raised; this last one belonged to Mr. James Miller; in it I found six salmon. I was therefore compelled to fine the parties, and confiscated the nets, with twelve salmon caught in them. Codfishing had been middling at Port Daniel, and Anse aux Gascons. Salmon fishing however, was better than usual. I met there the local fishery overseer, Mr. Phelan, to whom I gave the licenses of his division.

I left Port Daniel on the same evening for Grand River, where I arrived the next day at noon, I immediately went ashore, and met Daniel Grange, Esquire, Mr. Robin's Agent, who gave me the following information:—Codfishing had been poor on account of the scarcity of bait. Caplin was abundant for a short time only, and our fishermen had great difficulty in procuring bait.

Newport is one of the favorite resorts of caplin, where it is found every year in a fine sandy bay. This fact being well known, the place is frequented not only by farmers from the counties of Gaspé and Bonaventure, but also by schooners from New Brunswick which resort thither to seine this fish. I would fain believe that this practice is not injurious to the increase of the fish, but some persons are of opinion that caplin does not stay at Newport as long as formerly, on account of the excessive number of seines used during the spawning season. It is quite natural to suppose, that if the fish is disturbed during the period of reproduction, it will remain along the shore only during the necessary time, and no longer. To counterbalance this however, according to the Fishery Overseer's returns, it is found that the catch of caplin was double that of last year, thereby shewing that in this special fishery as well as in others, we must expect fluctuations. One year may be very favorable for the catch of small fish, and large quantities may frequent the shores, whilst none will

be seen in a subsequent one; the fish instead of visiting Bay des Chaleurs will resort to the south shore, or the north coast of the Gulf of St. Lawrence. A proof of this is found in the fact that for several years no caplin visited Percé, where it used to be found in great abundance, having during the period of its non-appearance migrated to other parts. The local guardian of Grand River had no infractions of the law to report. He informed me that although salmon was abundant in the upper water of the river, the fishermen were doing very little. This appeared extraordinary, as salmon could be seen leaping out of the water almost every minute both above and below the bridge. Codfishing was middling, and had it not been for scarcity of bait, the boats would have done well enough. On the complaint of Mr. La Perrelle, I issued a warrant against a runaway sailor, and entrusted the service of the same to a local constable.

My business at Bay des Chaleurs being finished, and the season for mackerel fishing being near at hand, I availed myself of a light westerly breeze to sail for Magdalen Islands in the evening.

At 4 p. m. next day, we anchored under lee of Entry Island, being unable on account of strong winds to reach Amherst before the following day. Mackerel had appeared some time previous, but seldom had it been known to be so scarce, and our fishermen who had relied on this fishery were sadly disappointed. Codfish as well as caplin were only beginning to come in. I found in the Port of Amherst on the 17th of June, 28 schooners, 23 of which were engaged in mackerel fishing; the others belonged to Magdalen Islands, and one had just arrived from Quebec loaded with salt. As will be seen above, fishing was far from being good, and the most successful fishermen owed their success to the large number of mackerel nets they had been able to set. In the spring, fish seldom fails at the Magdalen Islands, and few of our fishermen were prepared for the present failure. The fishing being at this date mostly over, the 23 vessels above mentioned, caught only 880 barrels with 925 nets. The inhabitants of the islands did not catch more than 70. Some complaints were made that during my absence, foreign cod-fishing vessels had torn a great number of mackerel nets, whilst sailing through Pleasant Bay where there were some 800 or 900 of these nets set. The names of these schooners were unfortunately unknown, and I could do nothing. I was also informed that the crew of an unknown schooner had set bultow lines between Entry and Allright Islands, and that the vessel was still likely to be there. In order to ascertain the fact, I sailed on the 18th for Allright Island, but the schooner had left a fortnight previous. The seed grain brought to the Island was sown, and a good fall crop was looked for by all. I found everything in order at House Harbor. Most of the schooners had started for codfishing on the banks around the islands, or on the coast of Labrador. I found there four schooners from Cape Breton, engaged in codfishing. They were doing well. Everything being in order at House Harbor, and no American schooners being near our shores, we left on the 19th for Grosse Isle, where we anchored in the evening. I found there four schooners from Cape Breton engaged in codfishing, with success. Having touched at Bryon's Island the next day, we reached Percé on the 21st, at noon. Codfishing there as well as at Bonaventure Island, and the neighboring ports, was far from being good; the boats averaging but 37 to 40 draughts a day. This was poor fishing, taking into consideration the advanced period of the season. Still our fishermen kept up their hopes, stating that the fish was not yet on the banks. This proved to be true, as was subsequently seen. With the exception of a schooner loaded with flour, bound for Prince Edward Island which had grounded near Percé, I found everything in order in the locality. The only thing complained of was the frequent desertion of fishermen, who for some time past seem to be leagued together to leave their employers' service; the greater part of them however had been arrested, and order was restored. No schooners from the United States had yet been seen near the coast of Gaspé.

We left Percé on the 23rd intending to reach Malbaie where it was reported that some disturbance had taken place; owing however to the high sea running, we could not anchor. I therefore called only at St. Peter and Grand Grève, and came to anchor at Gaspé Basin on the 24th in the forenoon. I there met the local fishery overseer, Mr. Jos. Eden, Jr., who informed me that a few days before, he had to confiscate two Salmon nets for violation of the Sunday clause. Salmon fishing at Douglastown as well as at Barachois, had been highly successful, and the rivers appeared to be teeming with fish. It was reported that the lessee of the fly-fishing division of the South-West River had killed 33 salmon in 8 days; the large size of the fish, was something remarkable. The fish caught in the nets were mostly

sent fresh to the Quebec and Montreal markets, and everybody seemed satisfied with the profits realized.

During the afternoon of the 25th, the man-of-war "Doris" Capt. Glynn, arrived in Gaspé Bay from Halifax, bound to Bay des Chaleurs, to proceed thence to Prince Edward Island. Capt. Glynn reported having met with no American schooners.

I found but a few schooners in Gaspé Basin, and a barque which purposed loading with lumber from Messrs. Lowndes Bros., yards. Their mills were unfortunately burnt down lately, entailing a severe loss, not only on these enterprising merchants, but also on a large number of hands whom they employ the whole year round, and who will thus be thrown out of work. The mills were however to be soon rebuilt, and it was expected they would be completed by the fall.

On the 26th, having closed my business there, I left Gaspé Basin, but owing to calm weather, was not able to land at Douglastown till the afternoon. Codfishing was middling, and salmon fishing good. In pursuance of your orders, I examined the locality where two inhabitants from Douglastown intended to set a salmon fishery. This has already formed the subject of a special report to the Department. Douglastown has nearly doubled during the last few years. I noticed several new buildings. There were only 12 schooners engaged fishing last summer, the others were gone to the Island of Anticosti. For some years past, Douglastown fishermen have been in the habit of going codfishing at Anticosti, and up to the present time have been doing well. Apart from this last fishing, they fish for herring which in the fall usually resort to their shores. Another reason which calls them to Anticosti is, that Douglastown is not really a good spot for codfishing. These fishermen live too far from the banks and have to go as far as Grand Grève to make a day's fishing. Codfish near their shores only during the appearance of caplin; at other times the fish remains at the mouth of Gaspé Bay. For all these reasons, the Douglastown people prefer going to Anticosti rather than doing a middling fishing at Gaspé. Very little herring had been seen there this spring.

We left Douglastown for Barachois and Malbaie at 4 p.m., but it was blowing a north-east gale, and we had to anchor at Grand Grève. It being calm in the morning we reached Malbaie only about noon. Fishing was middling; for several days codfish seemed to be more abundant on the banks, and bait was plentiful. Salmon fishing, as in every other place was better than usual. I ordered the arrest of a man against whom complaint had been made. He gave securities to keep the peace. At Point St. Peter, which I visited in the afternoon, I found everything in order, with the exception of a slight difficulty which was amicably settled. On the next morning I anchored at Barachois to enquire into a case of robbery. The store of a merchant in that locality had been broken into, and goods stolen therefrom. As the plaintiff desired however to postpone the case for further proof, I did not proceed any further in the matter. Fishing had been good there, and several barrels of herring were salted this spring. Launce appeared in large quantities towards the end of May. Barachois possesses a pretty looking church, and from what I could see the inhabitants seem disposed to cultivate their land on a larger scale than hitherto. This is certainly a matter of rejoicing, as the table-land extending from Coin du Banc to Point Peter, is so well adapted to culture, that it would not be advisable to leave it untilled, and when the forest joining Barachois and Douglastown shall have disappeared, there will be room for another parish. The land is level and fertile, and requires nothing else but culture.

We could not leave Barachois before the 29th when we sailed for Cape des Rosiers, which I visited in the afternoon, as well as Griffon's Cove where we anchored in the evening. Codfishing on the south coast, from Cape des Rosiers to Metis, was twice as good as last year. Our fishermen were satisfied and everything indicated a good year's fishing. The same remark applies to salmon fishing at Magdalen River and Grand Vallée des Monts. Spring herring fishery had been abundant in these places indeed far better than in 1867, and the inhabitants had salted down a large quantity.

At Griffon's Cove, I amicably settled several difficulties relating to damages to property, agricultural act, &c. Beyond these, everything was in order.

The next day I was at Grand Fox River, and in the afternoon walked up to Little Fox River, where I met Mr. Shaw, of the firm of Shaw and Rousseau, owners of the wrecked vessel "Ardenlee." Men were diving for the iron, successfully. According to your orders

I went there to render assistance if needed, but found everything quiet. Fishing had been good at Grand Fox River, still there were 15 boats less there than in 1867.

On the 1st July, we left Grand Fox River, and I paid a visit to little Fox River and Little Cape, where I found everything in order, and our fishermen doing well.

This being Confederation Day, we fired at noon a salute of 21 guns.

In the afternoon we left Little Cape, and it being calm were unable to reach Grand Etang till the third day. I there met Mr. Lespérance who informed me that codfishing was good, and bait plentiful.

On the 3rd I called at Grand Vallée des Monts and Magdalen River to settle some difficulties among the fishermen. Codfishing was good here, as it was on other parts of the coast, and I noticed that the residents were turning their attention to farming more than heretofore. When it was known that the Government were to send them seed grain, they all hastened to avail themselves of such good fortune. All were supplied with the exception of a few families from Grand Vallée and Chlorydorme, who, owing to some misunderstanding had gone to Fox River before the arrival of the schooner, and after waiting for several days, returned home without the seed. The aim of the Government was however attained; and with these few exceptions every one sowed the grain sent, and there is every prospect of a good harvest. Our fishermen are now beginning to understand that they must cultivate their lands, and that without farming, their wants cannot be met by fishing alone. Now even supposing the fishing to be poor, they could always manage to eke out a living, with the produce of their farms; and I am of opinion, although in opposition to many others, that there will be less hardship this winter than during 1867. I shall speak more at length on this matter in the remarks annexed to this report. I issued the salmon fishing licenses of Grand Vallée and Magdalen River. These fisheries were doing well.

On the 4th we anchored at Montlouis, where I found that cod and herring fishing was far better than last year. In the evening the "Napoleon III" arrived there with His Lordship Bishop Langevin. I met on board Mr. Whiteher, whom I was very anxious to see, to consult with him in reference to matters relating to the fisheries protection service. Having received from him the required advice and some directions necessary, I submitted the facts connected with certain violations of the fisheries laws, by netters who had failed to raise their nets on the Sunday previous, and which were consequently under seizure, and the parties liable to fines. After satisfying himself that these persons were very poor, and that they were really ignorant of the imperative nature of such requirement of the fishery laws, and also on their promise to comply strictly in future, Mr. Whiteher (in the name of the Minister of Marine and Fisheries), ordered a stay of proceedings against them, and release of their nets, informing them that as this act of lenience was done in compliment to the visit of Bishop Langevin, they should express their gratification to His Lordship and thank him accordingly.

The following day, Sunday, it blew a gale from the north-west, and we were unable to leave till the 7th. From this date to the 10th, we had calm weather, during which I visited Glaude River and Echonerie. No American schooners had been as yet seen there, as mackerel fishing had not yet commenced.

On the 9th we anchored at Ste. Anne des Monts, where I at once proceeded according to your instructions, to hold an inquiry into the alleged salmon spearing, and other violations of the fishery laws, perpetrated at the River Ste. Anne des Monts for several years past, and discovered by an officer of the Department (Mr. Bauset) in course of last season while personally visiting Matane. These breaches of the law were proved by evidence, and the following parties fined in the several amounts opposite their names.

O. Leveque, Sr.,	\$15.00	} Besides having their nets and stations forfeited.
O. Leveque, Jr.,	15.00	
O. Lefrançois,	10.00	Jean Pelletier, \$1.00
Jos. Emoud,	1.00	Olivier Vien, 1.00
Alexr. Dugas,	1.00	Jos. Isabelle, 2.00
Ed. Pelletier,	1.00	Jos. Moreau, 1.00
Henri Dugas,	1.00	L. Guilmette, 1.00

In all \$50.00. This will I hope deter parties from again resorting to these illegal and destructive practices. Codfishing was good at Ste. Anne des Monts, as well as at Cape Chatte,

which I visited on the 13th. Whilst at Cape Chatte, I arrested three Indians accused of having speared salmon in River Ste. Anne des Monts, during the fall of 1866. They were fined, but not having the means of payment, they were taken to goal at Rimouski, where we arrived on the 14th. During my stay at Cape Chatte, I in company with Mr. Lamontagne and Mr. Roy, fishery guardian, visited the fishway built in 1867, under the Messrs. Price Bros., mill. The dam had been injured by the fires which raged in the neighboring woods, and the fishway itself destroyed. Mr. Lamontagne informed me that he had written to Mr. Price on the matter, and indeed this very day he received an answer in which he was instructed to pull down the mill-dam. This was immediately alone, and I have since ascertained that, an obstacle no longer existing, salmon had begun to ascend, and some were seen above the mill. In ordering the demolition of this dam, Hon. Mr. Price (at considerable pecuniary sacrifice) rendered a great service to the river, and it may be expected that it will soon be visited by a large number of salmon, as several favorite spawning beds are met with in the upper part of the stream. In the course of my visit from Cape Chatte to Rimouski, I noticed several boats engaged in codfishing opposite Blanche, Tartigo, and Metis rivers. The men informed me that they had caught a good many fish during the last two weeks, but owing to an almost total failure of this fishery for several years past, the fishermen were hardly prepared for this abundance, and this is why the catch was comparatively small. The chief reason however lay in the fact that our people devoted themselves more to agricultural pursuits than to fishing, and it is sincerely to be hoped that this state of things may continue, and that fishing will hereafter be only a secondary means of earning their livelihood. Sardine had not yet appeared.

We were detained until the 17th at Rimouski by calm weather, and on the 18th proceeded to Trinity Bay, where I met the Fishery Overseer, Mr. Comeau, and handed him the licenses of his division. He had no infractions of the law to report, and informed me that salmon fishing had been exceedingly good in his division, and the fish were of an unusually large size.

We left Trinity Bay on the same evening, and reached Moisie on the next day at noon. Salmon fishing was highly successful, I may almost add, extraordinarily good; one fishing station outside the river having caught over 150 barrels. It would be superfluous to repeat here, that salmon is largely increasing in Canada. Our fishermen know it, and everyone is asking for a fishery station. What better proof can we have, to show the wisdom and efficacy of the measures enacted by the Department to protect our waters and re-stock them with the best kinds of fish we have. Mr. Holliday the lessee of Moisie River had excellent fishing, and took as I was subsequently informed over 500 barrels of salmon. The local guardian Mr. Thivierge, had no infractions of the law to report, and the clause relating to the raising of nets on Sunday had been faithfully complied with. Codfish, which for several years seemed to have abandoned the Moisie banks had returned in large quantity, and boats from that place caught as much as ten drafts a day. However, the fish struck very late, the fishing season being nearly over; still our fishermen expected a fair catch. A fact worthy of remark is, that when codfish appear at Moisie, they are also met with at Matane and Metis, and *vice versa*, as well as at Gaspé, and *Petit Nord*, (coast of Labrador) and that when the fish fails at Gaspé, or the catch is middling, these are signs of an almost certain failure at Moisie and Matane; thereby proving that to meet with codfish in these two last named places it must be abundant on the coast of Gaspé.

On my arrival at Moisie, a man named Germain Gagnon, in the service of the Company, informed me that on the 28th June last while at May Islets, below Cawee, he discovered the dead body of a man partly buried, close to the edge of the wood, but that he could not see his features owing to his companion being frightened. Since then a letter had been received from River Ouelle, asking some information respecting one Baptiste Ouellet, who was supposed to be at Moisie. It was said that he left Glaude River last fall in company with an other person named Eugene Poitras, of the same place, to work for the Moisie Iron Company. Shortly afterwards, Poitras returned alone to the south shore with the boat, clothes, gun, &c., of Ouellet, stating that he had left him at River Ste. Marguerite, on his way to Moisie. Ouellet not having been seen at either of these places, and it being known that at the date of his departure he had a sum of \$50 with him, suspicions were excited, and Gagnon, as well as several other parties were led to believe that the dead body seen at May Islets, might be Ouellet's remains. Gagnon could not see the face of the corpse in consequence of its being

covered by a piece of bark; however he could ascertain by lifting one of the arms, that the body was not yet in a state of decomposition. Three weeks however had elapsed since that date, and I feared being unable to identify the body, in consequence of the hot weather that we had.

Having taken Mr. Gagnon on board, we left during the night, and in the morning anchored at May Islets. Having empanelled a jury from the crew of *La Canadienne*, I proceeded to hold an inquest. We found a skeleton having on it Crimean shirting, a woollen necktie, and a pair of stockings, but no drawers, pants, vest, hat or boots. I afterwards sent these articles to the Sheriff at Rimouski. The right arm was under the body, a proof that it had been buried without much precaution. J. B. Lizotte, one of the crew, who was well acquainted with Ouellet, even before seeing the skeleton, stated that if it was Ouellet's, the lower jaw should be about an inch shorter than the upper, which was afterwards found to be the case. The length of the skeleton also corresponded exactly to that given by Lizotte. I did not at the time consider it necessary to carry this inquest further; but I have since learned that at a second inquest, marks of violence had been found upon the remains. I caused a coffin to be made in which the bones were deposited, and buried at the same spot.

The verdict of the jury was as follows:

1st. That it was more than probable that the body found at May Islets was that of Baptiste Ouellet.

2nd. That Eug. Poitras being the last person seen in Ouellet's company, and he (Poitras) having returned without his late companion and having his boat, and clothes in his possession, there was strong suspicion against him, that he might have caused the death of Ouellet, to get possession of his property.

I therefore issued a warrant against Poitras, and sent it to the Sheriff of Rimouski; the Moisie Company having kindly ordered their steamer to stop at Father Point, in order to have the same delivered. I have since ascertained that Poitras had been arrested and lodged in Rimouski jail.

We left May Islets in the afternoon, but owing to light winds, we did not reach Seven Islands till the 21st.

I found there an American schooner, the "Two Forty" engaged in mackerel fishing, and having taken only a few barrels. She had no license, and I gave one to the Captain for the sum of \$126. Mackerel had appeared a few days ago at Seven Islands, and seemed rather plentiful. But it did not continue so, and there as well as everywhere else, this fishery was a total failure. Everything was in order at Seven Islands. According to instructions from the Department, the inhabitants had set brush fisheries, but few herrings however were caught, the fish having been scarce last spring.

We landed Mr. Gagnon at Moisie, and immediately set sail for Sheldrake where we anchored the next morning.

I visited Thunder and Magpie rivers, and in the evening anchored at St. John River. Everything was in order there, and, codfishing, especially at Rambler's Cove, and St. John was excellent; each boat taking an average of 15 drafts a day. Salmon fishing was also better than in 1867, the lessees of the St. John River having caught 243 barrels. I was informed by the local Fishery Overseer that no breach of the law took place at St. John. At Rambler's Cove however I had a good many disputes to settle between the fishermen, with reference to fishing stations and flakes. The whole was settled amicably. Rambler's Cove is the principal fishing post of this part of the coast, and the greater number of fishermen collect there. Opposite to it is a bank called Little Magpie Bank, where codfish are always sure to be found. This is why, at Rambler's Cove, fishermen seldom complain of the want of fish. At times they rather feel the want of bait, which prevents them during the fall from succeeding as well as they otherwise would, if the small fish were more abundant at this period of the year.

On the 23rd I visited the fishing establishments of Long Point, which I found had done very well, and the same evening we anchored at Mingan Harbour.

I there found a letter to my address from W. F. Whiteher, Esq., advising me that the Indians had, during the mission time, speared and caught salmon with nets in Mingan River. I have since ascertained that they carried on this practice for a couple of weeks, and must have destroyed a large quantity of salmon during that time. Complaints were made by Mr.

Beaubien, local fishery overseer, against the following Indians: Pierre Hamel, Jerome Jeromish and P. Musquarro, but only one of them (Jerome) could be found; the others had left Mingan. It would have pleased me very much to lay my hand on Pierre Hamel, who appeared to be the leader; however, he could not be found. Jerome was very much frightened; we had some difficulty in apprehending him, and could not prevent his wife and daughters from accompanying him on board, as they would have starved during his absence. He admitted having set a net and caught salmon in the Mingan River, but pleaded as an excuse (and I have no hesitation in believing him) that he did so to prevent himself from starving, and that he could get nothing from the Hudson's Bay Company—that he would never have violated the law, had he had any food for his family. He also stated (and this was corroborated by several other Indians) that had they received the provisions they expected, they never would have resorted to the spear or net; and that it was only when they ascertained that nothing was on board for them, and that what they had been promised could never come to hand that they resorted to these illegal modes of fishing. I therefore condemned him to pay a fine of \$10, or 15 days in gaol, and for some time made him believe I should take him with me; at last however, I took pity on him and seeing that his family would starve if he were really sent to gaol, I let him go with a solemn promise that he would neither spear nor net salmon again. This arrest, I am led to believe, will have a good effect with other Indians, for the sight of the armed sailors of *La Canadienne* arresting Jerome, gave them a great fright. I went up with Mr. Beaubien to the first falls of the river, and found no nets. There were, however, quite a number of *flambeaux* on the banks, and at the falls we pulled down a sort of scaffolding probably erected by the Indians to reach a salmon resting-pool below the falls. We observed in the pools of the river several salmon. Whilst there, we visited several wigwams, but found no salmon: the Indians generally seemed to be very poor.

We were unable to leave Mingan before the afternoon of the 26th, being detained by a strong easterly wind, accompanied with fog and rain. It may not be out of place to remark here, that I have seldom experienced so much calm weather and contrary winds as in July and August of the present year. This will account for my long stay on the north coast.

At Esquimaux Point I had several disputes to settle between the fishermen with reference to flakes, &c. Seal fishing on the ice had been a failure, only 1,880 seals having been taken. A schooner had been crushed by the ice, but the crew fortunately escaped. The cause of this failure was in the continuous north-west winds which prevailed during February and March, driving away into the gulf the ice covered with seals, and consequently out of the reach of the hunters.

On the morning of the 29th, nine schooners from Esquimaux Point returned from a codfishing voyage on the coast of Labrador, with 253 drafts of codfish, which may be considered good fishing. The owners of these schooners intended to go during the fall to Newfoundland for herring fishing.

At Esquimaux Point I met B. McFie, Esq., Collector of this port, who reported everything in order. I also met Mr. Prudent Fournier, local fishery guardian, who informed me that net fishing for salmon had been successful in the Watsheshoo River, although the fishermen had had poor luck. He stated at the same time, that, through carelessness and want of proper precaution, a person belonging to a party of sportsmen had set fire to the woods adjoining Grand Watsheshoo River. Having been notified of it, they tried to put it down, but without success; and, owing to the prevalence of a strong wind, the fire spread and destroyed the house and buildings of a fisherman named Jos. Tanguay, who valued his loss at \$1,000. This fire caused considerable damage, and spread to Natashquan.

On the 29th I landed at Natashquan, where I learned that H. M. S. "Sphinx" Captain Parish, had paid a visit to the locality a few days before. Codfishing without being good, was however better than last year, the greatest drawback being want of bait. The lessee of the net fishing division of Natashquan river caught 150 barrels of salmon, which was considered a good catch, the nets not having been set till the 12th of June. The local fishery guardian of the place Mr. Sylvestre, lodged three complaints against two salmon fishermen of Kegashka, and one against another from Mistassini. Of the two first named parties, one was fined for not having taken up his nets from Saturday night to Monday morning, and the other for taking salmon in nets of an illegal mesh. It being proved in the case of third party that rough weather prevented him from lifting his nets, the complaint

was dismissed. Salmon fishing at Kegashka, Musquarro, and Washecootai was poor, owing to the late appearance of fish in these rivers, none having been caught before July. I shall speak more at length on these matters, in the remarks annexed to this report, and relating to the coast of Labrador. The schooners from Natashquan and Kegashka, had been still less successful at seal hunting, than those of Esquimaux Point, the former having caught only 89 seals between 4 schooners, and the latter only 18 seals between 2 schooners. They relied on a good take of codfish, which fortunately did not fail them.

We left Kegashka on the 31st and being favored with a light westerly breeze set sail for Coccoahoo Bay. The wind, however, veered to the east, and we had to beat till the 2nd August, when we at last reached the Bay. I there met the licensee of Coccoahoo river who informed me that salmon fishing had been satisfactory. He also told me that four schooners from Nova Scotia again resorted this year to our coast and carried away a large quantity of wild fowl's eggs. I sincerely regret not having been able to arrest these poachers; but calm weather, contrary winds, and a pressure of business on the north and south shores of the river St. Lawrence, prevented me from reaching this part of the coast in time to catch them. They are getting bolder every year, and should we desire to prevent the utter destruction of our wild fowl, it is high time I think, that such nefarious practices should be put a stop to.

On Monday we experienced an easterly gale, and could not leave Coccoahoo till the next day, when the fog clearing away, we were enabled to make Outer Island. We then shaped our course for Whale Head of Meccatina, which post I visited on the 5th, as well as Red Bay and La Tabatière.

On the 6th I landed at Whale Head of Pacachoo and St. Augustine, on the 8th at Bonne Espérance, and in the afternoon of the same day, anchored at Blanc Sablon, where I found only a few schooners engaged in codfishing.

At Whale Head of Meccatina, Red Bay and Tabatière, codfishing had been middling, but from there to Bonne Espérance, it had been a total failure, and as already stated in a special report, I am at a loss to understand how they will be able to live next winter. Even salmon fishing, for reasons above mentioned, had been middling, and I found them in the greatest poverty. Merchants would not make any further advances, several having suffered heavy losses in this manner, and our poor fishermen were placing all their hopes on a successful fall herring fishery. Should that unfortunately fail, they will be utterly helpless, and to add to everything they have very little salt on hand. I was informed at Bonne Espérance that the Revd. Mr. Butler was gone up to Quebec and Montreal with the view of raising funds in their behalf. I hope his efforts may be crowned with success.

I had several difficulties to settle at Blanc Sablon, Long Point, and Anse des Dunes. I met no schooners from the United States, and very few from Nova Scotia.

Generally speaking there are always codfish at Blanc Sablon. There was still some this year; they would not however take the hook, and at the close of the fishery, our fishermen had to use an instrument called a "*flaux*." This consists of a piece of lead six inches long by one in diameter; at one end of this are fixed two codfish hooks, and at the other the line to be held in the fisherman's hands. By constantly moving this instrument up and down, they succeed in "jigging" from two to three quintals of fish a day. I am very much in doubt whether such a mode of fishing for cod should be allowed, being convinced that for one fish caught by this method of fishing, six are wounded. I have seen some caught by the back, the belly, and in fact by every part of the body: I really think that this manner of fishing must be very injurious to the fish. Several schooners from Nova Scotia visited St. Augustin, Bonne Espérance, and Blanc Sablon, but went back almost immediately when they found there were no codfish.

We were detained until the 13th August at Blanc Sablon, and during our stay there experienced constant fog and contrary winds. The latter blowing from the west, we had to beat all the time till we reached Gaspé Basin on the 18th. We remained there until the 21st. During our stay, I had some painting done to the vessel, taking on board at the same time water and provisions.

The "*Doris*," Capt. Glynn, came into Gaspé Bay on the 18th, and her Captain informed me that he had met but few American schooners on our coast, and that mackerel fishing was generally poor.

On the 20th, Capt. Glynn being informed that American vessels had been seen at Percé, and being then unable to get out of Gaspé Bay, I left next morning and anchored at Percé

at 4 p. m. The report however proved to be false. Some American schooners had indeed been seen there about ten days before, and from the information I could get, only one or two had been fishing inside of the three miles' limit. I was unable to ascertain whether they had a license or not, although the number of American fishing vessels around the Gaspé coast was small last year, it was still smaller this year, on account of the scarcity of mackerel. Yet some persons assert that the fish were plentiful, and that the bad success of the fishing, must be attributed to their unwillingness to take the bait. Let it be as it may, one thing is very certain, and that is, that mackerel has seldom been so scarce on the Gaspé coast.

We remained at Percé until the 23rd, when I left for Cape Cove, expecting to find some mackerel fishing schooners there, but found none. I there met P. Vibert, Esq., who had granted two licenses to American vessels. \* American fishermen are not anxious to take licenses when the fish is so scarce, they prefer fishing at Magdalen Islands and on the banks, rather than paying for a license for the privilege of fishing close to our shores. Should mackerel fishing not improve, the American fleet will suffer great loss this year.

Summer codfishing had been middling at Percé; boats averaging about seven quintals each. This is far from being bad fishing, and on the whole will turn out to be better than last year's; fall fishing was also good at Percé and in the neighboring posts. Crops looked exceeding well, and there will be an abundance of grain, potatoes, and hay. Some parties however will continue to complain, and to say they will have great difficulty in passing the winter. This I believe to be exaggerated. Certainly they had no advances from merchants; still I am convinced that with the produce of their lands they ought to be enabled to get through the winter without much trouble. This will be the most trying year for them, on account of the stop put to advances; but should they be able to overcome this temporary embarrassment during the ensuing winter, there will be no fear in future of its re-occurrence.

On the 23rd, as above stated, I went to Cape Cove; this fine place has of late greatly increased, and under the impulse of its enterprising merchants, bids fair to become one of the most flourishing centres of the county of Gaspé. A complaint was laid before me by a woman against a fisherman who had threatened to do her bodily injury; I issued a warrant, but the man could not be found. Everything else was in order at Cape Cove, and all were satisfied with the yield of the cod-fishery.

We left Cape Cove during the afternoon of the 24th, and anchored at Percé in the evening. No American schooners had been seen, since my last visit. On the 26th we left Percé, and anchored at Barachois, at noon. Summer codfishing was good, the boats averaging 70 quintals each. Our fishermen had resorted to another mode of fishing during the summer. They formerly used only the hand line, but since July adopted the bultow line fishing, and succeeded much better than formerly. Is this method of fishing injurious or not? It would be difficult for me to give a positive answer, as opinions greatly differ on the subject. One thing however is established; that is, that our fishermen are doing much better with this mode of fishing, than with the old plan used. I have already stated in a previous part of this report that a robbery took place at Barachois, and that the party robbed preferred waiting for my next visit to the place, before taking out a search warrant. Since then however, the goods stolen were all brought back to their owner, during the night.

In the afternoon we sailed for Malbaie, and anchored there in the evening. Everything was in order there, as well as at Point Peter, which place I visited the next day. There were only a few disputes between owners and sailors with reference to wages; these were settled amicably.

We left Malbaie on the 27th, and anchored at Percé in the evening. I there boarded an American schooner, the "C. B. Jones," she had a license, and had only caught 20 barrels of mackerel. Next day, having noticed two American schooners outside sailing down the bay with a strong S. W. breeze, and bound towards Gaspé Basin, we set sail and followed them. Being however too fast for them, we had to lie-to, and when they entered Gaspé we did the same, and I boarded them at Anse Brillante. They proved to be the "Harvest" and the "Anna Maria," of Gloucester. They refused to take licenses stating that they always fished outside of the limits. I merely gave them warning.

I afterwards left to visit Grand Grève, where codfishing was only middling.

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\* NOTE.—The drafts given in payment by these vessels were returned to Mr. Vibert for collection, and dishonored. Payment will be attempted to be obtained next season.

In the evening we followed the "Anna Maria" (whose Captain, very likely expected I would remain at Grand Grève) as far as Sandy Beach, where she anchored next morning. The Captain, seeing I was determined not to let him fish without a license, came on board and took out one. After this I left for Percé.

While at Gaspé, I met Capt. Setter, the local fishery guardian at Anticosti. He informed me that order had prevailed in his division, and that the salmon fishing had been better than that of last year. Some parties, whilst on a hunting expedition had set fire to the woods, and about 30 miles of forest were burnt. I told him to try and find out the names of the offenders.

The schooner "Harvest" left Gaspé Bay in the morning.

During the afternoon of the same day I boarded the American schooner "Trefelthen." She would not take out a license, the captain stating that he came to Gaspé only for repairs. I however warned him. She had only 50 barrels of mackerel, caught on Bradley's Bank.

During the night I anchored at Percé, and in the morning boarded the following vessels:—

Name of Vessel.	Name of Captain.	Where from.	Tonnage.	No. of Men.	License.	No License.	Mackerel Br's	By whom Licensed.
Massena .....	E. H. Davis .....	Gloucester .....	54	15	1		170	P. Vibert. ....
Thistle .....	Ed. Roi .....	G. Basin .....	35	13				Cod 100 quintals...
Providence .....	N. Fournier .....	Quebec .....	88	5				Freight .....
Nelly M. Short .....	S. McDougall .....	Booth Bay .....	43	10		1		Cod 500 quintals..
G. A. Pierce .....	E. A. Pierce .....	Southport .....	57	13		1	170	
A. Brown .....	J. McNeil .....	Gloucester .....	47	13	1		120	V. Wallace. ....
Webster .....	C. Grant .....	G. Porpoise .....	52	14		1	70	
Totals .....			374	83	2	3	530	

In the evening the American schooners having all left, and the wind being fair for Magdalen Islands where I expected to meet mackerel fishing vessels, we left Percé at 10 p.m. and the next day at 8 a.m. were at the west point of Amherst. Owing to calm weather we had to anchor at Entry Islands. The next morning we landed at Amherst, where the Collector of Customs, J. J. Fox Esq., requested me to sit with J. Fontana Esq., J. P. in a suit of four cases for sale of liquors without license. The parties were sued under Chapter VI. of the Consolidated Statutes of Lower Canada, and condemned to pay a fine of \$50 and costs. The fines will be remitted by Mr. Fontana. Codfishing had been good at Magdalen Islands; mackerel was unfortunately scarce, each boat taking only about 70 fish a day. The only American vessels at Magdalen Islands were those we had noticed on our arrival, leaving Amherst and bound to Bradley's Bank. I was informed that so few American vessels had seldom visited the Islands. For this reason, I did not deem it necessary to proceed to Prince Edward's Island, there being but few craft there, and I thought it better to devote my whole time to the protection of our own fisheries, since even during the quietest periods there are always disputes to settle, and the Government schooner is looked upon to effect the settlement. I remained at Magdalen Islands until the 8th of September, and during this time visited Amherst, Grindstone, Allright, Coffin, Bryon Islands, and Grosse Isle. Codfishing was fair, and having boarded 14 schooners from Arichat, ascertained that their fishing had been successful.

On the 7th, while anchored at Coffin's Island, I visited Oyster Pond, and found on shore quite a number of large oyster shells from 6 to 10 inches in length, and altogether different from the Prince Edward Island's oyster. Some persons being of opinion that these oysters came from the pond, I crossed over the sand-bar with the boat and dredged, but with no success. Being convinced that these oysters lay in the sea opposite the pond, I then dredged outside to a distance of from two to three miles from the shore, but with no more success. Night coming on and the wind increasing, I had to leave. These oysters, I think,

must be in 8 or 10 fathoms of water, and of a superior quality. Having also found the same kind of shells at Bryon's Island, leads me to believe that there is more than one oyster bank around the Magdalen Islands.

On the morning of the 8th it blowing very strong from the east, and there being no American vessels in sight, we set sail for Percé and arrived there the next day, at noon. Codfishing was good, owing to the fishermen having bultow lines; each boat catching an average of 10 drafts a day. No American vessels had been seen since my last visit and mackerel was scarce.

Whilst I was at Percé before, I received a letter from Mr. Dimock, Fishery Overseer, requesting my presence at New Richmond to proceed against parties for violation of the Fisheries Act. I therefore left for the upper part of the bay.

At noon we anchored at Grand River, and in the evening I visited Little Pabos River, where some supposed cases of spearing were reported; but nothing definite had as yet been ascertained. Fall codfishing was good and everything else in order. Complaint were made that a large quantity of young salmon had been caught in the spring at Little Pabos, and elsewhere in seining for smelt. I do not know how far this may be true, but shall enquire into the matter. Squid had been plentiful during the whole of the summer season on the coast of Gaspé, so that there was no scarcity of bait. But strange to say, cod would not bite freely, and the only good fishing was done by those fishermen using the bultow line. We were unable to reach New Richmond before Friday night. The next morning I went ashore and met the local Fishery Overseer Mr. Dimock. Having taken his complaints, I immediately issued summonses and subpoenas, in order to have these cases decided on the following Monday.

On Sunday it blew very hard from the north-east; and we had therefore to run up and take shelter under the lee of Carleton Beach. Three cases of contravention of the *Fisheries Act*, all relating to the Sunday clause had occurred at Carleton since my last visit. The local Fishery Overseer, Mr. Cook, prosecuted the parties, and they were convicted.

On Monday morning, I went by land to Maria, *La Canadienne* proceeding meanwhile to New Richmond, and at 1.20 p.m. I opened court, assisted by three other magistrates. In the case of R. Dimock vs. Chas. Cowl, for spearing salmon in the Cascapedia River, the defendant pleaded guilty. He was condemned to be fined with costs, to forfeit his canoe, and as he was one of the licensees of the river, was also deprived of his fishing stand, until orders to the contrary, are given by the Department. In the second case, that of J. McIsaac vs. James Harrison, the defendant, for having set a salmon net in the fluvial division of the Cascapedia River, was condemned to pay a penalty of \$10 and costs, and to have his nets confiscated. The latter however could not be found, having been most likely put away beforehand by defendant. Subsequently the net in question was ascertained to be an old one, and of short length. Owing to their poverty, a delay of one month was granted to the parties. Harrison however being unable to find securities, was only saved from being taken by me to jail, through Mr. Montgomery of New Richmond coming forward and paying for him. With reference to the case of LeBlanc and Taylor, of New Richmond, which you were pleased to refer to me, the difficulty was settled amicably. Taylor paying all expenses incurred by LeBlanc, and promising to remove his fence from the limits of LeBlanc's trout fishing station. Besides these cases, Mr. Dimock had, in July last, taken under forfeit 4 canoes, and convicted 7 Indians for spearing salmon in the Cascapedia. Nearly all the Indians of New Richmond made enquiry if they would soon be allowed to spear. I replied that I knew nothing about it, but warned them not to violate the law in the meantime. The upper pools of the river were reported to be full of salmon, and from all appearances a still greater increase of this fish may be expected in 1869. The convictions made at New Richmond will, I hope, have a beneficial effect, and will convince our salmon fishermen especially, that the department will not allow contraventions of the law to go unpunished.

During the evening of the same day, we left New Richmond and anchored at Paspebiac. Several American vessels had visited the place in July; few of them however, it appears, had licenses.

The next day, it blew from the south-east, but at night, the wind shifted to the west, and we reached Port Daniel in the morning. Mr. Phelan reported everything quiet in his division; codfishing was middling.

Having left Port Daniel we reached Percé in the evening. I went ashore on the 18th and found everything in order.

During the afternoon we left for Gaspé Basin, where we remained until the 21st having some repairs made to the schooner before our last visit to the north coast. There were about 10 vessels in Gaspé Basin loading and taking on board cargoes of fish. The crops looked splendid all along the coast of Gaspé and Bay des Chaleurs.

On Monday morning I took on board H. Kavanagh, Esq., Inspector of Customs, on his way to Fox River, and landed him at the Peninsula. We then sailed for Magdalen Islands, and on the 22nd cast anchor at L'Anse à la Cabane, Amherst. Having gone ashore I ascertained that fall codfishing was bad, owing to a prevalence of strong winds which prevented our fishermen from going out as usual. It was the same at Moulin. No American vessels had been seen since my last visit, and summer as well as fall mackerel fishing was considered a failure, as the fish would not take the bait. At 11 p. m. on the same day we anchored at Amherst Harbour.

Note.—The foregoing part of Mr. Tetu's report has been compiled in this office from memoranda found among his effects, and from progress reports made to the Department from time to time, during the season. In the concluding paragraph of his last report of progress dated 23rd September, it is observed.

"After visiting Magdalen Islands, I will leave for Natashquan and take on board the fishery guardian from that place, and from Watcheeshoo River. I will afterwards visit the north coast as far as Moisie, and from thence cross over to the south shore, calling at Gaspé Bay, which place I ought to reach by the 15th of October. Unless I have very fine weather, I shall not proceed further down than Natashquan, as the season is too far advanced, and the people will be in the interior. Everything goes well on board."

This was his last communication to the Department. On the 12th of October, when off Thunder River, he was taken suddenly ill, suffering from disease of the heart, of which he had previously had severe symptoms, and expired after a few hours illness, at the age of 34.

The remaining period of the cruise of the vessel is accounted for from the letters of the Fishery Overseer who was taken on board at St. John, and the journal of Mr. LeBlanc, sailing master, who succeeded to the command.

On the 23rd September "La Canadienne" left Amherst and anchored at House Harbour. On the 28th, left House Harbour, and on the 30th anchored at Natashquan. Visited Natashquan River, and on 4th October anchored at Natashquan Harbour, and on the 5th at Esquimaux Point, and at Mingan which place she left on the 6th and anchored at Long Point.

On the 7th October "La Canadienne" arrived at St. John, where she took on board the local Fishery Overseer, Mr. Beaulieu. On the following day visited Rambler's Cove, and on the 9th and 10th was delayed by calm, and then by stress of weather.

On the 11th (Sunday) the schooner left Long Point early in the morning with an easterly breeze *en route* for Moisie. About 8 a. m. she lay to opposite Thunder River, and Mr. Tetu went ashore. On his return he looked very pale, and complained that he felt so ill on landing, that he could hardly walk up the hill leading to Mr. LeBoutillier's establishment. On returning he was seized with the same weakness, and expected every moment to be obliged to give up the rudder to the boatswain. He complained of an acute pain in the region of the heart. Having ordered the Captain to shape the vessel's course towards Moisie, and being too ill to call at Shelldrake, he had to keep his room most of the day, although he felt well enough to come on deck to say prayers, as is usual on board. In the afternoon also he came on deck for the same purpose. When nearing Moisie, the sea being too rough to anchor, orders were given to run into Seven Islands Bay, it then being about 5 p. m. when Mr. Tetu seemed to be well enough; but the symptoms reappeared during the night, and at 4 a. m. he suddenly expired without uttering a single word.

On the 12th Mr. LeBlanc, sailing master, took charge of the schooner and directed her course to Father Point, but a strong breeze obliged him to change his course, and to steer for Gaspé, which he reached on the morning of the following day.

Having gone ashore, continues Mr. Leblanc, to secure necessary help, I learned that Dr. Fortin, ex-commander of "La Canadienne," was at Fox River. I sent him a message and begged of him to give me assistance, but, owing to the distance, he did not arrive until 10 p. m. On the 14th, an inquest was held, and a verdict rendered of "Death from disease of the heart." The next day, after a burial service, the body was placed on board of the Que-

bec steamer, in charge of the first mate of "La Canadienne," to be delivered to his relations at Quebec. On the 15th, I sent a telegram to the Department by the "Secret," and on the 20th received your answer, in which you instructed me to pay every respect to the late Mr. Tetu's remains, placing me at the same time in temporary command of the vessel, with instructions to complete the season's work, and when completed report at Quebec.

I was detained at Gaspé until the 23rd, when I left for Percé, and arrived there at 10:30 a. m. Having gone ashore, I found everything in order. Fall codfishing was good; the boats averaging 30 drafts of fish, and should the weather continue fine a good fishing was anticipated.

On the 24th, I left Percé for Point St. Peter, where, having settled the accounts of "La Canadienne," I proceeded to Griffon's Cove, and was informed by Mr. Veil that fall codfishing was good. Everything being in order there, I left on the same day, intending to visit Anticosti. During the evening, however, a violent storm obliged me to change my course and to sail for Moisie, where I anchored on the 27th. On going ashore, I ascertained that the local Fishery Guardian, Mr. Thivierge, had already left for Quebec. Everything at Moisie was orderly and peaceable. Salmon fishing had been good, but codfishing was rather poor; the fish having remained but a few days on the banks.

On the 28th, we anchored at Trinity Bay. The local Fishery Oversecr, Mr. Comeau, informed me that everything was in the most perfect order in his division. Only one offence had been committed against the Fisheries Act, and the guilty party was fined for the same. Contrary winds and snow detained me there until the 29th, when I left, and anchored at Quebec on the 2nd of November.

According to your orders, I delivered the vessel over to the agent of the Provincial steamers, to be placed in winter quarters.

# REMARKS ON THE FISHERIES

AND

## THEIR YIELD THIS SEASON.

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### FIRST DIVISION.

#### MAGDALEN ISLANDS.

##### *Seal-hunting on the ice from Schooners.*

This fishery, which in 1867 yielded 3,210 seals, was far from being so successful last spring, only 848 of these animals being killed. It proved a complete failure, and our fishermen greatly needed a good herring fishery to cover the loss experienced in their venture on the former.

Subjoined is the number of seals caught by the crews of Amherst and House Harbor schooners:

House Harbor—10 schooners.....	530 seals.
Amherst Harbor—6 “ .....	318 “

It will be seen from the above returns that few of our fishermen could cover the cost of outfit. From information gathered, I found out that this failure was owing less to a scarcity of seals than to the prevalence of strong North-westerly winds, which constantly blew in March and April, driving the seals out of the Gulf. Our schooners had moreover met with a larger quantity of ice than usual on their way, and consequently the greater number of them could not force a passage through, and get to the herds of seals. After toiling several days, some were even compelled to lower their sails, and were unable to extricate themselves till about the 10th or 15th May. Another cause of the failure of this fishery was from the circumstance of no ice-fields grounding near the islands which could be reached by schooners; consequently the islanders were not nearly as successful as in 1867, when they killed 10,410. Never before had this fishing proved such a complete failure.

##### *Spring Herring Fishery.*

In 1867, 15,630 barrels of herrings were caught by the inhabitants at the Magdalen Islands, as well as by the crews of foreign schooners which repaired thither for this purpose, and this fishery was deemed excellent. Certainly it was so; but yet not comparable with this spring's fishing. Fifty-one schooners, 25 of which were from the United States, 14 from Prince Edward Island, 8 from Nova Scotia and 4 from New Brunswick came to Amherst to fish for herring, and after a short stay returned with 29,960 barrels of splendid herring, remarkable for their size and fatness. The inhabitants also succeeded well, and salted for home consumption and for exportation 9,055 barrels. I was also informed that herring spawned after the schooners had left; so that the fishery was pursued without injury to this valuable fish. At the time of my arrival at Magdalen Islands there was still a large quantity of herring, and the shore was covered with their eggs.

### QUANTITY OF HERRING TAKEN.

In 1867 by the inhabitants.....	3,810 barrels.
“ by strangers.....	11,820 “
Total.....	15,630 “
In 1868 by the inhabitants.....	9,055 “
“ by strangers.....	29,960 “
Total.....	39,015 “

### *Spring Mackerel Fishing.*

Mackerel fishing, as well as seal hunting at Magdalen Islands, was a total failure; the fish coming in in very small schools.

About 30 foreign schooners came to Amherst for this fishery, but seeing the scarcity of fish, had gone back again, with the exception of 9 or 10, which, hoping to be a little more fortunate, had remained. They succeeded, however, in catching only a few barrels.

### QUANTITY OF MACKEREL TAKEN.

In 1867 by the inhabitants.....	634 barrels.
“ by strangers.....	2,340 “
Total.....	2,974 “
In 1868 by the inhabitants.....	900 “
“ by strangers.....	80 “
Total.....	980 “

This is one of the worst fishings experienced for several years.

### *Summer Codfishing.*

Happily for our Magdalen Island fishermen this fishing was tolerably good, the fish being abundant and bait plentiful. Grindstone and Amherst Islands were the best fishing grounds; and a smaller quantity than usual of haddock was noticed amongst the cod. This was considered a fortunate circumstance, on account of the difference in price between these two kinds of fish. Schooners from Amherst Island and House Harbor, which fished either on the North coast or around the islands had also been successful, having caught altogether 3,915 quintals. This may be considered middling fishing, still I believe that these schooners would have done better in not going on the North coast, and if they had fished around the islands. Acadian fishermen from Arichat, who every year resort to the islands for codfishing, are generally successful, and especially so this year, when their schooners caught an average of from 300 to 400 quintals of codfish each, which may be considered as good fishing. I cannot understand why our fishermen of Amherst and Allright Island do not follow the example of those of Arichat, and fish at their own doors, instead of repairing to the coast of Labrador and incurring the expenses of fitting out. Fish so seldom fails at Magdalen Islands that it would seem to me far more advantageous to fish there than to run the risk of a long and tedious trip to Labrador, where, for several years past, codfish seem to appear only in certain places. Did this fish always resort to the same spots, well and good; for our fishermen could then safely resort to such places and return with a complete cargo. Unfortunately, however, as already remarked, nobody can tell from one year to another where the cod will be the next season. In 1867 they were abundant at Blanc Sablon, but this year only a few were caught there. The same rule applies to other parts of the coast.

### *Summer Mackerel fishing.*

Owing to the failure of the spring fishing, every-one anxiously awaited the appearance of mackerel in July, August, September and October, especially at the Islands, where, for several years past, this fish has been abundant. I am sorry to have to remark that the fishing was much inferior to that of 1867. In fact, of what account are some 100 barrels distributed among the inhabitants of the islands? Nothing at all, comparatively speaking. As to the cause of this failure, opinions differ; some attributing it to the limited number of fish which resorted to the islands, others to the fact that the fish would not take the bait. My own opinion is that the mackerel were scarcer than usual.

#### QUANTITY OF SUMMER MACKEREL TAKEN.

In 1865.....	952 barrels.
In 1866.....	1,760 "
In 1867.....	3,157 "
In 1868.....	100 "

### *Autumn Codfishing.*

The fishermen of the Magdalen Islands, strictly speaking, seldom pursue fall codfishing: the summer is the season they rely upon. In the former season the winds are so violent, that even if codfish were abundant, as was the case last fall, our fishermen could not take advantage of it: the weather sometimes preventing them from going out for two or three weeks together. Everyone remarked that had it been otherwise, plenty of fish would have been taken in the fall, for every fine day the boats brought in from 4 to 5 drafts. Such days, however, were of rare occurrence, and consequently our people made but a bad fishing.

#### AUTUMN CODFISH TAKEN.

In 1865.....	1,840 cwt.
In 1866.....	1,790 "
In 1867.....	529 "
In 1868.....	1,120 "

### *Mackerel Fishing from Schooners.*

Owing to some unknown cause, the net as well as the bait mackerel fishery has nearly failed on our coasts. As already stated, the spring fishing at Magdalen Islands had yielded almost nothing to the inhabitants, and the foreign schooners which resorted there to pursue the same fishing had barely covered the cost of outfit. According to general opinion, mackerel appeared but in very small numbers in Pleasant Bay. However bad this fishery had been, hopes were entertained of the results of the summer fishery. There was, however, to be further disappointment in this instance. Mackerel, it is true, was seen on the shores of Magdalen Islands, Gaspé and Bay des Chaleurs, but in such limited numbers that, with the exception of a few caught for bait, a very limited quantity was taken at the Islands and at Gaspé Bay and Basin. The mackerel would not take bait at the surface of the water, and after trying every means for several weeks to induce the fish to come to the surface by means of bait, the American schooners left the Islands and shores of Gaspé with only a few barrels taken. I have since ascertained that at the end of August, or beginning of September, mackerel had been abundant on the shores of Prince Edward Island, and that the schooners which had resorted there had done well. It is to be hoped that this report was true, as otherwise the loss incurred by our own and foreign schooners must have been very large if this fishing had been a failure everywhere. The cost of outfit is heavy, and to compensate for expenses necessarily incurred by most of the vessels, it was necessary that there should be at least a middling success. The scarcity of mackerel was therefore the reason why I met so very few American schooners near our shores. In June, July, September and October, however, when the results of this fishing were still uncertain, several schooners were seen in Bay des Chaleurs, Paspebiac, Port Daniel and Percé. From what I could ascertain, about one-third had licenses; but the rest, dreading a bad season, preferred fishing only on the banks at

Magdalen Islands or outside the limits, rather than to pay for a license. Moreover, from information obtained, I have reason to believe that few were seen fishing inside of the three mile limits, and even those may have been provided with licenses. During the whole of my cruise in August I saw none of them acting in contravention of the law, and the owners of schooners whom I met without a license, had left without infringing the Act, after being notified. The fact of the matter is that, having fine and costly vessels, of which they are for the most part owners, they can ill afford the risk of losing them, especially this year, by fishing within the three miles limits. I have already stated that mackerel appeared in Gaspé Bay about the end of August. Several schools were then taken; and, what is still more astonishing, and perhaps had never been known before to happen, this fish had been caught inside of Gaspé Basin. It would seem that a school of sardines having appeared there, they had been closely followed by another of mackerel, of which the people took advantage and succeeded in catching several barrels of this delicious fish. Generally speaking, mackerel was large and very fat. It is only to be regretted that it was not more abundant; for this fish sells so well on our markets that when it fails to appear, a large number of our fishermen feel its want. None were seen on the coast of Labrador. They were formerly caught at Little Meccatina and Mutton Bay; this year, however, none were seen. A very small quantity visited Seven Islands Bay, and the only schooner I met there, and to which I gave a license—the “John Porter”—had only caught a few barrels, although she had been there for a fortnight. Neither had the inhabitants done any better. During my last visit to the Magdalen Islands I was informed by the fishermen that a large quantity of young mackerel had been seen along the shores about the end of September. They were from two to four inches long, bit freely and were very fat. They had never been noticed before. Must it be concluded, therefore, that the larger sized fish has disappeared, that the banks are ruined, and that, according to the opinion of several parties, this smaller breed of mackerel has replaced the others? Such a conclusion would be absurd. Mackerel, as well as other fish, has this year taken a different run from that of previous years, and this is all. Who can say that the fishing of 1869 will not be of the most abundant kind? I would not at all be surprised if such was the case, and can see no reason against it. Since so very few mackerel were caught this year, they were not disturbed on the spawning beds, and they, from this very circumstance, ought to reappear in larger numbers on our shores. It is possible that the fish may have repaired to other places to spawn, and will again return to their old haunts. Capelin has been known to disappear for thirty years from places in Gaspé, where it was always found, and yet return afterwards. Can any one say that it will not be the same with mackerel? Let it therefore be hoped that 1869 will witness a change for the better; for another bad year of fishing especially of summer mackerel, would be of the greatest injury to our fishermen, who most of them rely almost entirely on this branch of the fishery to eke out a living, like those of the Magdalen Islands and river St. Lawrence.

#### NORTH SHORE OF THE GULF OF ST. LAWRENCE. NATASHQUAN TO BLANC SABLON.

##### *The Inhabitants.*

Some thirty or forty years ago, when mention was made of that portion of the Province of Quebec lying north of the river St. Lawrence, especially the part nearest to the eastern limit of Canada—Blanc Sablon—it was presumed that nothing was so easy as to make a fortune there. Indeed, from the abundance of seals and fur-bearing animals, some of our fishermen in a few years were enabled to lay by a competence. Amongst these the most successful were the Robertsons, Jones, and Buckle. Some 2,000 to 3,000 seals were caught in one fall or in one spring by some establishments, and, when the price of seal oil at that period is remembered, some idea can be formed of the profits realized. There was no competition then with coal oil, and pale seal oil was also in great repute, holding the first rank after porpoise oil. As soon as it reached the markets of Montreal or Quebec it was immediately sold at a fair price. For several years past, however, seals seem to have abandoned our shores to resort to the ice banks of the gulf, and although large quantities were seen last fall at Tabatière, still our fishermen cannot rely on this fishery as formerly. Seal oil being scarcer would be, as one would think, much dearer, or at least command a remunerative price. But such is not the case; coal oil has usurped its place, and other oils must in con-

sequence succumb. The cause of the state of poverty experienced by the inhabitants of this part of the coast may therefore be attributed to the scarcity of seals and the low price of oil. Besides this, the fishermen say that there appears to be more ice in the Straits of Belle Isle nowadays than formerly, when they were not obliged to lift up their nets to afford it a passage. I cannot say how far this may be correct; but the fact is there has been a great deal of hardship on this part of the coast since 1862, and when these amphibious animals were near the shore in abundance they could not set their nets to catch them, owing to the large quantity of ice drifting over the limits of their stations. It was particularly so at Anse des Dunes and Bradore Bay, formerly two of the best seal fishery stations, and which from the above mentioned causes are now two of the worst. The failure of this fishery must therefore be attributed more to rough weather and the ice, than to a decrease in the number of seals. How often have I heard our fishermen say that if it had not been for the large quantity of ice in the spring, which prevented them from setting their nets, they would have made a large catch, as the seals were abundant. Last fall the fishing was bad and in the spring it was still worse. As already stated, rough weather and contrary winds are unfavorable to this fishery. Last spring, for example, was very cold on this coast, as a proof of which there were some three or four feet of snow at Olomanosheboe River on the 28th June. The winds were mostly from the north-west—precisely those which prevent the seals from going up. Seal hunters from schooners belonging to the Magdalen Islands, Esquimaux Point, Natashquan and Kegashka, who unfortunately did almost nothing this spring, attribute this failure to excessive cold weather and to a constant north-westerly wind. The latter drove the banks of ice covered with young seals out of the gulf, and it was with the greatest difficulty that our fishermen could find a passage for their schooners, one of which was unfortunately lost, the crew, however, escaping. Others could not extricate themselves out of the fields of ice in which they were jammed, before the beginning of June. All these were additional causes of the bad success of our people on the north shore of the gulf. If otter, mink, marten and foxes were plentiful as formerly, they could rely on these for eking out a livelihood. Everybody knows, however, how scarce these animals have become. It is only the Montagnais Indians who continue this hunt and then after a journey of two or three months in the interior, and frequently with but little success. It is then a matter of little wonder if seal hunting is so seldom successful along our shores, and if the Indians find so much difficulty in hunting in the interior. What remains, then, for the inhabitants of the north coast when all these means of living fail? First salmon, then cod, and thirdly the fall herring fishing. Fisheries fluctuate every year, and the one which varied least last year was the salmon. This year, however, it was less successful than that of 1867 upon that part of the coast lying between Kagaska and Blanc Sablon. What is the reason of this? Is it owing to a decrease in the number of fish? Certainly not; as the upper parts of the river are filled with them. To what circumstance, therefore, must be attributed the falling off in the catch between these two points? The following is the information I have gathered, and I would beg to call the attention of the Department to a matter which I have studied carefully for several years past, and which is of great importance for salmon fishermen between Kegashka and the eastern limit of the Province of Quebec.

Most of the time—that is, four years out of five—salmon begin to ascend the Kegashka Musquarroe, Washecootai, Olomanosheboe, Cacoachoo, Etamamu, Netagamu, St. Paul and St. Augustine rivers only about the 15th, 20th or 25th of July. Before this date few or no salmon are caught in these rivers; and these remarks apply also to the sea-shore stations. This year, for instance, no salmon were caught in these rivers before the 28th June; so that our fishermen barely had fifteen days' fishing, from the 15th to the 31st of July; doing very little indeed during the two first weeks of the month. The licensee of Washecootai river informed me that the 30th July, when he raised his nets, had been one of the best day's success, he having caught twenty-four salmon, and that if he had been allowed to fish until the 15th of August, he would no doubt have made a good fishing. Allowing the salmon fishermen on the fishery stations east of Natashquan to set their nets until the 15th August, would be granting them a great boon for which they would be very grateful.\* As already

\* Note.—This suggestion was carried out by the Regulation of 9th April, 1869, which reads as follows: "Salmon may be fished for, caught or killed by means of nets on that part of the coast of Labrador east of (and including) the river Kegashka, in the Province of Quebec, between the thirtieth day of April and the sixteenth day of August in each year."

remarked, owing to the limited profits arising out of codfishing and fur-nutting, salmon fishing holds the first rank among them, and in case of failure, those who follow these pursuits are at once without any means of subsistence during the winter, as they fish very little for cod or herring.

A singular fact is that at Natashquan, distant only 30 miles from Kegashka, salmon appears early. Might not the cause of the delay in the appearance of the fish in this as well as the more easterly rivers, be attributed to the difference in the temperature of the water? The bottom of these rivers being stony, and their banks covered with snow as late as June, their waters must remain very cold until an advanced season of the year. Who can tell whether salmon resorting to the upper pools of a river to spawn do not choose those in which the temperature is lowest? Be it as it may: from one cause or another, salmon appear on this part of the coast 15 days later than elsewhere, and the season of fishing is therefore shortened by that period.

Another fact worthy of note is, that last year when there was destitution on the coast from the failure of the cod and herring fishery, it also prevailed in the parts already mentioned. Above Kegashka, people could have managed, I believe, to get through the winter without government aid; but east of Kegashka the inhabitants having almost only salmon fishing to rely upon, were indeed in the greatest want. Should this last fishery therefore fail either by fluctuation or by reason of the non-appearance of salmon in the rivers by the end of June, as was the case this year, what would be the result? If the cod or herring fishery fail, these people will be under the necessity of either calling upon the government for provisions, or otherwise they will have to leave the coast. Owing to these reasons I have taken the liberty, since salmon fishing is of the utmost importance to them, to recommend a change in the Fisheries Act, and a modification in that part of it relating to the fishery stations east of Natashquan.

In addition to salmon fishing, I also mentioned cod and herring fishery, placing them second, as the fishermen of these localities do not follow them as much as they do the seal and salmon fisheries, and for the following reasons. Formerly, when the two latter were abundant, attention was not paid to cod-fishing, and it is only during the past year they have followed it; but as this pursuit cannot be learned in a day, they are as yet not adepts at it. It must also be borne in mind that cod-fishing lasts only one month at most, and sometimes less. The want of timber renders the cost of boats expensive, and only those who have contrived to lay by a little means, can procure them; those not possessing these barges, have but a wretched flat to use, serviceable in fine weather only.

Want of salt again is often felt. This article can only be procured in the spring or fall from a passing trader; and should it happen that the fisherman has money on hand, he can then procure it, otherwise he must go without; in which latter case no cod or herring fishing can be done.

The three reasons above given prevent the Labrador fishermen from gaining a livelihood from cod-fishing.

Turning to herring fishing, we find that it varies so much yearly on this part of the coast, that our fishermen derive little benefit from it, since when the fish appear in one locality only, very few can take advantage of it.

Thus it can easily be seen how difficult it is for the inhabitants to live when fishing fails. They have no land to cultivate, not a single inch of ground fit to sow, only turnips and lettuce can be raised; and that in places prepared expressly, where the soil has been carried by the hand, and by dint of heavy and constant manuring. Everything must therefore be procured from elsewhere, potatoes, pork, beef, in short every necessary of life; for how can it be expected that cattle can be raised, when fodder must be procured from a distance of 200 leagues!

This is the position of our fishermen on the coast of Labrador; it is not certainly a bright one. However when fishing is good there is nothing to fear, but should it fail, how can they subsist through the winter.

Although some idea may be formed of the dreariness of winter on this part of the coast, still I think it must be beneath the reality, and worse even than the ideal. To be confined for six or seven months without any means of communication with the outside world is certainly not very inviting; it however could be tolerated, when there is no lack of provisions, otherwise it must be hard in the extreme. During this period they sometimes have the good for-

tune to be visited by flocks of ptarmigan, or moose may be met with in the neighbourhood. This unfortunately is not the case every year, and the needy in their distress apply to their neighbours in better circumstances who refuse help, only when absolute starvation demands it.

The provisions sent last fall by the government were a great boon, and I was informed by several, that without it there would have been cases of actual starvation, one half of the people not having enough provisions to carry them through the winter. When the fisherman is poor, he need not expect credit from the merchants, and having been poorer than ever during the last fifteen years, he is in greater need of assistance than ever.

I advised many of them to leave the coast and settle on the Bay des Chaleurs or the Townships. The general answer I received was: "We have nothing now; how can we leave and settle elsewhere? We are not accustomed to farming, having always fished; how else can we earn our living?" I do not pretend to say what the future has in store for them; but judging from what I have seen, this future is dark and gloomy. The present state of affairs has lasted some years now, and I think will last till the inhabitants leave the coast; for a failure of the fisheries entails on them a want of everything. These remarks apply only to the residents east of Natashquan, as those west of that river seem to do well enough.

I shall not here speak of the settlers at Esquimaux Point. Up to the present time fishing has supplied their wants. Above Mingan, only a few families are scattered along the coast as far as Bersimis, and I never heard that any of them were in want. This may be accounted for from the fact of codfishing being generally good, and producing a sufficiency to meet their wants and those of their families.

It might be that a bad season should occur there, as has happened elsewhere. This however, will, I trust, scarcely take place, as codfish is usually abundant, and this season it, was especially so at Mingan, Long Point, Magpie and Thunder rivers.

#### STATE OF OUR FISHERMEN IN THE DISTRICT OF GASPÉ.

It is with pleasure that I now leave the coast of Labrador to make a few remarks respecting the county of Gaspé where a far more satisfactory state of things exists, both as regards fishing as well as agriculture, for during the past two years the Gaspé people have found that fishing without farming is nothing. It is a matter of regret that this discovery was not sooner made, for had that been the case we should not have had to record bad years, and subscriptions would not have been necessary for the relief of the destitute. However, a start has been made, and the government, by sending seed grain, has rendered a good service to the fishermen, and an abundant harvest will dispel all fears for the ensuing winter. When once a fisherman has a piece of ground under cultivation large enough to raise potatoes on, he will be enabled to live even if fishing should fail. Hitherto the reverse has been the case, and a successful fishing was necessary to enable the residents to procure provisions which they were under the necessity of purchasing. The example given by a few of them during the seven or eight years past, who abandoned fishing for the plough, thereby succeeding in earning a comparative living, has had the effect of inciting others to do the same, and it may be said that the notion of farming has now become quite general. On the south coast of the St. Lawrence, where a few years ago there was nothing but forests, a considerable extent of cultivated land can now be seen. This by no means prevents the occupants from still following cod and herring fishing; the only difference is, that they do not occupy themselves with the latter quite as much as formerly. I am perfectly satisfied that during the appearance of capelin last spring, had they fished as much as in 1867, their catch of cod would have been threefold larger. Another reason which induced the Gaspésians to cultivate and to find a means of living without the assistance of merchants, is the decision taken by the latter not to make any more advances. There was no means of backing out; the fishermen had to adopt a new system, and agriculture became a necessity. This system of advances has been fraught with more evil than is generally thought of, not only for the fishermen who cultivated no land, but for the merchants themselves. Their books are full of bad debts, and if it had not been for these advances, many of our fishermen would to-day be well-to-do, and would require to fish only to procure from the merchants articles of luxury, such as tea, coffee, &c. However, better late than never; and the beginning of this new order of things is so promising that there is no doubt of its success. The land bordering the south shore of the St. Lawrence is certainly not very level; still, fine table-lands are met with here and there; the soil is of a good quality, and its proximity to the sea greatly

ameliorates the condition of the crops, the grain being seldom burnt with the sun. For manure, the shore affords abundance in the shape of capelin, herring and cod heads, which, with other fish offal, constitute the best kind. With all these advantages, the Gaspé fisherman must soon succeed, and even should a bad season occur, his land will yield enough to support himself and his family. As already stated, however, things are as yet only just beginning to alter. The work is far from being completed, but the will is there, and with the little aid government might be induced to extend, the fishermen may succeed in getting out of the depressed state the system of fishing without farming has brought them into.

A change was much needed in Gaspé; the people were so much in debt, and their lands so heavily mortgaged that they no longer fished with the hopes of acquiring comfort, but only to find a means of actual living. At the same time they were never afraid of running into debt. And now that this system which was practised altogether on too large a scale, is abolished, there will be less useless expenditure; and when the fishermen has to pay cash for each article he needs, he will probably think twice before purchasing.

There is nothing so deceptive as an open account; a man thinks he owes comparatively nothing, and the real state of the case is only found out when the time for settlement comes. This was the case with our fishermen; for, although they had a good summer and fall fishing they were always astonished to find scarcely anything to their credit at the end of the year, although the reason of this was very obvious. Some of them who last spring were almost disheartened when they heard that no more advances would be made, and were at a loss how to manage during the summer, have now changed their minds, and begin to see that no other means would have succeeded in extricating them from debt.

No more credit being given in future, our fishermen will have to regulate their expenses according to their income. In this manner there will be no more getting into debt; they will cultivate the land more, fish perhaps a little less; but altogether will fare better than during the past, and will every year be enabled to give something on account of old debts entered into during years of abundance.

It was only when the fishing was good that the debts increased. This may seem strange when the reason is not known. Let us suppose a fisherman to have cleared \$100 during the season; out of this he must pay \$40 on account of some old debt, because one way or other, and with few exceptions there always was an old debt. He then had \$60 left on hand to live on during the winter. This would be insufficient for his wants, and the man having done well the previous year, being a good fisherman, and there being every expectation that next year's fishing would be good, the merchant would allow him advances, and the account once opened everything went on smoothly, the bill growing larger every day. This is the true cause, why the best fishermen did not succeed hitherto; this is the cause of their working all their life without being able to earn a competency for old age; this is the cause of indebtedness, and with few exceptions of the general situation of our fishermen who tilled no land, and whose sole means of living was by fishing.

Now however they all see the necessity and benefits of agriculture, as without credit there was no flour to be had, for cultivation alone can supply it to the producer. I am convinced that everyone will join this movement, and that all their efforts will tend towards this aim.

Let us take an instance shewing the advantages of the new system. Anyone would naturally suppose Mont Louis to be nothing else but a small bay, surrounded by high mountains, and that the residents devoted their whole time to codfishing. This is a mistake. Leaving the shore and following the banks of the river we come to level land, well cultivated; neat and tidy houses, and well-to-do farmers. What is the reason of the prosperous state of this place, where formerly only codfishing was prosecuted? The answer is, farming. I have also noticed with pleasure that new lands had been opened for a couple of years past, and one and all remarked that had they not turned their attention to agriculture, they could not have subsisted during the past few years; but thanks to that branch of industry matters now went well enough.

It is to be hoped that this example will be followed by the Gaspé fishermen, and that a bad season's fishing, if it were to occur, would not bring so much misery upon the population of our coast, as formerly.

COMPARATIVE STATEMENT OF THE MARITIME AND FLUVIAL FISHERIES OF CANADA  
FOR ONE HUNDRED YEARS PAST.

The majority of people, judging from appearances only, and never having examined thoroughly the matter, repeat every day and every time that codfishing is not as productive as usual; that that fishery is annually decreasing in the Gulf, and that it is far from yielding as much as it did fifty or one hundred years ago, and that sooner or later this fish will entirely disappear from our coasts. Happily this is an erroneous idea, and I shall proceed to prove most positively that there is no decrease in the number of codfish visiting the shores of the Gulf and River St. Lawrence, and that, quite the reverse, our exports during the last few years have been at least equal to, if not greater than formerly. As far as I can ascertain, the following is the reason of the idea alluded to: not taking into account the quantity of fish caught in the Gulf, but limiting themselves to two or three localities, where they have collected their information, under the impression that codfish was abundant everywhere at the same time, these persons at once conclude that the fishery is failing; and seeing that ten years ago boats used to take from 80 to 100 quintals of cod during the summer season at certain places where they hardly catch half of that quantity now, they unwisely conclude that the fish is leaving our shores. This is a complete error. It must first be borne in mind that codfish, like other grades of animal life, migrate and annually visit our shores in greater or lesser quantities. The same rule applies to the buffalo, moose, &c., which are plentiful one year and scarce another. It is not, therefore, to be expected that schools of cod which enter the gulf will every year be the same, and comprise the same number of fish. Consequently years will occur when, codfish being abundant, they will ascend the river as far as Matane, and I have myself seen them as far as Escoumains, whilst other seasons, when they are less numerous, they will be found only at the entrance to the Gulf, since a small number will not require to go so far to find food, the herring and capelin of Bay des Chaleurs being sufficient for their wants. From this it is apparent that codfishing cannot always be the same; it will depend entirely upon the large or small quantity visiting our shores. It certainly is true that eighty or a hundred years ago, during the month of July, Percé fishing boats used to take as much as 200 quintals of cod each. What is the reason that these boats then caught each of them as many as three boats now do? Simply this: to divide the wealth of a cod bank of say 4,000 quintals there were in those days but from twenty to twenty-five boats, the share of each was of course larger, from their limited number. What now, however, would a bank of 4,000 quintals be to divide between the 150 boats of Percé and the boats of Bonaventure Island, lying in front? Codfishing has not decreased; but this branch of industry having spread, and the number of boats having increased in consequence, the share coming to each is in reality smaller, but the grand total is the same, if not larger than formerly. What was codfishing when the Robins and Janvins came, one hundred years ago, to establish themselves at Paspébiac and Gaspé? The little vessel which brought over the first of these merchants is still in the memory of people, and judging from her tonnage, the export of codfish could not have been very large. It was not till several years later, that having increased their business and means, the firm constructed larger vessels to transport their fish to a foreign market, that this trade became remunerative. Until quite lately the fleet engaged in the export of codfish from Bay des Chaleurs was quite small, and when the trade was carried on only by the Janvins and Robins it could not have amounted to much. But mark the change in the period extending from five to thirty years ago. What an increase in the number of vessels built, in the new establishments, and in the number of merchants springing up in every part of Gaspeia, every one anxious to follow the steps of the Robins, and doing all in their power to procure this fish. Is it therefore to be wondered at, if after such a pursuit of the fish, it should have decreased the individual catch? But yet, far from having diminished, it is to this date caught in as large quantities as formerly, with this difference, however, that there is a larger number of boats to share the produce.

Another consideration; Paspébiac, as well as Bonaventure, were formerly considered good fishing places, but the yield there has much decreased. And why? Because there were there then but two or three fishing posts in the Bay, at Grand River and at Percé, beyond which scarcely any fishing was done; consequently there being no obstacle to the ascent of codfish, they were abundant at Paspébiac. Besides there were fewer boats and less fishing

was done at Miscou, Caraque, and Shippegan. There were also fewer fishermen engaged then than now in this branch, if we take into consideration the hundreds of schooners which resort annually to Nova Scotia, Magdalen Islands, Anticosti and the coast of Labrador.

All these causes which formerly did not exist, prevent the cod from going up the river and Bay des Chaleurs in as large quantities as formerly. But if the fish is not caught at Paspebiac, it is caught somewhere else, and the yield is thus the same.

It is a well known fact that codfish is more abundant on the banks, than near the shores, apart from the season of herring and capelin spawning. Our fishermen knowing this, have always taken advantage of it, as the cod not only are more abundant in these places, but usually larger. If, as it is argued, cod is diminishing, how is it that it is always found on the banks. The French fishermen have fished for centuries on the banks of Newfoundland, and yet they still take it there, and weather permitting, boats repairing to Miscou and Orphan banks, always return with a good catch. If there was a decrease in the quantity of fish, it would be felt, but there is no perceptible difference on the banks. The reason is that these favorite resorts of cod are not regularly visited every day as fishing places near shore are, and that the amount caught there instead of being taken with the hook in five or six days, by a thousand boats, is caught during the whole summer, the latter being the secret of our fishermen always succeeding when they repair to the banks.

The small size of the fish taken at Gaspé last spring, also led to the idea of their decrease. Throughout the whole district of Gaspé at the commencement of the summer fishery, the cod were of a small size. But can we conclude from this that their numbers had diminished? By no means; and, the following will I think, explain the cause of the appearance of this small kind of cod on the coasts of Gaspé during last spring.

I have often remarked in rivers frequented by trout, that the largest sized fish always kept one side of the channel and the smaller ones on the other. Is it because the latter fear to become a prey to the former; for among the finny tribe, the larger generally feed upon the smaller. Now this being the case with trout, why should it not be so with cod, which is a still more voracious fish? Who can say that when cod entered the Gulf last spring, the large fish did not proceed to the north shore, probably in pursuit of the largest schools of bait, thus leaving to the smaller fish the only option of following in the wake of the smaller schools of capelin and herring which entered the Bay des Chaleurs?

This explains why during last spring cod taken on the coasts of Labrador and the north shore was of a very large size, whilst on the coast of Gaspé it was so small. Although there is an abundance of capelin in the Bay des Chaleurs, it is nothing compared to the quantity on the north shore. During July and August, the Gaspé fishermen were using nothing else than squid, which was then abundant near the shore. Squid is the favorite bait for cod, that fish preferring it to any other bait; codfishing is therefore good as long as squid is to be had on the coast.

I shall now touch upon another question, and allude to the small fish on which cod usually feed, such as herring, capelin, and smelt, which are the kinds specially abundant on the coast of Gaspé.

Have these fish diminished on our coast, or has the quantity caught and used as manure been injurious to the pursuit of fishing by our people?

Although it is difficult to answer this in a positive manner, I can not perceive any sensible decrease in the number of any of these fish. Some years it is true, they have been seen in smaller quantities than in others—during a period of twenty or thirty years, capelin did not appear at Percé, or its vicinity,—but this may be accounted for on the same grounds that codfish was sometimes caught in large quantities on the coast of Labrador, and then for several years after, it was seen only at certain parts. From this it seems apparent that capelin as well as codfish has not decreased. Instead of spawning in its usual locality, at the Islets or Newport, it went either to Paspebiac or New Carlisle, as I have often remarked that when numbers were caught at the Islets, fewer were found at Paspebiac. For instance in 1867, it was so abundant at the latter place, that I have seen the inhabitants catch in one single night nearly 1500 barrels, and last spring there was still a large quantity on hand.

Herring was never seen in such large quantities as it was at the Magdalen Islands this spring. Forty thousand barrels were caught by fishermen from Nova Scotia, Prince Edward Island, New Brunswick and United States, and by the islanders themselves. This may be considered a splendid fishing and seldom equalled. At the date of my arrival, a few days

after the schooners had left, Pleasant Bay was still full of herring, but the inhabitants required no more, having salted all they wanted, and the shore was strewn with half-rotten fish washed there by the waves. Who will, after this, say that herring is decreasing on our coasts, and that it is less abundant now than formerly? It is true that during the spring herring was not as abundant as usual in the neighbourhood of Carleton and Maria. But may not the cause for this be ascribed to the fact of the fish having stopped in part at Magdalen Islands, which would thus account for the large catch at this latter place?

I have often heard it remarked by fishermen, that if people were not allowed to seine herring and capelin for manure in the spring, these fish would be more abundant and would stay longer on our shores during spawning time, thereby keeping codfish attracted to the spot, and that from the abundance of bait, fishermen would thus have more success than in previous years. Is this the case, however, and is it certain that if they were less seined, capelin or herring would remain longer on our shores, even after the spawning season? My private opinion, however, is that as soon as the act of reproduction is accomplished, the fish immediately return to the deep sea, not through fear of the fisherman's seine, but because nature requires it. I am ready to believe, though, that were a lesser quantity of this fish seined, it would be more abundant, the same as with salmon, that is if all the stations were closed it would be still more abundant than it is now. Apart from this there is something else to be taken into consideration—the injury occasioned to the farmer were he prevented from seining, and the loss to the salmon fishermen should their stations be closed. Was it not far better to go to work quietly at first? By doing this for the last few years, it can today be asserted that our salmon fisheries have increased threefold since the system of the protection of fisheries has been in force, and this without its being at all oppressive to our fishermen. It is the same with herring and capelin, which annually repair to our shores: we fail to see a decrease—quite the reverse. These will, I think, be deemed successful results.

I need not speak of smelt fishing; it is unusually abundant this year, and the other day I saw the bottom of Port Daniel Bay covered with these little fish.

Civilization, with its daily progress, may drive wild animals away and remove them to the polar seas, as in the case of whales and seals; but it is not so with codfish and salmon, for civilization hardly troubles them, and as long as Percé, Orphan's and Miscou Banks will exist, codfish must be found there.

Bultow fishing has been abolished in several places, especially on the north part of Newfoundland, where the French fish. In our country this prohibition has been extended to the Magdalen Islands. Why is this mode of fishing prohibited by such skilful fishermen as the French? Is it on account of its being injurious? Several fishermen agree in saying that by this mode of fishing all the large or mother fish, which are always on the banks, are caught. But why should not a small-sized cod spawn as well as a large one? There is nothing, I think, to prove that it is only the large ones which do so. Then what harm can there be in taking a large fish, which must yield three times more than a small one? The profit of the fishermen is not so much in the quantity as in the weight of fish caught, and the heavier the fish caught, the larger his profit. However, the question whether bultow fishing is more injurious than any other method, is still undecided. One thing is certain: when the cod last fall would not take the bait from a hand line, our Gaspé fishermen would have fared badly had they not used bultow lines, with which they succeeded well enough. It has been proposed to abolish this way of fishing. But how can it be done? Is it to be inside of the three miles limits from our shores? But no one sets lines so near as that, and outside is the open sea.

I shall now make a few remarks on salmon fishing, which, according to some statements, is daily falling off, is soon to disappear and to be spoken of as a thing of the past; and all this because fixed engines and brush fisheries are not abolished, and the use of seines substituted. This idea might be carried out in theory; but with the exception of a few rivers, where shall we find in Canada a sandy bottom level enough to permit the use of seines? Can this be done at the Etamamu, St. Paul, Nabitippi or Kegashka rivers, or in other places outside rivers, or on the north and south shores of the St. Lawrence, where the bottom is generally of large boulders and the sea runs so heavily that it is with difficulty our fishermen can visit their nets, and are sometimes even utterly prevented from doing so for several days together? Are those favorable spots for seining? In order to pursue this fishery with success, it is necessary, first of all, that the bottom must be a sandy level, with no stones or

rocks to lift the seine, for if that should happen, the haul is lost; the fish finds a means of escape and takes advantage of it. Besides this, a rocky bottom tears and destroys the nets, which must be continually mended. Again, how long would seining last? Five or six months, as in Europe? No; only four or five weeks at the most. Were our rivers like those of England and Scotland, and had we several months for the purpose, we might follow that plan. But with such a limited season as ours and such unfavorable ground, no other method of salmon fishing can be followed, with the success aimed at by the government, than that now adopted, having a regard to the increase of the fish and at the same time looking to the interests of trade and the welfare of the fishermen. By abolishing all fixed engines used for salmon fishing, injury would be inflicted, especially on the latter. The wise policy adopted by government in putting a stop to spearing, in regulating the modes of fishing and the distance between the nets, has not only protected the interests of trade and of the fishermen, but those of the country also, and has already succeeded in trebling the number of salmon in our rivers. Should proof of this be necessary, let the incredulous visit Bay des Chaleurs, the north coast and Anticosti. Let him enquire of the fishermen themselves whether the yield is not better now than in any previous season; let him take a canoe and visit the upper waters of our rivers, and when he has counted the thousands of salmon which are to be seen there during the spawning season, and which have escaped the nets, he will return convinced of what is above stated. The fact is so apparent to the fishermen that they have little doubt of success, and applications are daily made for new stations. What a contrast to 1859, when the first licenses were issued! Then, from the uncertainty of taking anything, people would rather forego fishing than run the risk of paying license fees and catching nothing in return. Times are fortunately changed; and should government decide to grant new licenses, it will then shew whether our fishermen think that the salmon is decreasing. I am convinced that all who are able to secure a station will manage to procure sufficient twine for nets, and will willingly pay a license fee, knowing that the proceeds of their fishing would in a few days remunerate them. Despite the predictions of those who claim that the system now pursued is the forerunner of an early disappearance of salmon from our coasts, I am pleased to repeat that, so far from this, salmon visited us last summer in larger numbers than ever. Our fishermen have caught a remunerative supply, and the upper part of the rivers is full of them. What more is needed? When we consider that this protective system has only been in operation for a few years, the result surpasses belief. I insist upon it that what has been done has been done well, and the end in view has been attained by the government. We may for the future safely dispel all fears of the disappearance of salmon, and live in expectation of seeing this noble fish placed within the reach of the purse both of the poor and wealthy. Of course it might happen, as in the case of codfishing, that there will be fluctuations. This we must expect; but the difference will never be large enough to influence our markets, and judging from the past, the number of good years' fishing will always be greater than the bad, as experience has already proved.

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# EXTRACT

From the Log-book of the Government schooner *La Canadienne*, for the season of 1868.

Date.		H.M.	Date.		H.M.
May 13	Left Quebec	5 00 p.m.	June 20	Left the North Cape	9 30 a.m.
" 13	Anchored at Cape St. Ignace	9 40 p.m.	" 20	Anchored at Bryon's Island	0 35 p.m.
" 14	Left Cape St. Ignace	4 30 a.m.	" 20	Left Bryon's Island	3 15 p.m.
" 14	Anchored at Pillars	6 40 a.m.	" 21	Anchored at Percé	11 30 a.m.
" 14	Left Pillars	4 00 p.m.	" 23	Left Percé	5 30 a.m.
" 14	Anchored at Pointe aux Pins	6 00 p.m.	" 23	Anchored at Point Peter	10 50 a.m.
" 17	Left Pointe aux Pins	4 30 a.m.	" 23	Left Point Peter	1 30 p.m.
" 17	Anchored off St. Jean	9 10 a.m.	" 23	Anchored at Grande Grève	9 30 p.m.
" 17	Left St. Jean, Port Joli	1 30 p.m.	" 24	Left Grande Grève	6 15 a.m.
" 17	Anchored at St. Denis	6 20 p.m.	" 24	Anchored at Gaspé Basin	10 00 a.m.
" 20	Left St. Denis	5 00 p.m.	" 26	Left Gaspé Basin	10 00 a.m.
" 20	Anchored at Green Island	6 30 p.m.	" 26	Anchored at Douglastown	1 50 p.m.
" 20	Left Green Island	8 30 p.m.	" 26	Left Douglastown	4 05 p.m.
" 20	Anchored below Green Island	10 30 p.m.	" 26	Anchored at Grande Grève	8 00 p.m.
" 21	Left Green Island	6 00 a.m.	" 27	Left Grande Grève	6 30 a.m.
" 21	Anchored at Basque Island	7 40 a.m.	" 27	Anchored at Malbaie	11 30 a.m.
" 21	Left Basque Island	4 30 p.m.	" 28	Left Malbaie	5 00 a.m.
" 22	Anchored at Barnabé Island	7 00 a.m.	" 28	Anchored at Barachois	5 45 a.m.
" 24	Left Barnabé Island	6 00 a.m.	" 29	Left Barachois	6 20 a.m.
" 28	Anchored at Amherst, Magdalen Islands	0 40 p.m.	" 29	Anchored at Cape Rosier	5 20 p.m.
" 29	Left Amherst Island	2 30 a.m.	" 29	Left Cape Rosier	6 20 p.m.
" 29	Anchored at House Harbor	5 30 a.m.	" 29	Anchored at Griffon's Bay	8 15 p.m.
" 30	Left House Harbor	5 00 a.m.	" 30	Left Griffon's Bay	10 35 a.m.
" 30	Anchored at Amherst	6 50 a.m.	" 30	Anchored at Great Fox River	11 45 a.m.
" 30	Left Amherst	4 10 p.m.	July 1	Left Great Fox River	9 45 a.m.
" 31	Anchored at Gaspé Basin	9 20 p.m.	" 1	Anchored at Cape Baré	10 20 a.m.
June 5	Left Gaspé Basin	2 00 a.m.	" 1	Left Cape Baré	3 30 p.m.
" 5	Brought to at Point Peter	1 00 p.m.	" 3	Anchored at Grand Etang	3 30 a.m.
" 5	Left Point Peter	1 30 p.m.	" 3	Left Grand Etang	0 35 a.m.
" 5	Anchored at Percé	3 30 p.m.	" 3	Anchored at Grande Vallée	1 00 p.m.
" 7	Left Percé	5 40 a.m.	" 3	Left Grande Vallée	4 45 p.m.
" 7	Anchored at Maria	11 50 p.m.	" 3	Anchored at Magdalen River	8 40 p.m.
" 8	Left Maria	9 00 a.m.	" 4	Left Magdalen River	10 00 a.m.
" 8	Anchored at Carleton	2 50 p.m.	" 4	Anchored at Mont Louis	5 30 p.m.
" 8	Left Carleton	3 20 p.m.	" 6	Left Mont Louis	10 45 a.m.
" 9	Anchored at the Mission	5 55 a.m.	" 6	Anchored at Mont Louis	2 20 p.m.
" 10	Left the Mission	1 45 p.m.	" 7	Left Mont Louis	5 00 a.m.
" 10	Anchored at Carleton	4 45 p.m.	" 7	Anchored at Glaude River	2 40 p.m.
" 12	Left Carleton	3 15 a.m.	" 8	Left Glaude River	9 00 a.m.
" 12	Anchored at New Richmond	7 10 a.m.	" 8	Anchored at Glaude River	11 05 a.m.
" 12	Left New Richmond	2 00 p.m.	" 8	Left Glaude River	5 00 p.m.
" 13	Anchored at Bonaventure	4 30 a.m.	" 9	Anchored at 2 miles from St. Ann River	6 00 a.m.
" 13	Left Bonaventure	6 00 a.m.	" 10	Left from 2 miles from St. Ann River	9 15 a.m.
" 13	Anchored at Paspébiac	8 40 a.m.	" 13	Left St. Anne des Monts	1 15 p.m.
" 14	Left Paspébiac	4 00 a.m.	" 13	Anchored 1 mile from St. Anne des Monts	2 30 p.m.
" 14	Anchored at Port Daniel	9 15 a.m.	" 13	Left 1 mile from St. Anne des Monts	3 45 p.m.
" 14	Left Port Daniel	5 10 p.m.	" 14	Anchored at Rimouski	3 45 a.m.
" 15	Anchored at Grand River	11 00 a.m.	" 17	Left Rimouski	1 30 p.m.
" 15	Left Grand River	3 15 p.m.	" 18	Anchored at Trinity Bay	11 45 a.m.
" 15	Anchored at L'Anse du Cap	4 30 p.m.	" 18	Left Trinity Bay	3 00 p.m.
" 15	Left L'Anse du Cap	7 40 p.m.	" 19	Anchored at Moisie	11 30 a.m.
" 16	Anchored at Entry Island (Magdalen Islands)	4 40 p.m.	" 20	Left Moisie	2 30 a.m.
" 17	Left Entry Island	4 30 a.m.	" 20	Anchored at May Islands	9 20 a.m.
" 17	Anchored at Amherst	5 50 a.m.	" 20	Left May Islands	11 45 a.m.
" 17	Left Amherst	2 20 p.m.	" 21	Anchored at Seven Islands	8 20 a.m.
" 18	Anchored at House Harbor	4 45 p.m.	" 21	Left Seven Islands	9 15 a.m.
" 19	Left House Harbor	1 30 p.m.	" 21	Brought to at Moisie	10 30 a.m.
" 19	Anchored at the North Cape of Magdalen Islands	6 20 p.m.			

## Extract from the Log-book, &amp;c.—Continued.

Date.	H.M.	Date.	H.M.
July 21 Left Moisie .....	12 00 a.m.	Sept 1 Left Amherst Bank .....	6 35 a.m.
" 22 Anchored at Sheldrake .....	6 45 a.m.	" 1 Anchored at Amherst Harbor ..	9 30 a.m.
" 22 Left Sheldrake .....	10 50 a.m.	" 2 Left Amherst Harbor .....	5 20 a.m.
" 22 Anchored at Thunder River .....	10 05 p.m.	" 2 Anchored at Cape Mouille .....	8 45 a.m.
" 22 Left Thunder River .....	2 00 p.m.	" 2 Left Cape Mouille .....	5 10 p.m.
" 22 Anchored at Rambler's Cove ..	3 20 p.m.	" 2 Anchored at Amherst Harbor ..	6 45 p.m.
" 22 Left Rambler's Cove .....	6 50 p.m.	" 4 Left Amherst Harbor .....	4 00 p.m.
" 22 Anchored at St. John River ..	8 20 p.m.	" 4 Anchored at 4 miles off Grande	
" 23 Left St. John River .....	10 15 a.m.	Entrée .....	9 30 p.m.
" 23 Anchored at Long Point .....	11 45 a.m.	" 5 Left off Grande Entrée .....	5 20 a.m.
" 23 Left Long Point .....	3 35 p.m.	" 5 Anchored at Grande Entrée,	
" 23 Anchored at Mingan .....	4 30 p.m.	Magdalen Islands .....	6 20 a.m.
" 26 Left Mingan .....	4 40 p.m.	" 5 Left Grande Entrée .....	9 30 a.m.
" 26 Anchored at Niapisea Island ..	9 00 p.m.	" 5 Anchored at Cape North .....	0 20 p.m.
" 27 Left Niapisea Island .....	6 10 a.m.	" 6 Left Cape North .....	7 15 a.m.
" 27 Anchored at Esquimaux Point ..	7 45 a.m.	" 6 Anchored at Bryon Island .....	9 00 a.m.
" 28 Left Esquimaux Point .....	9 40 a.m.	" 7 Left Bryon Island .....	9 40 a.m.
" 28 Brought to at Watsheeshoo Riv ..	4 45 p.m.	" 7 Anchored at Old Harry Head ..	2 00 p.m.
" 28 Left Watsheeshoo River .....	5 45 p.m.	" 7 Left Old Harry Head .....	6 20 p.m.
" 29 Anchored at Natashquan River ..	0 40 a.m.	" 9 Anchored at Percé .....	11 45 a.m.
" 29 Left Natashquan River .....	2 30 p.m.	" 10 Left Percé .....	9 00 a.m.
" 29 Anchored at Kegashka River ..	3 50 p.m.	" 10 Anchored at Grand River .....	2 00 p.m.
" 29 Left Kegashka River .....	5 30 p.m.	" 10 Left Grand River .....	5 00 p.m.
" 29 Anchored at Kegashka Harbor ..	7 25 p.m.	" 10 Anchored at Pabos .....	6 00 p.m.
" 31 Left Kegashka Harbor .....	6 30 p.m.	" 10 Left Pabos .....	7 10 p.m.
Aug 1 Anchored at Fog Island .....	9 30 a.m.	" 11 Anchored at New Richmond ..	8 30 p.m.
" 1 Left Fog Island .....	6 35 p.m.	" 13 Left New Richmond .....	4 45 a.m.
" 2 Anchored at Cocoashoo .....	4 30 p.m.	" 13 Anchored at Carleton .....	6 50 a.m.
" 4 Left Cocoashoo .....	8 40 a.m.	" 14 Left Carleton .....	9 30 a.m.
" 5 Brought to at Whale Head of		" 14 Anchored at New Richmond ..	11 30 a.m.
" 5 Meccatina .....	9 10 a.m.	" 14 Left New Richmond .....	7 00 p.m.
" 5 Left Whale Head of Meccatina ..	11 15 a.m.	" 15 Anchored at Paspebiac .....	0 50 a.m.
" 5 Brought to at Baie Rouge .....	4 00 p.m.	" 17 Left Paspebiac .....	5 20 a.m.
" 5 Left Baie Rouge .....	5 30 p.m.	" 17 Anchored at Port Daniel .....	9 40 a.m.
" 6 Brought to at Whale Head of St.		" 17 Left Port Daniel .....	2 40 p.m.
" 6 Augustin .....	10 50 a.m.	" 17 Anchored at Percé .....	8 35 p.m.
" 6 Left Whale Head of St. Augustin ..	0 10 p.m.	" 18 Left Percé .....	11 00 a.m.
" 6 Brought to at St. Augustin .....	1 25 p.m.	" 18 Anchored at Gaspé Basin .....	3 40 p.m.
" 6 Left St. Augustin .....	4 20 p.m.	" 21 Left Gaspé Basin .....	10 00 a.m.
" 7 Anchored at Bonne Espérance ..	6 40 a.m.	" 22 Anchored at the West Point of	
" 7 Left Bonne Espérance .....	11 00 a.m.	Magdalen Islands .....	9 30 a.m.
" 7 Anchored at Blanc Sablon .....	1 50 p.m.	" 22 Left the West Point .....	0 45 p.m.
" 13 Left Blanc Sablon .....	11 55 a.m.	" 22 Anchored at Amherst .....	11 00 p.m.
" 18 Anchored at Gaspé Basin .....	3 30 p.m.	" 25 Left Amherst .....	9 20 a.m.
" 21 Left Gaspé Basin .....	10 00 a.m.	" 25 Anchored at House Harbor .....	1 15 p.m.
" 21 Anchored at Percé .....	3 80 p.m.	" 28 Left House Harbor .....	11 10 a.m.
" 23 Left Percé .....	3 30 a.m.	" 30 Anchored at Natashquan River ..	1 55 p.m.
" 23 Anchored at L'anse au Cap .....	8 10 a.m.	" 30 Left Natashquan River .....	3 35 p.m.
" 24 Left L'anse au Cap .....	1 20 p.m.	" 30 Anchored at Natashquan Harbor ..	4 05 p.m.
" 24 Anchored at Percé .....	3 29 p.m.	Oct 4 Left Natashquan Harbor .....	9 55 a.m.
" 26 Left Percé .....	9 20 a.m.	" 4 Anchored at Esquimaux Point ..	8 10 p.m.
" 26 Anchored at Barachois .....	0 10 p.m.	" 5 Left Esquimaux Point .....	1 30 p.m.
" 26 Left Barachois .....	1 50 p.m.	" 5 Anchored at Mingan .....	3 15 p.m.
" 26 Anchored at Malbaie .....	5 05 p.m.	" 6 Left Mingan .....	11 30 a.m.
" 27 Left Malbaie .....	1 50 p.m.	" 6 Anchored at Long Point .....	2 30 p.m.
" 27 Anchored at Percé .....	2 30 p.m.	" 6 Left Long Point .....	7 25 a.m.
" 28 Left Percé .....	10 40 a.m.	" 6 Anchored at St. John River .....	2 40 p.m.
" 28 Lay to at Grande Grève .....	3 10 p.m.	" 6 Left St. John River .....	5 40 p.m.
" 28 Left Grande Grève .....	3 50 p.m.	" 6 Anchored at Rambler's Cove ..	7 00 p.m.
" 28 Anchored at Gaspé Bank .....	7 50 p.m.	" 8 Left Rambler's Cove .....	9 00 a.m.
" 29 Left Gaspé Bank .....	3 00 p.m.	" 8 Anch. at Rambler's Cove [calm] ..	9 30 a.m.
" 30 Anchored at Percé .....	1 30 a.m.	" 8 Left Rambler's Cove .....	3 00 p.m.
" 30 Left Percé .....	10 30 p.m.	" 8 Anchored at Long Point .....	6 30 p.m.
" 31 Anchored at Amherst Bank, Mag-		" 10 Left Long Point .....	9 30 a.m.
dalen Islands .....	7 10 p.m.	" 10 Anchored at Block Point .....	1 40 p.m.

Extract from the Log-book, &c.—*Continued.*

Date.	H.M.	Date.	H.M.
Oct 11 Left Block Point .....	5 15 a.m.	Oct 24 Anchored at Griffon's Cove....	7 15 p.m.
" 11 Brought to at Thunder River...	8 05 a.m.	" 25 Left Griffon's Cove.....	10 00 a.m.
" 11 Left Thunder River.....	8 50 a.m.	" 27 Anchored at Moisie .....	0 40 a.m.
" 11 Anchored at Seven Islands ....	4 50 p.m.	" 27 Left Moisie .....	11 30 a.m.
" 12 Left Seven Islands.....	10 20 a.m.	" 28 Anchored at Trinity Bay.....	11 00 a.m.
" 13 Anchored at Gaspé Basin.....	11 15 a.m.	" 29 Left Trinity Bay.....	
" 23 Left Gaspé Basin.....	5 30 a.m.	" 31 Anchored at Kamouraska.....	7 25 p.m.
" 23 Anchored at Percé.....	10 30 a.m.	Nov 1 Left Kamouraska.....	2 00 p.m.
" 24 Left Percé.....	10 45 a.m.	" 2 Anchored at St. Thomas.....	0 15 a.m.
" 24 Lay to at Point St. Peter .....	12 00 a.m.	" 2 Left St. Thomas.....	3 30 a.m.
" 24 Left Point St. Peter.....	0 45 p.m.	" 2 Anchored at Quebec.....	7 45 a.m.

## APPENDIX No. 5.

## REMARKS ON THE FISHERIES OF THE SOUTH SHORE OF THE RIVER ST. LAWRENCE, FROM POINT LEVI TO MATANE, ENUMERATED IN DETAIL IN THE ATTACHED STATEMENT.

Spring fishing on that part of the south shore extending from Point Levi to Matane, has been unusually good, especially the herring fishery. A single brush fishery in the neighbourhood of Rimouski caught over 3000 barrels of herring, part of which had to be used for manuring purposes, for want of sufficient help to salt them down. The fish caught were also of a very fine quality, and remarkably fat.

One great drawback however seems to lie in the crowded number of fisheries in certain localities. The Department has of late been trying to shew that it would be to the advantage of the fishermen if they were to join together in setting fisheries, thereby diminishing the cost of manual labor and materials in so doing, whilst the profits would be the same, if not larger, and the fish would have more chance to visit the shore for the purpose of spawning. Every habitant having from time immemorial been accustomed to set his own fishery in front of his own land, does not at all relish the idea of going into partnership with two or three of his neighbours, and setting only one fishery where two or three formerly existed, even should he be well convinced that he will thereby be a gainer. Like every other improvement this, it must be supposed, will require time to effect, and reconcile persons to it.

All other fishing has been unusually good, as will be seen by referring to the statistics appended to this report.

Salmon fishing is steadily improving, and there is a marked improvement in the rivers frequented by this fish.

Matane river, where the Department has caused a fishway to be erected on the mill-dam bids fair to become before long, a good salmon river. This fish had of late almost deserted the stream, but by putting a stop to all net fishing, by building an effectual fishway, and

preventing sawdust and mill rubbish from being thrown into the river, salmon has again appeared therein. Gratings have also been placed under the sluices of the mills, thereby forcing the fish to take the fishway. Salmon has been seen at a distance of thirty-six miles above the dam. It is a pleasure to add, that in this work of improvement the Department has been spiritedly supported by the mill owners.

Great changes have also been attained at Metis river, which was formerly almost deserted, the late catch of one net there amounting to only eight salmon. Spearing has been stopped therein, several successful prosecutions have been brought, and the river kept clean. A larger number of salmon were seen spawning in Metis river last fall than for several year past. Rimouski river has wonderfully improved of late. Poaching has been prevented, and a stop put to choking the stream with mill refuse and saw-dust. No other fishing than angling for salmon is allowed in the river, and that even on a very limited scale. The following figures will show the improving catch by means of angling.

1865.....	8 Salmon
1866.....	22 "
1867.....	36 "
1868.....	48 "

There is no fishway at the mill dam on the Rimouski river, the old one built there in 1860 having been allowed to decay as useless. The best spawning beds being in that portion of the river between Mr. Sylvain's mill and the mouth, it is not considered desirable to let the fish any higher up. The net fishery at the Government wharf of Rimouski, about three miles outside of and below the mouth of the river, now yields one hundred and fifty salmon. It has been customary since this river was protected and improved to take above five hundred salmon at the wharf station, but having been instructed by the Department to curtail the net, the owner was compelled to leave nearly two hundred yards clear distance between the inner end of the net, and the point of the wharf. There was another salmon fishery stand in the immediate neighbourhood, at Little South-west river, which also took about 200 salmon; and as this also operated as a serious drain on the river just at the period of its first recovery from former injuries, the Department ceased to license it, and closed up the fishery for the present.

The Department has caused the rock at the Basin of St. Thomas, to be blasted, in order to form a succession of natural basins, by which the fish can easily ascend and surmount the falls. It is intended in connection with this, to try artificial fish breeding at this spot, and restock River du Sud.

Owing to several local causes, porpoise-fishing has been a failure.

ALFRED BLAIS,  
*Fishery Overseer.*

## APPENDIX

STATEMENT of the number of Fishing Stations, Revenue, value, description of

LOCALITY.	Names of Proprietors.	DESCRIPTION OF FISH- ERIES AND NETS USED.					DESCRIPTION OF FISH							
		Salmon nets.	Brush and net Fisheries.	Brush Fisheries.	Eel Weirs.	No. of Boats.	No. of Men.	No. of Salmon.	No. of barrels of Herring.	No. of barrels of Salmon.	No. of Shad.	Summer fishery—No. of quintals of Cod.	Autumn fishery—No. of barrels of Cod.	No. of gallons of Cod oil.
Grand Capucin.....	Jean Ete. Saucier.....					15	40					450		400
La Weippert.....	Frs. Saucier and Frère....					10	30					300	100	250
Buissau, Jacob Hughes..	L. H. Gosselin.....					10	25					450		200
Anse Lacroix.....	A. E. Rion.....					2	5					50		10
Do.....	L. H. Gosselin.....					10	25					450	410	200
Pointe au Massacre.....	J. Janot.....					3	8					75	25	30
Matane.....	Les Habitants.....											200		50
Sto. Felicité to Matane..	Octave Desjardins.....			1					6					
"	Augustin Harrison.....			1					8					
"	Pierre Savard.....			1					7					
"	Gervais Gauthier.....			1					10					
"	Damase Lavasseur.....			1					9					
"	Widow Lozier.....			1					10					
"	Hypolite Dechêne.....			1					7					
"	Pierre Marquis.....			1					6					
"	Simon Lachance.....			1					15					
"	Charles Thibeau.....			1					30					
"	Alexandre Grant.....			1					50					
"	Augustin McDonald.....			1					55					
"	Guillaume Gagnon.....			1					75					
"	Israël Truchon.....			1					50					
"	Eusèbe Imbeau.....			1					60					
"	Rémi Ouellet.....			1					45					
Grand Matane.....	Forty Habitants.....													
Petit Matane.....	do.....													
Sandy Bay to Métis.....	do.....													
Anse de la Petite.....	Noël Tremblay.....			1					15					
River Blanche.....	Etienne Levasseur.....			1					12					
Do.....	Michel Proulx.....			1					10					
Do.....	Hilaire Campagna.....			1					10					
N. E. of the Grande.....	George Levasseur.....			1				10	25					
River Blanche.....	Thomas Gagnon.....			1					35					
South-east of the Boules	Thomas Burke.....			2					40					
Pointe Petit Metis.....	John Ferguson.....			1				6	50	50				
Anse aux Morts.....	Peter Leggett.....			1				10	25	250				
"	Pêche de Terre.....			1				2	50	25				
"	Colin McVay.....			1					70					
"	Alexander McDonald.....			1					50					
"	Wm. Campbell.....			1					10	50				
"	John Cochrane.....			1					5	55				
				31		60	133	28	860	430		1775	735	1140



# RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.

LOCALITY.	NAMES OF PROPRIETORS.	KINDS OF NETS USED.				KINDS OF FISH.								REMARKS.	
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels.		Fish for Manure.
Anse aux Morts.....	Henry Page.....			1				2			60				
".....	Adam Banvil.....			1				1			50				
".....	Joseph Boucher.....			1				25			60				
Grand Métis.....	Joseph Lavoie.....			1	10		40				45				
".....	Henri Caron.....			1	12		100				110			50	
Point aux Snelles.....	Joseph Lavoie.....			1			90				100			45	
".....	Anselme Coté.....			1			100				90			75	
".....	Ferdinand Langis.....			1			100				110			60	
Ste. Flavie.....	Jno. Miman, L. Lavoie.....			1	1		10	1000							
Ste. Luce.....	Magloire Carier.....			1			20								
Anse aux Coques.....	François Ruel.....			1			25								
".....	Julien St. Laurent.....			1			30								
".....	Amable Langlois.....			1			10				98				
".....	Michel de Champlain.....			1			12				75				
".....	Hubert Langlois.....			1			9				90				
".....	Olivier de Champlain.....			1			8				80				
".....	Elzéar Coté.....			1			7				60				
".....	Pierre Aubain.....			1			10				55				
".....	André Simard.....			1			9				75				
".....	Nazaire St. Laurent.....			1			15				100				
".....	N. P. Peltier.....			1			10				200				
Anse aux Lard.....	Augustin Richard.....			1			9				77				
".....	Théophile Goulet.....			1			7				100				
".....	Louis Antoine Lavoie.....			1			10				80				
".....	François Simard.....			1			8				55				
".....	Charles Drapeau.....			1			6				60				
".....	Louis Desrosiers.....			1			9				60				
".....	Remy Langlois.....			1	35		12				40				1
Pointe aux Pères.....	Widow Langlois.....			1	4		9				45				
".....	Louis Marie Lavoie.....			1			10				30				
".....	B. St. Laurent.....			1			15				4				
".....	Ruel Banvil.....			1			100				50			10	



RETURN of Fishing Stations, yield, value, kind of Fish, &c., within the District of the undersigned Fishery Officer.—Continued.

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS USED.				KINDS OF FISH.								Under Lease or License.	REMARKS.
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Reel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish Barrels.		
Bature St. Simon.....	Calixte St. Laurent.....	1	...	...	...	70	...	...	...	...	...	...	...	1	...
Cap à l'Aigle.....	Cyrille Damour.....	1	...	...	...	60	...	...	...	...	...	...	...	1	...
North-east Grs. Cacouna..	J. Bélanger, J. Desjardins .....	2	...	1	...	210	...	...	...	...	...	...	...	1	...
Cacouna .....	George Gagnon.....	...	...	...	...	...	...	100	...	...	...	50	...	1	...
" .....	Victor Hudon.....	...	...	1	...	...	...	95	...	...	...	12	...	...	...
Anse St. Simon.....	Xavier Fournier.....	...	...	1	...	...	...	35	...	...	...	15	...	...	...
" .....	Martial Bélanger.....	...	...	1	...	...	...	45	...	...	...	10	...	...	...
" .....	Pierre Jean.....	...	...	1	...	...	...	75	...	...	...	7	...	...	...
Trois Pistoles .....	Hypolite Michaud.....	...	...	1	...	...	...	30	...	...	...	7	...	10	...
" .....	Joachim Boucher.....	...	...	1	...	...	...	80	...	...	...	25	...	...	...
" .....	Augustin Fournier.....	...	...	1	...	...	...	60	...	...	...	40	...	...	...
" .....	Hylaire Damour.....	...	...	1	...	2	...	175	...	...	...	25	...	36	...
" .....	Joseph St. Laurent.....	...	...	1	...	...	...	180	...	...	...	30	...	...	...
South-west of the Islets..	Octave Drapeau.....	...	...	1	...	15	...	100	...	...	...	12	...	50	...
Do do la Caille...	Joseph Rioux.....	...	...	1	...	...	...	20	...	...	...	15	...	...	...
North-east R. T. Pistoler.	Isaac Morency.....	...	...	1	...	...	...	25	...	...	...	20	...	...	...
Pointe à la Loupe.....	Thomas Rioux.....	...	...	1	...	...	...	15	...	...	...	7	...	...	...
" .....	Isaac Leclerc.....	...	...	1	...	...	...	18	...	...	...	8	...	...	...
" .....	Narcisse Dumas.....	...	...	1	...	...	...	8	...	...	...	6	...	...	...
North-east Bay Isle Verte	Pascal Dumas.....	...	...	1	...	...	...	7	...	...	...	7	...	...	...
" .....	Bazile Michaud.....	...	...	1	...	...	...	8	...	...	...	10	...	...	...
" .....	Alexis Michaud.....	...	...	1	...	...	...	9	...	...	...	9	...	...	...
" .....	Napoleon Lévêque.....	...	...	1	...	...	...	6	...	...	...	8	...	...	...
" .....	Octave Boucher.....	...	...	1	...	...	...	20	...	...	...	8	...	...	...
" .....	George Côté.....	...	...	1	...	...	...	90	...	...	...	26	...	...	...
" .....	Michel Lemieux.....	...	...	1	...	6	100	2000	...	...	...	80	...	...	...
" .....	Achille Bertrand .....	...	...	1	...	5	200	4000	...	...	...	40	...	...	...
Mouth of the R. Isle Verte	Napoleon Côté.....	...	...	1	3	...	...	1100	...	...	...	...	...	...	...
Islet Rond. ....	Jean Dambroise.....	...	...	1	...	...	...	75	...	...	...	25	...	...	...
" .....	J. Bte. Moise Beaubien.....	...	...	1	...	28	150	25	...	...	...	45	1000	...	...
" .....	Firmin Villeneuve.....	...	...	1	...	20	75	345	...	...	...	20	...	30	...
" .....	Cyprien Bouchard.....	...	...	1	...	17	90	300	...	...	...	37	...	50	...

10	"	J. Bte. Pinet.....	1	22	80	310	40	75
	"	Victor Hudon.....	1	18	80	350	25	50
	"	Hilaire Gagnon.....	1	12	50	100	12	50
	Gros Cacouna.....	Represent. Veuve Langlais.....	1	10	100	100	100	50
	South-west Bay.....	Bénoni Sirois.....	1	1		400		
	"	Abel Marquis.....	1	64	600	120	75	60
	"	Joseph Michaud.....	1	26	250	200	50	
	South-west R. Isle Verte.....	Zéphirin Raymond.....	1	28	200	340	50	50
	"	Zéphirin Caron.....	1	10	00	100	55	37
	"	Paul Peltier.....	1	10	150	290	75	70
S. W. Gros Cacouna.....	"	Edouard Villeneuve.....	1	1	200	310	47	40
	"	Thomas Ely.....	1	25	200	250	50	140
	"	Martial Dumont.....	1	12	100	80	30	
	"	Xavier Larouche.....	1	25	600	200	150	75
	"	Joseph Lucas.....	1	30	50	12	50	
Rivière du Loup.....	"	Bruno Lévêque.....	1	60	12	6		
	"	Jean Bte. Lucas.....	1	56	25		12	
	"	Bruno Dion.....	1	20	50	60	25	
	"	Joseph Berubé.....	1	1		100		
	"	B. Gagnon.....	1	30	200	60	10	63
Notre-Dame du Portage.....	"	Alexis Beaubien.....	1	4	68	100	400	1200
	"	Herring nets at the wharf.....				400		
	"	Alexandre Lapointe.....	1			50		
	"	Pierre Fournier.....	1			20		
	"	Louis Lévêillé.....	1			25		
St. André.....	"	Mr. le Curé.....	1			8		
	"	Edouard Valcourt.....	1			15		
	"	Romuald Labonté.....	1			25		
	"	Edouard Levasseur.....	1			75		
	"	Xavier Laforêt.....	1			10		
St. André.....	"	François Moreau.....	1			12	25	
	"	Renny Souch.....	1			600		
	"	Pierre Lefort.....	1			100		
	"	Joseph Michaud.....	1			250		
	"	Narcisse Sirois.....	1			300		
	"	François Marquis.....	1			10	15	4
	"	Théodore Marquis.....	1			200		
	"	Edouard Lévêque.....	1			50	30	50
	"	Syfrs Dumont.....	1			180	250	250
	"	Widow P. Sirois.....	1	1		300		
St. André.....	"	Euzèbe Michaud.....	1			300		
	"	Edouard Dion.....	2			250		
	"	Honoré Michaud.....	1			450		
	"	Damase Paradis.....	1		130	150	40	
	"	Olivier Souci.....	1			80	60	
	"	Noel Levasseur, T. Peltier.....	1			150	200	
	"	Augustin Desjardins.....	1			170	275	

RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.—Continued.

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS USED.				KINDS OF FISH.								Under Lease or License.	REMARKS.
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels.	Fish for Manure.	
St. André.....	Joseph Lebel.....	1	1	1	1	90	1	75							
Grosse Isle, Kamouraska..	Thomas Desjardins.....	1	1	1	1	12	1	95							
N. E. Bay, Kamouraska..	Pierre Dery.....	1	1	1	1	50	1	90							
"	Zépherin Dumont.....	1	1	1	1	60		80							
"	M. Michaud.....	1	1	1	1	55		75							
N. E. Bay, Kamouraska..	Jean Bte. Morreau.....	1	1	1	1	70		60							
Ruisseau de la Ferme.....	Pierre Desjardins.....	1	1	1	1	40		55							
Isle aux Corneilles.....	Thadé Paradis-Dupuis.....	1	1	1	1	100	10	100						160	
" au Patin.....	Lazare Berubé.....	1	1	1	1	70	2000	400	4	200				200	
Main Land.....	"	1	1	1	1	300		100							
"	Louis Miller.....	1	1	1	1	80	200	8	1000	3	27			30	
"	Edouard Lebel.....	1	1	1	1	5	500	25	1000		200				
"	Louis Lebel.....	1	1	1	1			400							
"	Joseph Saintonge.....	1	1	1	1			500							
"	Pitre Desjardins.....	1	1	1	1			400							
"	Louis Desjardins.....	1	1	1	1			200							
"	Jean Bte. Paradis.....	1	1	1	1			4000							
St. Denis.....	Xavier Rémond.....	1	1	1	1	45	800	20	1000		100			50	
"	François Lavoie.....	1	1	1	1			1500							
Isle au Héron.....	Levasseur.....	1	1	1	1	100	50	2	100					20	
"	Les Lebel.....	1	1	1	1	150	75	1	112					20	
Islet au Héron.....	Pascal Lavoie.....	1	1	1	1	35	50	50	1	75					
Pointe du Cap au Diable..	Zépherin Rémond.....	1	1	1	1	20	700	20	1	25					
"	Marcel Dumais.....	1	1	1	1			20		100				15	
Pointe St. Denis.....	Charles Paradis.....	1	1	1	1			4000							
"	Théodore Rémond.....	1	1	1	1			100							
"	"	1	1	1	1			125							
"	George Peltier.....	1	1	1	1			230							
"	Pascal Dion.....	1	1	1	1			400							
"	Firmin Dumont.....	1	1	1	1			700							
"	Edouard Lebel.....	1	1	1	1			650							
"	Louis Caron.....	1	1	1	1			510							



RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.—Continued.

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS. USED.				KINDS OF FISH.								Under Lease or License.	REMARKS.
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Reel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels.	Fish for Manure.	
River Ouelle.....	The Minors Beaulieu.....	1							3000						At Mr. Danjon's fishery, as many as 40 salmon were taken some years ago, but the take has diminished as at River Ouelle.
".....	Xavier Gagnon.....	1							4000						
".....	William Aubut.....	1	1						3500	7		8			
".....	Joseph Danjon.....	1	1			2			2000	6		10			
Ste. Anne.....	Ambroise Martin.....	1	1						250	2		6			Ste. Anne porpoise fishery, 3 porpoises—\$100.
".....	Clevis Potvin.....	1	1						300	1		7			
".....	Henry Gagnon.....	1	1						400						
".....	Pierre Lévesque.....	1	1						250	2		6			
".....	Damase Anctil.....	1	1						450	2		5			
".....	Joseph Dechêne.....	1	1						1500	3		4			
".....	Charles Couillard.....	1	1						700	3		3			
".....	Jean Bte. L'Allemand.....	1	1						450	4		2			
".....	Charles Couillard.....	1	1						250	3		4			
".....	Joseph Couillard.....	1	1						250	6					
".....	François Martin.....	1	1						900	12		7			
Cap Martin.....	Jean Ouellet.....	1	1						1100	2		9			
".....	College fishery.....	1	1						700	22		10			
".....	Company's fishery.....	1	1							17		1			
".....	Brubeau Lisotte.....	1	1						450	5		9			
".....	L. Lord.....	1	1						500						
".....	Charles & Jean Labelle.....	1	1						380						
".....	Joseph Hamond, Jean Michaud.....	1	1						400						
".....	André Bérubé.....	1	1						410	3		8			
".....	Pierre Ouellet.....	1	1						450						
".....	Henry Jeffrey.....	1	1						300						
".....	Ephrem Beaulieu.....	1	1						300	3		10			
".....	Amable Moreau.....	1	1						280						
".....	Jean Bte. Castonguay.....	1	1						325	6		12			
".....	Michel Lisotte.....	1	1						275						
".....	Antoine Mivile.....	1	1						250						
".....	Joseph Mivile.....	1	1						200						
".....	Henry Castonguay.....	1	1						325						



RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.—*Continued.*

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS USED.				KINDS OF FISH.								Under Lease or License.	REMARKS.	
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Bar- rels.	No. of Eels.	Sturgeon— Barrels.	Sardines—Bar- rels.	Bar and White Fish—Doz.	Small Fish— Barrels.			Fish for Man- ure.
St. Jean Port Joli .....	Edouard Fortin .....	1							50							
" .....	Servule Fournier.....	1							30							
" .....	Pierre Moreau.....	1							45							
" .....	Bonaventure Francœur.....	1							250							
" .....	Elzéar Dubé.....	1							200							
" .....	Frédéric Caron .....	1							1000							
" .....	Benjamin Channard.....	1							700							
" .....	Frédéric Caron .....	1							1100							
" .....	Giles Bourgeau.....	1							200							
" .....	Cyprien Toussaint.....	1							300							
" .....	Severin Thibeau.....	1							70							
" .....	Alexandre Bourgeau.....	1							100							
" .....	Benoni Chamard .....	1							150							
" .....	Antoine Dubé.....	1							650							
" .....	Louis Aubé.....	1							50							
" .....	Alexandre Vallé.....	1							300							
L'Islet.....	Germain Caron.....	1							645							
" .....	Jean Bte. Fortin.....	1							393							
" .....	François Boucher.....	1							97							
" .....	Octave St. Pierre.....	1							100							
" .....	Paul Boucher.....	1							710							
" .....	Joseph Bernier.....	1							157							
" .....	Ambroise Couillard .....	1							40							
" .....	Gabriel Aubut.....	1							90							
" .....	Alexis Ballargeon.....	1							500							
" .....	Joseph Caron.....	1							119							
" .....	Fabien Caron.....	1							620							
" .....	Joseph Alexis Caron.....	1							108							
" .....	Joseph Bertrand.....	1							200							
" .....	Claude Fournier.....	1							180							
" .....	Octave Bélanger.....	1							97							
" .....	Marcel Richard.....	1							170							

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The value of François Ruelland's wire fishery has been forgotten as well as that of Augustin Buteau of Berthier. A. Buteau, 12 salmon—\$50. F. Ruelland, 50 salmon—\$800. This sum is not included in the recapitulation.

RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.—Continued.

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS USED.				KINDS OF FISH.								REMARKS.		
		Salmon Nets.	Brush Fisheries with Nets.	Drush Fisheries.	Eel Fisheries.	No. of Salmon.	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels.		Fish for Manure.	
St. Thomas.....	Félix Bernèche.....	1							100							
".....	Pierre Cazeau.....	1							50							
".....	Joseph Coté.....	1							100							
".....	Edouard Cazeau.....	1							3							
Berthier.....	Félix Bernier.....	1							50							
".....	Joseph Ouellet.....	1							80							
".....	Edouard Lespérance.....	1							50							
".....	Widow F. Lavallée.....	1							10							
".....	Augustin Buteau.....	1														
".....	Remainder of the Parish of Berthier.....				20				2200							
St. Valier.....	François Ruelland.....	1														
St. Michel.....	Pierre Dugal.....	1				40	500		4			35				
Beaumont.....	Florent Turgeon and others.....	1				90	900		2			20	40	Smelts at \$6 00.		Proprietors of Smelt seines in use at Beaumont:
".....	Charles Paquet.....	1				67	1400		3			35		Seine \$2.40		1 Joseph Bellerive,
".....	P. McIntyre.....	1				40	500					10				2 Abraham Larivée,
Point Lévi.....	Jean Bte. Guay.....	1				20	300		3			5				3 Joseph Turgeon,
".....	Ferdinand Guay.....	1				75	1200		5			120				4 Thomas Coté,
".....	Louis Godbout.....	1				16	600					14				5 Abraham Enouf,
".....	Pierre Lapointe.....	1				20	200									6 Charles Paquet.
".....	Xenophon St. Mare.....	1				25	400									
".....	Damase Guay.....	1				75	2000					69				
".....	Jean Bte. Guay.....	1				20	300		3			5				
Isle aux Oies.....	Residents.....				9				12400							
Isle d'Orléans, S. Shore,	Henri Dalaire.....	1							200							
St. François.....	Fabien Moreau.....	1							230							
".....	Louis Lamant Dion.....	1							400							
".....	Etienne Campagna.....	1							175							
".....	Joseph Labée.....	1							300							
".....	René Picard.....	1							300							
".....	Magloire Jincheraut.....	1							250							
".....	Michel Hammond.....	1							325							



RETURN of Fishing Stations, yield, value, kinds of Fish, &c., within the District of the undersigned Fishery Officer.—*Concluded.*

LOCALITY.	NAMES OF OWNERS.	KINDS OF NETS USED.				KINDS OF FISH.								Under Lease or License.	REMARKS.
		Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	El Fisheries.	No. of Salmon	No. of Shad.	Herrings—Barrels.	No. of Eels.	Sturgeon—Barrels.	Sardines—Barrels.	Bar and White Fish—Doz.	Small Fish—Barrels.	Fish for Manure.	
Ste. Famille.....	Pierre Asselin.....	1							110	2		12	2		
Isle Verte (on the I.) s. w.	Simon Fraser.....	1				150	50				100				
"	Fabien Guichereau.....	1				100	40				90				
"	George Caron.....	1				250	55				170			25	
"	Malcolm Marquis.....	1				200	80				100				
"	Pierre Desjardins.....	1				100	90				150				
"	Olivier Caron.....	1				80	60				110				
"	Malcolm Fraser.....	1				12	75				120				
"	Charles Caron.....	1				20	70				100				
"	Théodore Fraser.....	1				15	45				90				
"	Pierre Fraser.....	1				25	35				80				
"	Jean Bte. Caron.....	1				60	25				75				
"	Cyrille Lévêque.....	1				75	75				60				
"	Firm'n Grandmaison.....	1				100	40				100			40	
"	Cyrille Tremblay.....	1				20	20				150			36	
"	Honoré Lévêque.....	1				150	35				130				
"	Sylfrois Michaud.....	1				100	40				100				
"	Narcisse Marquis.....	1				80	50				150				
"	Sylfrois Grandmaison.....	1				50	80				150			60	
"	Martial Rousseau.....	1				200	75				201			100	
"	Pierre Caron.....	1				4	500	250			250			150	
"	Honoré Roi.....	1				6	800	200			200			175	

ALFRED BLAIS,  
Fishery Officer.

# RECAPITULATION.

No. of legal Salmon nets.	No. of brush and net fisheries.	No. of brush fisheries.	No. of Eel Weirs.	No. of Men.	No. of Boats.	No. of Salmon.	No. of Shad.	No. of barrels of Herring.	No. of barrels of Sardines.	No. of barrels of Sturgeon.	No. of Eels.	No. of barrels of small mixed fish.	No. of barrels of fish for manure.	No. of doz. of Bar, Pickerel and White fish.	No. of Porpoises.	No. of quintals of Cod—Summer fishery.	No. of barrels of Cod—Autumn fishery.	No. of gallons of Oil.	REMARKS.
15	15	283	269	133	50	4545	32242	30117	11702	350	160242	303	21963	3318	12	1775	735	1140	I have not considered it expedient to enter smoked herring separately—having valued it in barrels.  Bar, Trout, and other river fish, taken with the line are not entered, for want of sufficient information.

Number of Salmon nets.....	15	Number of Eel Weirs.....	269
Number of Brush and net fisheries.....	15	Number of Men.....	133
Number of Brush fisheries.....	283	Number of Boats.....	50

	Total value.		Total value.
Number of Salmon 4,545, at \$1 00 each.....	\$ 4,545 00	Number of doz. of Bar, Pickerel and White fish 3,318, at \$2 00 per dozen.	6,636 00
Number of Shad 32,242, at \$0 10 each.....	3,324 20	Number of Porpoises 12, at \$4 00 each.....	480 00
Number of barrels of herring 30,117, at \$3 00 per barrel.....	90,351 00	Number of quintals of Cod—Summer fishery 1,775, at \$3 00 per quintal.....	5,325 00
Number of barrels of Sardines 11,702, at \$5 00 per barrel.....	58,510 00	Number of barrels of Cod—Autumn fishery 735, at \$3 90 per barrel.....	2,205 00
Number of barrels of Sturgeon 350, at \$4 00 per barrel.....	1,400 00	Number of gallons of oil 1,140.....	570 00
Number of Eels 160,242, at \$10 00 per quintal.....	16,024 20		
Number of barrels of small fish 303, at \$3 00 per barrel.....	909 00		
Number of barrels of fish for manure 21,963, at \$0 25 per barrel.....	5,490 75		
			\$195,770 15

Certified,

W. F. WHITCHER.

## APPENDIX No. 6.

To the Hon. PETER MITCHELL,  
Minister of Marine and Fisheries,  
&c., &c., &c., Ottawa.

SIR,—Having been appointed a Fishery Officer, under your Department on the first day of July last, with instructions to apply myself more particularly to the speciality of Pisciculture, I beg to submit a brief report of my experiments thus far and their results.

I may be permitted perhaps before doing so, to premise a few general remarks on this important and interesting subject.

The propagation of Fish by artificial means, is a science to which a great deal of attention has been given in France and other European Countries, and which of late has been somewhat prominently brought before the notice of the people of the Dominion of Canada by myself. My efforts in this direction, from the first attracted the attention and interest not only of persons in the neighbourhood, but also induced many from a distance to visit New-castle for the purpose of obtaining full information as to the *modus operandi* pursued, and the success attending it.

The art, altogether quite new in this Country, has been extensively practised in France, and generously fostered by the Government of that Country, and through this wise and liberal policy, its benefits have been most satisfactorily felt throughout the Empire, in an unmistakeable increase of what to a considerable extent forms a staple article of food to the Nation.

The immense wealth and the great encouragement afforded to an important branch of Commercial enterprise that would flow from the development of Fish Culture in a Country like Canada, is beyond calculation, possessing as this Dominion does within its boundaries innumerable Lakes, Rivers, and inland streams, adapted naturally for the production and increase of the valuable fishes which at one time were so abundant, but which from the want of proper care and protection have now become extremely scarce, and in some localities almost extinct.

Salmon, although still comparatively plentiful in the tributaries of the lower St. Lawrence River, were at one time quite as numerous in most of the waters running into that river west of the Saguenay, and every little stream, creek, and river flowing into Lake Ontario, was in the early settlement of the Country literally alive and teeming with that valuable fish; whilst now from the causes just alluded to they have almost entirely disappeared. The same thing is observed in New Brunswick, many of the Rivers in that Province which at one time abounded in salmon are now almost entirely depleted.

The foregoing will show the absolute necessity for some well devised system of fish culture—a rich and valuable source of our National wealth.

The measures adopted by other Governments.

## FRANCE.

The idea of fish culture as a branch of commerce is due to a French peasant, who first introduced the artificial breeding of fish into France. As soon as the Government ascertained its practicability, measures were adopted on a large and extensive scale. It was taken up as a National project. The Government took every possible means to ensure the immediate and substantial success which happily followed the undertaking. A series of buildings were erected, and ponds constructed covering some seventy imperial acres for the breeding and acclimatising of native and foreign fish. The total cost of this establishment was £10,667, sterling. The expense attending the care of it during nine years was £13,887, sterling. The average annual expense being about £2,000. From this nursery, the French Government has been, and still is restocking most of the rivers and Lakes of the Country with valuable fish, distributing through the several Provinces about twenty millions of young fish of the best kinds annually. The establishment is now considered one of the most practicable and valuable of the public industrial institutions.

## GREAT BRITAIN.

Here the Government has not yet taken the matter in its own hands, and no doubt for the reason that the principal salmon grounds are held by the proprietors of the soil. Private

individuals however have engaged largely in the enterprise, and with marked success. In some instances large fortunes have been amassed by parties engaged in this branch of industry, not only by the increased productiveness of established fishery grounds, but in some cases from waters where salmon were not known formerly to inhabit.

#### AUSTRALIA.

The Government of this Colony after repeated efforts, and much cost succeeded some seven years ago, in introducing into the Rivers of that Country artificially impregnated salmon ova, obtained in Scotland. It is now ascertained that this fish frequents several of the Rivers there.

#### NEW ZEALAND.

In 1868, the Government of New Zealand imported from England artificially impregnated ova of Salmon, Trout, Carp, Tench, and other fish. Some of these appear from the last accounts to be doing well, and the projectors of this important undertaking feel confident of ultimate success,—assisted as they are in their laudable enterprise by generous and liberal aid from the public funds.

#### UNITED STATES.

In the adjoining Republic a good deal of attention is now given to Pisciculture. Fishery Commissioners have been appointed within the last year or two in several of the States, with a view to recommend on proper investigation the adoption of such measures as appear most advisable for restocking and replenishing their waters with the more valuable kinds of fish. The artificial propagation of Salmon, Shad and Trout, has thus far met with a satisfactory amount of success.

This wide spread desire on the part of Nations and Governments to utilise the science of artificial propagation of Fish, and through it to preserve and multiply a valuable article of food and commerce, sufficiently indicates as well the necessity as the importance, of calling into requisition the best known methods of Pisciculture, and if possible of improving them.

Of the experiments made under my own direction and observations, I will now proceed to give a succinct account.

#### OPERATIONS ON WILMOT'S CREEK.

By an order in Council issued at my solicitation in 1866, Wilmot's Creek near Newcastle, in the Township of Clarke, was set aside for the natural and artificial breeding of salmon. Formerly salmon frequented this stream in vast numbers; so abundant was this fish within the memory of the older settlers in the neighbourhood, that, small as the creek is, as many as a thousand and upwards have been taken by torch and spear in one night. So plentiful indeed was the supply, that not only large quantities were preserved by the inhabitants for domestic use, but a large and profitable trade was carried on both in our own cities and in Rochester in the United States. Gradually, as might be expected, the numbers diminished until scarcely a fish could be obtained. Famous as this stream was for the purity of its water, flowing over a gravelly bed from its fountain head, some ten miles distant, thus admirably adapting it for the formation of spawning beds, and making it a favorite resort of salmon for the purpose of depositing their ova,—yet no other result than its utter depletion could be looked for, when by taking these fish at the only time they can be taken in such streams,—that is their spawning season,—no opportunity was afforded them for the increase of their kind.

This cruel and untimely destruction was, until within a few years ago, not only permitted, but to a certain extent legalised. The law as it now stands affords ample protection to the fish in its spawning season, and if rigorously enforced will tend to prevent the destruction of the few fish that remain. The law however came too late; there is not now a sufficiency of parent stock to ensure any great amount of reproduction in the way of nature—art must be employed,—not only must the fish be protected and increased by artificial means, but suitable streams must be reserved for their especial accommodation. From the causes just assigned salmon became so scarce as to make it a matter of great difficulty to obtain a sufficient number of parent fish, when operations were begun by me in the fall of 1866. In that year I began as an amateur to carry out the plans I had formed, with the view of replenishing the stream, in the hope of being able, by artificial methods of breeding, very materially to add to the numbers of fish hatched in the course of nature.

In the prosecution of this design, I erected a small building on a branch of the Creek for entrapping the fish, if perchance any yet remained, and by constructing a temporary barrier across the main channel to prevent their passage upwards, compelling them to ascend the channel leading to the reception house, where by a simple arrangement of wire gratings, they could easily enter, but out of which they could not escape. In this way I secured in the fall of 1866, some fifteen salmon male and female.

The undertaking being obnoxious to several people in the vicinity, who considered it an infringement of their rights of poaching, some of the more evil disposed among them forced an entrance into this building, and destroyed eleven out of the fifteen fish, all of which were just ripe for manipulation. Thus the four uninjured fish were the first stock for breeding taken from the Creek. From these about fifteen thousand ova were obtained, which were impregnated by the artificial process. These eggs were placed in small boxes, which I had arranged in the cellar of my dwelling house, through which streams of spring water were made to run. In about seventy days a large proportion of the ova came into life, and after being carefully watched, and nursed into their parr state, most of them were turned out into the creek, a few being reserved for experiment and observation.

In the fall of 1867, I procured twenty-five or thirty salmon in a reception house which I had enlarged and improved upon the former, with the aid and sanction of the Fisheries Department. From these salmon I obtained about 50,000 ova, many of these unfortunately proved immature, and therefore not susceptible of impregnation; on this account, my success this year was not as full, or satisfactory as the previous year. However the cause being ascertained and understood, failure on the same account is not likely to occur again. These ova were also placed in the hatching boxes, in the cellar of my dwelling house in spring water. A large number hatched out, and were in due time like their predecessors turned into the stream. In the spring of 1868, I found on examination that the few I had retained of the previous year's hatching, for experiment and observation had become smolts. From this circumstance, it may be safely assumed that those turned out into the stream the year before, had arrived at this state as well.

My operations in the fall of 1868, being assisted by your Department, were on a larger scale, and will in all probability be attended by greater and more satisfactory results. Further improvements were made in the reception house, and in the breeding house, now almost completed on the banks of the Creek,—hatching troughs and other appliances were provided, with a view to test the artificial process, with the water of the Creek itself. Hitherto all the experiments had been made with pure spring water, in the cellar of my dwelling house. This water differs in many respects from the other. First, as regards temperature, while this ranges from  $40^{\circ}$  to  $44^{\circ}$ —the other during the winter stands at  $32\frac{1}{2}^{\circ}$  to  $33^{\circ}$  or just above freezing point. Now, as this is the hatching season, the time required to bring out the young fry would differ of course proportionately. Thus, in water at the lower temperature, 150 to 180 days will elapse before the little fish emerges from the egg, while in the higher temperature the same process will be completed in 60 to 70 days. Besides this difference, spring water will be found almost entirely free from any deposit or sediment, and to contain no insects, nor the larvae of flies, &c. Creek water, on the other hand, gathers in its course and holds in suspension a large amount of alluvial deposit, and other injurious substances. With these difficulties to contend with, above and beyond those which I had already encountered, I began the work of testing the efficiency of the arrangements I had made for last fall's and this winter's experiments.

As early as the month of September, nearly a month earlier than any former season, I observed that a Grilse had found his way into the reception house. No such occurrence has taken place within my knowledge for the last fifteen or twenty years. In a few days, others followed in succession until by the middle of the month of October, eighty or ninety had taken up their quarters in the house provided for them. They continued to come until about one hundred and fifty Grilse were safely housed. This novel sight attracted numbers of visitors. Among the whole of these grilse I found on close and particular examination only three female fish. During the time these Grilse remained in the building, a large number were observed scattered throughout the Creek below the fish house as far as the Lake, a distance of one and a half miles. On one occasion, at night, with the aid of a light, I counted forty within the distance of half a mile. The weight of these young salmon is from two and a half to three pounds each, and measuring about twenty-two inches in length.

In addition to these Grilse about thirty adult salmon were obtained, varying in weight from eight to thirteen pounds, and from which I procured a considerable amount of spawn. This after being impregnated was laid down in the hatching boxes, in the breeding house adjoining. Some of these salmon as well as some others that did not enter the building, deposited ova upon the natural spawning beds in the creek below.

From this brief account of my operations from the beginning, it will be observed that results of a most satisfactory and encouraging character followed.

First, a large increase, in the number of salmon visiting the stream was observable during the fall of 1868. At no former time for a period of twenty years, were so many seen nor so early. The definitely ascertained increase from the fall of 1866 to that of 1868, was quite large.

Secondly, The number of Grilse seen last fall was larger than had ever been seen before even by those who have lived in the vicinity of the stream from their childhood. Testimony from fishermen in the neighbourhood to the same effect was voluntarily given. This circumstance points to an important fact in connection with the experiments that have been made with a view to the repopulating the Creek. Some special cause must exist for the sudden appearance of these young salmon, which did not exist for the last fifteen or twenty years and no probable or reasonable cause can be assigned but the one that leads to the supposition that they are part of the product of the first brood which were hatched and set at liberty in the spring of 1867. To this conclusion we may very fairly arrive, from our knowledge of the nature and habits of the fish; for it has been ascertained positively that the period intervening between the time these young fry were let loose, and the appearance of the Grilse alluded to, is exactly the time required for their growth to that state of their existence. To be more explicit. These little fish let loose in the spring of 1867, would have to remain as parrs in the creek until the spring of 1868, when after assuming the form and livery of smolts, they would take their first migration to salt water, and return in September, October, and November of the same year to their native stream as Grilse; and the proof that these were the result of the artificial process commenced by me in the Autumn of 1866, is, to my mind and to the minds of others, conclusive and almost amounts to a demonstration.

An opinion prevails that the salmon caught here are not the migratory salmon of the sea, but that they are natives of Lake Ontario. In order to settle this question if possible, I have marked all of the salmon and grilse entrapped at the Grafton Creek, and at this place, by cutting off the second dorsal or adipose fin. Should any salmon therefore, be taken below Quebec by fishermen without this fin it will prove the contrary; and corroborate the opinion generally maintained that the salmon of Lake Ontario are the true migratory salmon of the sea. It is possible that the Ontario salmon no doubt originally coming from salt water may have become acclimatised. If this can be satisfactorily shewn, then immediate steps should be taken to introduce them into Lakes Huron and Superior, the waters of which no doubt contain all the requisites for the wants of the salmon even in a greater abundance than Lake Ontario.

#### FISH BREEDING ESTABLISHMENT AT NEWCASTLE.

The present condition of this establishment will be found as efficient as could be expected. It consists of a reception house  $15 \times 36$ , substantially built, and roofed in, fitted up with necessary weirs and other appliances for the safe and comfortable keeping of salmon until they become sufficiently ripe for manipulation. This house is erected upon a narrow cut from the main channel of the Creek and through which the water is allowed to pass, in such quantities as may be required. From the unexpected increase of salmon last fall, and in anticipation of a corresponding increase in future, this building is likely to prove too small, and will require extension. This can be done at a trifling cost. Alongside of this is erected a substantial stone breeding room, or cellar, properly roofed in, and made frost proof. Its size is  $20 \times 60$  inside, with walls seven feet high. In this are placed a series of hatching troughs longitudinally, where the ova are deposited during incubation; upon the floor above there is sufficient space for a room for an assistant, and for an office, which at a trifling expense can be made comfortable and convenient.

The nursery ponds, plans for the construction of which were submitted to the Department, are not yet completed. When finished the whole establishment will be found complete, economical and well adapted for the purpose for which it is contemplated.

The experiments and operations in this establishment now in progress are as follows :— At the Grafton Creek, and at this place, about two hundred thousand salmon ova were obtained, which number far exceeded my expectations. These were laid down in the breeding room, principally during the first week in November last, and fully one half are now plainly showing life and action within the shell, whilst a considerable number are now out, and swimming about in their troughs. A period of from five to six months is necessary for the incubation of salmon ova, in the water naturally flowing in the streams of Canada. But with spring water flowing through the earth and not exposed to any variation of temperature the same process will take place in a period varying from two to three months. In the former case, artificial feeding will not be required, as by the time in which the young fish will have absorbed his umbilical sac, natural food will have been produced abundantly in the streams by the warmth of spring. In the latter case nearly two months artificial feeding will have to be resorted to, as until that time no natural food can be obtained. It is a matter of conjecture with me at present which of the two kinds of water will be best adapted for artificial breeding. I am however somewhat inclined to prefer the spring water, if obtainable in a sufficiently large quantity for all purposes. Further experiments and actual trial can alone solve this question.

In this establishment the experiment of hatching out the *Coregonus albus*, or white-fish of the Country, has been also successfully achieved. Some thousands of the eggs of this fish were laid down on the sixteenth day of November last, a great number of which are now, the middle of April, showing signs of life and action visible to the naked eye, whilst others, hatched out, are fully developed and perfect fish, and unlike the salmon are apparently anxious to seek out their natural food at once. The ova of the white-fish in the same temperature of water will take the same period of time as the salmon for incubation. In my opinion the same time will have to elapse in the incubation of the ova of all of the Salmonidae tribe of fish; from the fact that they are all deposited at or nearly the same time in the autumn months, all having to undergo the same temperature of water during the winter months, not hatching out till the opening of spring, when a warmer temperature gives strength to the embryo fish to emerge from the shell, and in due course of time after absorbing the contents of the sac become nicely formed little fish. The warmth of spring will then produce the necessary food for their growth. Were they to hatch out in the middle of winter, it would be impossible for them to find food for their existence, in which case they would necessarily perish.

A further experiment has been made in producing a cross, or hybrid fish, by taking the ova of the salmon trout of Lake Ontario, and impregnating them with the milt of a Grilse, (*salmo salar*). These eggs, though few in number, from an accident which occurred to many of them, being only now about three hundred in number, are all in the same stage of incubation as the eggs of the salmon and white fish. Some few of these cross breeds are out and moving about. They are very similar in appearance to the young salmon, not quite as large in size, nor yet as pink in color. What this mule or cross may amount to, it is impossible at present to conjecture. This cross bred fish, as well as others, may possibly prove a valuable and important addition to our present stock of fish, especially if the one in question should be found to forsake the migratory habit of the salmon, and yet partake in a greater or less degree of the richness and value of that fish.

There is at present reported to be a fish in Lake Superior which is supposed to be a cross breed, called the Siskawitz, the fattest and most delicious fish obtainable there. The gray back, or Frost fish, so called by fishermen, which frequents the shores of Lake Ontario in great abundance, just as the winter is setting in, is supposed to be a cross between the White-fish and the Herring, and it is remarkable that they have not been generally known, not yet taken to any extent, until within a few years. Whether a hybrid, or cross bred fish can be produced, so as to become of value to the Country, is at present merely conjecture. The experiment however is worthy of a trial. Science as applied to Agriculture so long has produced at the present day by cross breeding the most valuable and useful animals for the use of mankind, raising most of our domestic animals from a lower to a higher grade. By the same application of science to Pisciculture, there is little reason to doubt that similar beneficial results may be brought about.

#### OPERATIONS AT GRAFTON CREEK.

At my suggestion, and by the prompt action of the Fisheries Department, this stream was set aside for the natural and artificial propagation of salmon last autumn.

On this creek situated about eight miles east of Cobourg, emptying into Lake Ontario, I (acting under the authority of Mr. Whitcher, who was present) caused to be erected in the latter part of October last, a reception house, the more easily to obtain the spawning salmon after they had entered the stream for the purpose of depositing their ova. This building is placed immediately below the dam formed for the purpose of driving Bingley's Plaster mills. The dam is about a quarter of a mile up the stream from the Lake. This Creek years ago was considered one of the best for salmon, emptying into Lake Ontario. It must not be forgotten that salmon only entered streams of this kind for the one specific object of depositing their spawn, generally in the latter part of October and beginning of November. The system pursued here as elsewhere in the Province by the inhabitants has been to watch the time at which the salmon enter the stream; then in the most wanton and cruel manner, with torch-light and spear, destroy every fish in the very act of spawning.

The distance between the mouth of the creek and the dam above mentioned, being only about eighty rods, and the space available for spawning beds covering only half that distance, the remainder being marshy ground and dead water, left no possible means of escape. This ruinous practice has been so persistently carried on that the fish had become almost exterminated. The slight protection however afforded by the appointment of a Guardian for the stream, may have been the means of preserving a few. Under these circumstances I was induced to erect the reception house previously mentioned. It was constructed in consequence of the lateness of the season in great haste, in order to secure the run of fish that might enter the stream. The building and barrier thus hastily erected were in a very incomplete state, but notwithstanding this I am happy to say that in consequence of the erection of this building, and with more care and protection than hitherto given, nearly all the salmon were either secured or saved from destruction. By this means also a large number of spawning salmon were enabled to deposit their ova in the natural way. In addition I obtained at the same time by artificial manipulation upwards of one hundred thousand ova, all of which were deposited in the hatching troughs of the Piscicultural Establishment at Newcastle. From the hurried, and to a certain extent imperfect manner, in which the process of manipulation and impregnation was performed, I was not sanguine of much success. Having to carry the ova in pails by hand some distance, and then by railway some thirty odd miles, subject moreover to delays and much shaking and knocking about; all these difficulties combined, as I supposed to endanger their safety and vitality. From the fear of such a disaster however I have been happily relieved, as a fair proportion of the ova thus taken are now bursting into life.

With some additional expenditure upon the building and other appliances at this stream, and with proper Guardianship and oversight, I anticipate being enabled to procure a largely increased quantity of ova for future operations.

In the setting aside of this stream by the Fisheries Department for the natural and artificial propagation of salmon, a salutary effect has been produced amongst the people in that neighbourhood. The increased penalties imposed by this order under the *Fisheries Act*, has thrown terror and dismay amongst those lawless and worthless persons who heretofore placed law and order at defiance. The distribution of public notices, the erection of the buildings, the additional watchman put upon the stream, and the fearless prosecution of my work, produced a conviction at once, that the strong arm of the law would be upheld, and the result was that few attempts were made to violate it; one or two cases occurred in which the guilty parties were arraigned, convicted and fined. I was pleased to find, and am now happy to state, that the more intelligent and influential people in that section of the Country, when they learned that prompt and energetic measures were to be taken by the Department to enforce the law, afforded every assistance, and evinced great anxiety for the thorough and efficient prosecution of the work in which I was engaged.

#### ARTIFICIAL AND NATURAL BREEDING SHOULD BE COMBINED.

Artificial fish breeding is to be considered a valuable adjunct to the natural method of propagation. It is consequently of the greatest importance that the natural and artificial methods should be combined, and that wise and wholesome provisions should be enacted for the protection of Fish during their breeding seasons. The law to be of any practical use, must be framed on a careful study and ample knowledge of the nature and habits of the fish that it is most desirable to produce. I beg therefore to state my views on this important

question. They are offered as convictions founded upon such practical knowledge as I have been enabled to gather in reference to the several kinds of fish hereafter noticed.

It is of importance to remember that all fish during the spawning season became very dull, and are in a semi-lethargic state, and generally speaking consume no food whilst performing this work of nature. Salmon take nothing whatever at this time. And it is believed to be the case with all fish. They become very weak and emaciated during and for some time after spawning. Nor do they recover their vigor and activity until they have consumed sufficient food to recuperate from the debilitating effects of this drain upon their system. Immediately or very soon after depositing their ova, they become ravenous and greedy for food, and therefore are very easily taken. And if at all practicable they should be protected from molestation at this period. And for this reason, during the spawning season, and for some time afterwards, they are actually foul and unfit for food. It is not less repugnant to common sense, than it would be to kill an animal in an advanced state of pregnancy or for some time afterwards. Why then should persons conjure up the belief that fish do not come under the same laws of nature as other animals?

There is a period when fish are *in season*, and when they should be taken by legitimate means. There is another period when they are *out of season*, and then should be protected by all legitimate means. They are *in season* after they have fully recovered from the prostrating effects of spawning, and when found upon their feeding grounds, putting fat upon the body. At this time though the eggs are in the ovaries yet they are so minute as to take little if any nourishment from the system, all of the food taken forming muscle and fat. They are *out of season* when they have left their feeding grounds, and are coming upon their spawning beds, and are in the act of spawning. The eggs at this period having absorbed from the body of the fish the fat which had been previously put on, become enlarged to their full size, and are mature and ripe for being deposited.

In the egg will be noticed a fatty substance resembling small globules of oil, which is the nourishment for the embryo fish during incubation, and is the food contained in the sac attached to the young fish for several weeks after emerging from the shell. This drain of fat from the parent fish into the egg, and the prostrating effects of spawning, cause it to become lean and lank in condition, and therefore foul and out of season.

It is a wise provision of nature, that the spawning season is not at the same time of year with all fish, some kinds of fish deposit their ova in the spring months, others in the fall. By this means a succession of fish can be taken in season throughout the whole year. It only becomes necessary then, that wise and discriminating enactments should be made to assist the laws of nature, to give to the people of this Country not only for the present time, but also for the future, a bountiful supply of wholesome fish food.

#### SALMON.

This noble fish which has been largely dwelt upon in the foregoing remarks, need not again be noticed particularly here; it may suffice to state that as the law now stands, if thoroughly and efficiently enforced, it is sufficient for their protection during the spawning season. The close season being between the 31st July and the 1st of May in each year, should proper care and attention be given, and the laws stringently carried out by Guardians and others, together with increased facilities for their artificial production, but a few years would elapse before the salmon would again be abundant in the waters of Lake Ontario.

#### SALMON TROUT.

This is one of the most important fish in the Province of Ontario, frequenting Lakes Ontario, Erie, Huron, Superior, and almost all of the smaller Lakes in the interior of the Country. With judicious care and proper protection, this fish would become of great commercial importance. These fish are in proper season during the spring and summer months, and are then to be found upon their feeding grounds in very deep water in Lake Ontario. They are taken principally with Gill nets, where the water is from three to four hundred feet in depth, and are in best condition in the months of May, June, July, August and September. Their spawning season is in October and November, at which time they leave the deep water, and approach nearer the shores and upon shallows to lay their eggs; during this time they should neither be disturbed nor taken. In order to keep up a proper standard of these important fish, for the future interests of the Fisheries, and the benefit of the Province, Salmon Trout should not be taken in any manner whatever between the 30th September and

the 31st of December. To re-establish this fish in Lake Ontario, the aid of the artificial process should be employed, as they have now become scarce. With this assistance the catch of this important commercial fish will soon not only be improved but maintained.

#### WHITE FISH.

This fish is with justice considered the most delicious that abounds in the inland waters of Canada. The numbers taken at one time in Lake Ontario were prodigious. They have been known to be taken by tens of thousands, at a single haul of a seine a few years ago at Weller's Beach, and at Presque Isle. Very few indeed are now taken. They still abound in Lake Erie, and are in greater abundance still in Lakes Huron and Superior. These rich and beautiful fish at one time so numerous in Lake Ontario, are now almost wholly gone. Improper modes and times of catching, have been the cause of this destruction, and a continuance of the same system will in a few years produce a like result in Lakes Erie, Huron and Superior.

The feeding grounds of these fish are generally supposed to be in deep water, and they are, properly speaking, in best condition, and in proper season, at the same time as all others of the salmon family, namely during the summer months. They approach the bays, rivers and shallows, when unmolested, in the months of October and November for the purpose of spawning. During and after this period and until the spring they should not be taken, neither should their spawning grounds be disturbed by seining.

Hitherto the system pursued by fishermen and others has been to wait until these fish "begin to run," as it is termed, and then commence in a wholesale manner to kill and destroy them, just when in the act of coming upon the spawning grounds. Instead of the fishermen procuring the proper means and appliances, and going to these fish when they are upon their feeding grounds in the summer months, in deep water, and catching them in best condition and *in season*, they wait until these fish, compelled by the requirements of nature, *come to them*, upon the shallow spawning grounds, and then kill them in the very act of laying their eggs, and consequently *out of season*.

Another great source of destruction is caused by hauling seines over these grounds, entailing great injury to the eggs that may have been deposited.

White fish, as before mentioned, lay their eggs in October and November, upon the sandy, pebbly or shaly bottoms of their spawning grounds. Great numbers are prevented from approaching these grounds, and are thereby compelled to lay their eggs in deep water; it is doubtful whether these ever hatch out, not receiving sufficient light and aeration to assist incubation. Now as the eggs should remain quiet and undisturbed from the operations of man, at least during the whole of the hatching period, which will require from five to six months, it will be readily understood that the practice of hauling seines over these grounds, where thousands of eggs have been deposited, must disturb, injure, and otherwise destroy them.

My experience in the artificial breeding of fish proves to me the great necessity of allowing the eggs to remain as quiet as possible, during the whole period of hatching. Here then are two serious and fatal causes of destruction to the increase of white fish, to which must be added the immense loss constantly going on by their natural enemies; predacious fish, and insects of various kinds preying upon them continually, during the whole period of incubation. This wholesale mode of destruction being constantly carried on since the first settlement of the Country, has in my opinion brought about the almost total extermination of this highly esteemed fish in many parts of this Province, the loss of which the inhabitants now so deeply deplore.

Few White-fish are to be found upon the spawning grounds after the 20th or 25th of November, and yet the law at present makes the close season commence on the 19th November, and it is frequently extended to the 25th of November. In this case it will be perceived that the system of taking these fish during the spawning season is legalised. This defect in the law should be remedied. The passage of one general law operating everywhere alike in Ontario, not admissible of being changed by Orders in Council, and fixing the close season for white-fish from the 31st October to 30th April, would be an effectual mode of doing so. This time it may be said would come in conflict with the long continued use of the fishermen in taking these fish up to the 19th and sometimes 25th of November. But if, as has been clearly shown, this period is the spawning season, then why should the inter-

ests of a few be considered, at the expense of the general good, by allowing the destruction of this valuable commercial fish. Should fishermen be allowed to continue, as heretofore, destroying the white-fish at the same times, and by the same means, which has proved to be the surest for their destruction, they will become a luxury of the past, and be exterminated from Lake Ontario; and it will be but a mere matter of time for the same results to follow in the great inland seas of the West.

By the application of some well devised system for producing these fish by Artificial means, by which myriads could be turned into the Lake annually, and combining therewith a trial of the method of protection suggested above for their preservation and natural increase, but a short time would elapse before White-fish would again become plentiful enough, not only for the local consumption of the inhabitants, but also as an important article of export from the Country.

### HERRING.

This fish though very much resembling in appearance the Commercial Herring of the seas, is of the salmon family, having the second dorsal or adipose fin, which is a distinctive mark of that tribe of fish.

This delicious little fish was at one time very numerous, and was taken in great abundance all along the shores of Lake Ontario, but of late years has become very scarce indeed. The same causes which have almost destroyed the white fish, have produced the same results with regard to the Herring, namely: the constant habit of killing them during their spawning season. In fact this really valuable little fish has not been considered worthy of any legal enactments for their protection, hence the indiscriminate destruction at all seasons of the year.

This fish was usually taken by means of seines almost everywhere along the Lake shore, during the summer months, and afforded a great luxury to the inhabitants during that season. The herring resort to shallow sandy bottoms in Bays, and protected places during the months of November to spawn; so soon as this is known by fishermen and others, they commence the work of havoc and destruction by taking them with nets upon their spawning grounds. The consequence has followed—these fish have become very scarce. The spawning grounds not being very numerous, and the Herring resorting thither within circumscribed limits, are easily taken; this is being continually done, and if not at once prohibited, the total extinction of this fish is inevitable. The Herring is really of greater importance than has been generally supposed, and requires, equally with the salmon, salmon trout, and white fish, the full protection of the law. Besides being a delicious food for man, it is the principal food of the salmon trout, and of the salmon during their sojourn in Lake Ontario. Therefore in permitting the wholesale destruction of the Herring, you are actually injuring and impoverishing the larger fish mentioned.

What time is necessary for the incubation of the Herring, I cannot from actual experiments say—We may however assume that they require the same period of time as the ova of the white-fish, being deposited at or near the same time, and being subject to the same temperature in the winter months. If this supposition is correct, they will not hatch out till April, or perhaps May. Herring then should not be taken between the last of October and the first of May.

### SPECKLED TROUT.

This beautiful and delicious game fish is another of the Salmonidae tribe, inhabiting at one time in great numbers almost every rapid, gravelly creek, and stream in the Province; now they are disappearing very rapidly, and in some localities are never seen. The same story must be repeated regarding the cause of their decline. Their numbers have been lessened, and their capabilities of reproduction curtailed by catching them during the spawning season, and at other improper times; to this may be added the constant habit of throwing sawdust and other deleterious substances into the streams from saw mills and other manufacturing establishments.

The close season by law is from the first of October to the first of January. These fish are somewhat earlier in commencing to spawn, than others of the same family—beginning in September, and continuing through October and November, and even later.

Speckled trout during the cold winter months collect together in deep holes in Creeks and Mill Ponds for protection and warmth. Immediately after the spawning season, they

become lean and lank in flesh, and from the setting in of cold weather, and formation of ice over the creeks and ponds, they are unable to procure their ordinary supply of food. On this account they continue low in condition, and become very greedy and voracious in appetite. The means employed to take them at this time is by cutting holes through the ice. The fish being half starved—in many instances feeding upon one another, readily seize upon any bait offered, and by throwing small particles of meat or other food into this opening, the fish are attracted and caught. It only requires a short time to take in this way almost all the trout in a pond, unless it be a very large one.

This is the most destructive method that can be imagined or devised to take trout, and should therefore be prevented by legal prohibition. Speckled trout should not be taken by any means whatever between the tenth of September and the first of May.

These fish can be very easily produced by the artificial method of propagation. Though highly prized by the sportsman, and unequalled for the use of the table, they are comparatively of little commercial importance. Their production and increase either by preserves or artificial means, may perhaps be safely left to private enterprise under certain restrictions.

#### MASKINONGÉ.

This is also a valuable fish, attaining to a great size, and was, at one time very numerous in the back Lakes and Rivers of this Province. Like all others of our best fish, they are passing rapidly away,—the blazing torch and deadly spear doing the work of havoc and destruction to this fish whilst depositing their spawn in the early spring months. Another ruinous practice is in vogue, viz: taking them through the ice, by cutting holes and luring them thither to be speared; at this time they are half torpid from the severity of the cold winter. This, although a very objectionable proceeding, cannot be wholly condemned, as during a portion of the winter months the fish being in good condition might be taken. These fish spawn in the early spring months upon shallow, marshy grounds immediately upon the ice leaving these situations, the actual time depending on the late or early opening of spring, which varies from the latter end of March till the middle of May. By the first of June or perhaps later they will have recovered from the effect of spawning. The close season for Maskinongé should cover a sufficient period of time so as to make the law general in Ontario,—say from the fifteenth of February to the first of June.

These fish could be produced by the artificial process, and no difficulty would stand in the way of replenishing and restocking Lakes and Rivers in which they have become scarce, by adopting this process, and giving thorough protection for spawning in the natural way.

#### PIKE.

This fish is almost precisely similar in habit and every other respect to the Maskinongé, and the remarks in reference to the latter will apply in every sense to the Pike.

#### BLACK BASS.

This is also a very excellent fish for domestic use, and frequents generally the same waters where Maskinongé and Pike are found. They were very plentiful at one time, affording much pleasure to the sportsman, and supplying to a considerable extent an important article of food to the inhabitants. They have been taken in the same ruinous way and at the same improper times as the Maskinongé.

This fish, I am informed, spawns during the months of May and June, the close season should therefore extend beyond that of the Maskinongé. A difficulty however will arise in enforcing this close season, because in fishing for Maskinongé in the usual way, viz: trolling, Bass are quite as frequently taken; it would be better perhaps that the close season for Bass and Maskinongé should cover the same period of time, viz: from the 15th of February to the 1st of June.

I have not yet applied the artificial method of breeding to this fish. I purpose trying the experiment at the approaching spawning season, and I have no doubt that these fish may be greatly increased in numbers by the application of that process. I might here mention that I have already received an order from England to forward artificially impregnated ova of this fish.

#### PICKEREL.

This is a fish of considerable importance, and is still found to a limited extent in our market. Vast numbers in former years frequented the Trent, Moira, Napance and other

rivers flowing into Lake Ontario, in the early spring months, for the express purpose of spawning. They are now very much reduced in numbers. It was the prevailing custom for the inhabitants to rush to these waters, as soon as it was known that Pickerel were "running" and kill them to such an extent as literally to cover the banks of the stream with these fish, the spawn extending from them and besmearing the ground in every direction. This practice carried on for years has caused a most wanton destruction of the parent fish, as well as myriads of their eggs, and is the most cruel and effectual mode of extermination.

Pickerel become solitary in their habits after spawning, and are taken by fishermen throughout the whole of Lake Ontario, forming a considerable supply of fish food in the market. They are in best condition, from June till closing in of winter. The close season for this fish should be from 31st March to 1st June.

#### SUCKERS AND MULLET.

These fish are generally considered of little importance, but though they do not rank as high in standard as the salmon and some other kinds of fish, yet in the absence of a supply of these last, the sucker and mullet are eagerly sought after, and in some localities highly prized. They are however unfortunately invariably taken in the Rivers and streams when they are in the ripest possible state for spawning, and are then as a natural consequence soft and flabby in flesh. When caught in the Lake in the summer and autumn months they will bear a fair comparison with many other kinds of fish. The powers of procreation in the sucker and mullet are immense. They deposit their ova in the Rivers and streams during April, May, and sometimes as late as June. The young of these fish hatch out in about six days after the egg is laid if the weather proves warm. I am of opinion that both these fish with their young form a very large item of food for the larger and more voracious tribes. Innocent in nature and not unlike sheep on land they are largely preyed upon. The mullet were at one time caught in immense numbers in the streams in this section of the Country, but for some years past they are scarcely known—the sucker to a certain extent taking their place. Both of these fish producing food for a portion of the inhabitants, and for the larger kinds of their own species, well deserve legal protection. Their close season should be between the 31st March and the 30th June.

#### PERCH.

These are another fish that deserve some consideration for their protection, as they are destroyed indiscriminately at all seasons of the year. They are much prized for the use of the table, and afford considerable sport for the angler. As one of nature's gifts to man, they should not be wantonly destroyed during their spawning season. Their fecundity is very great, and if let alone during their breeding season they would soon become very abundant. They spawn in April and May. The close season for Perch should be from the 31st March to the 1st of June.

The views submitted in reference to the several kinds of fish noticed in this report, are not of a theoretical nature, they are founded upon practical knowledge and experience. The improper times of catching, and the wanton modes of destruction, have been largely practiced by myself in common with others. I therefore feel the great necessity for enacting such fishery laws as will preserve to this Country, some of the gifts which the hand of bounteous nature has so freely given, but which the inhabitants have so improperly husbanded.

These suggestions are offered in the hope that they may be found useful to the Department when taking measures for preserving and increasing the vast wealth stored up in the Lakes and Rivers of the Dominion.

From the close and individual attention required in the particular work in which I have been engaged, I have been unable thus far to comply with your letter of special instructions. I shall however take the earliest opportunity of carrying out these instructions. In doing so any further information derived relative to the subjects now submitted, will be laid before the Department.

I have the honor to be,  
Your obedient servant,

SAMUEL WILMOT.

Newcastle, 15th April, 1869.

## APPENDIX No. 7.

RECAPITULATION of the yield of the Fisheries on the North and South Shores of the River and Gulf of St. Lawrence, from Quebec to Blanc Sablon, and from Point Levi to Bay des Chaleurs, during the years 1867 and 1868.

	1868.		1867.		REMARKS.
	\$	cts.	\$	cts.	
Summer Codfishing, 32,364 cwt. at ..... \$3 60	116,510	40	424,407	60	The total difference between the values of fish products in 1867 and 1868, is due to the falling off of the Cod and Mackerel fisheries in the last year, and the almost total failure of the spring Seal fishery.
Autumn Codfishing, 7,012 cwt. at..... 3 60	25,343	20	125,388	00	
Ling, 3,364 bls. at..... 5 00	16,820	00	6,040	00	
Mackerel, 1,119 brls. at ..... 10 00	11,190	00	35,200	00	
Herring, 83,218 brls. at..... 3 00	249,654	00	140,766	00	Owing to the want of reliable statistics, the yield and value of the River and inland Fisheries in those departments of the Province of Quebec, west of the City of Quebec, cannot be determined with any degree of accuracy; but the value per annum may be safely estimated at about \$100,000 for commerce and local consumption.
Herring (smoked), 3,142 boxes at..... 25 cts.	785	50	1,767	50	
Sardines, 12,546 brls at..... \$5 00	62,730	00	68,435	00	
Halibut, 199 brls at..... 5 00	995	00	1,805	00	
Salmon, 7,262½ brls at..... 12 00	87,150	00	57,223	00	
Trout, 76 brls. at..... 10 00	760	00	1,127	50	
Sturgeon, 394 brls. at..... 5 00	1,970	00	2,405	00	
Eels, 175,427 fish, at \$10 per cwt..... 17,542 70	17,542	70	21,668	60	
Cod, Tongues and Sounds, 101 brls at..... \$7 00	707	00	2,321	75	
Seal Oil, 15,315 gals. at ..... 80 cts.	12,252	00	68,621	20	
Whale Oil, 2,933 gals. at ..... 80 cts.	2,346	40	20,959	20	
Porpoise Oil, 155 gals. at ..... 60 cts.	183	00	1,020	00	
Cod Oil, 35,719½ gals. at..... 70 cts.	25,003	65	72,160	20	
Haddock, 379 brls. at ..... \$5 00	1,895	00	6,838	00	
Bar and Whitefish, 7,005 at \$2 per doz..... 1,166 00	1,166	00	606	10	
Mixed Fish, 321 brls. at..... \$3 00	963	00	1,830	00	
Shad, 33,242 fish at 20 cents a piece ..... 6,648 40	6,648	40	3,970	80	
Sticklebacks, 24 brls at 25 cts..... 6 00	6	00	37	50	
Fish used as manure, 34,701 brls. at 25 cts..... 8,675 25	8,675	25	4,525	00	
Total .....	\$651,296	50	1,070,622	95	

DEPARTMENT OF MARINE AND FISHERIES,  
Fisheries Branch, Ottawa, 1868.

(Certified,) W. F. WHITCHER,

P. MITCHELL,  
*Minister of Marine and Fisheries.*

## APPENDIX

## RETURN of Fishing Stations, Yield, Value, number of men employed, number

DIVISIONS.	Number of men employed.	Value of Boats, Nets, and material employed.	Gill nets.	Saibes.	Hoop nets.	Pound nets.	Number of Barrels of Fish.	White fish.	Trout.	Herring.
		\$ cts.								
Lake Superior Division, from head of Lake Superior to Thessalon River....	67	3,007 00	16000	1	4	...	1490	994	458	.....
Lake Huron and Georgian Bay Division, from Thessalon River to Penetanguishene .....	380	22,925 00	180000	1	.....	...	4788	2517	2232	.....
Indian Peninsula Division, from Penetanguishene to Cape Hurd.....	71	8,395 00	109500	not	give	n.	4380	2775	1605	.....
Saugeen Division, from Cape Hurd to Goderich.....	148	14,784 00	173000	11	.....	...	4328	1314	800	2214
Huron, Lake and River St. Clair Division, from Goderich to River Thames, Detroit River and Lake Erie Division, from River Thames to Rondeau.....	56	Not given.	.....	11	.....	...	1775	500	.....	1203
Erie, Niagara, and part of Ontario Division, from Long Point to Whitby Harbor.....	311	15,542 50	1450	53	.....	...	4589	4503	.....	8
Newcastle Division, from Whitby Harbor to Presqu'île.....	279	20,128 00	104720	40	.....	...	2116	466	278½	446½
Bay of Quinte Division.....	41	3,110 00	16500	.....	.....	...	3482	1750	1732	.....
Prince Edward County Division .....	133	5,000 00	900	22	10	1	1551½	597	.....	954½
Wolfe Island Division, including Amherst, Ducks, and Timber Islands...	250	5,955 00	50297	6	.....	...	2842½	2403½	578	81
Brockville and Cornwall Division.....	119	8,248 50	31550	.....	97	6	1538	565	475	11
Lake Simcoe Division and Sturgeon Lakes.....	No statistics.	100	2	.....	...	...	50	.....	.....	.....
do do	do	do	100	2	.....	...	305½	40	5½	10
Total.....	1855	\$107,095 00	684117	149	111	7	33234	18424	8163	4907

DEPARTMENT OF MARINE AND FISHERIES, .

Fisheries Branch, Ottawa, 1868.

(Certified,)

W. F. WHITCHER.

No. 8.

of Nets, and yards of Gill Net, in the Province of Ontario, during the year, 1868.

Seizure.	Maskingé.	Pike and Bass.	Bass and Perch.	Pickered.	Coarse Fish.	Total Value.	Value.		Where disposed of.	REMARKS.
							Fresh.	Pickled.		
						\$ cts.	cts.	\$ cts.		
.....	.....	.....	.....	38	.....	7,922 00	684 00	7,238 00	Can. & U. S.	No return from the Fort William Indians.
.....	.....	.....	.....	39	.....	29,242 00	5,350 00	23,892 00	do	
.....	.....	.....	.....	.....	.....	24,800 00	24,320 00	480 00	Canada.	
.....	.....	.....	.....	.....	.....	21,127 75	2,1127 75	.....	do	
.....	.....	.....	.....	72	.....	7,336 50	3,211 00	4,125 50	Can. & U. S.	
.....	.....	.....	.....	40	38	30,337 50	30,337 50	.....	do	
291½	2 196½	4 156½	274½	.....	.....	17,011 50	17,011 50	.....	do	
.....	.....	.....	.....	.....	.....	22,000 00	20,900 00	1,100 00	do	
.....	.....	.....	.....	.....	.....	6,005 00	1,181 00	4,824 00	do	
.....	.....	150	.....	.....	.....	19,398 00	14,389 00	5,009 00	do	
.....	.....	331	.....	50	106	10,952 00	10,522 00	430 00	do	
.....	.....	1 42	5	2	.....*	40 00	40 00	.....	do	2 sturgeon, \$2. (\$8.00
.....	125	125	0	.....	.....	1,910 00	1,910 00	.....	do	Trolling with hook in this Division prevents accurate statistics.
291½	128 844½	9 397½	418½	.....	.....	\$198,082 75	150,983 75	47,098 50		

P. MITCHELL,  
*Minister of Marine and Fisheries.*

## RETURN of Fishing Stations, Yield, Value, number of men employed, number

DIVISIONS.	Number of men employed.	Value of Boats, Nets, and material employed.	Gill nets.	Seines.	Hoop nets.	Pound nets.	Number of Barrels of fish.	White fish.	Trout.	Herring.
		\$ cts.	Yards.							
Lake Superior Division, from head of Lake Superior to Thessalon River.	85	3,165 00	16300	3	.....	.....	1094	511	583	.....
Lake Huron and Georgian Bay Division, from Thessalon River to Penetanguishene.....	350	21,872 00	102100	5	.....	.....	7132	3597	3249	.....
Indian Peninsula Division, from Penetanguishene to Cape Hurd.....	83	12,200 00	98300	1	.....	.....	4100	2835	1265	.....
Saugeen Division, from Cape Hurd to Goderich.....	163	13,698 00	16770	9	.....	.....	4843	1362	354	3127
Huron, Lake and River St. Clair Division, from Goderich to River Thames.....	76	3,240 00	.....	22	.....	.....	1707	284	.....	12334
Detroit River and Lake Erie Division, from River Thames to Rondeau...	291	16,125 00	.....	46	1	.....	4949	4854	.....	10
Eric, Niagara, and part of Ontario Division, from Long Point to Whitby Harbour.....	203	11,618 50	96580	45	.....	.....	3125	8344	3024	751
Newcastle Division, from Whitby Harbour to Presqu'île.....	54	3,110 00	22400	.....	1	.....	1464	700	764	.....
Bay of Quinte Division.....	No statistics in 1867.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward County Division.....	261	13,611 00	133797	11	.....	.....	2896	2569	175	122
Wolfe Island Division, including Amberst, Ducks, and Timber Islands.....	93	14,727 00	*45265	.....	97	.....	1382	601	670	.....
Brockville and Cornwall Divisions...	6	100 00	.....	2	.....	.....	26	.....	.....	.....
Lake Simcoe Division.....	No statistics.	.....	100	.....	.....	.....	325	125	150	50
Total.....	1665	\$113,466 50	531612	144	99	.....	33043	18017	75124	52934

DEPARTMENT OF MARINE AND FISHERIES,  
Fisheries Branch, Ottawa, 1868.

(Certified,)

W. F. WHITCHER.

of Nets and yards of Gill-net in the Province of Ontario, during the year 1867.

Species.	Pike and Biss.	Bass and Perch.	Pickrel.	Coarse fish.	Total Value.	Value.		Where disposed of.	REMARKS.
						Fresh.	Pickled.		
					\$ cts.	\$ cts.	\$ cts.		
.....	.....	.....	.....	.....	6,064 00	1,227 00	4,837 00	Canada.	23,000 White fish frozen for winter use.
.....	.....	.....	240	46	35,820 00	.....	35,820 00	Can. & U. S.	
.....	.....	.....	.....	.....	19,600 00	13,066 00	6,534 00	do	
.....	.....	.....	.....	.....	22,604 50	1,194 50	21,410 00	Canada.	
.....	.....	.....	445	.....	13,302 00	1,665 00	11,637 00	Can. & U. S.	
.....	.....	.....	25	60	31,479 00	31,304 00	175 00	do	No returns from two localities, and \$512 worth added from Wheatley, without particulars.
685	4	.....	147	401	19,626 00	18,506 00	1,120 00	do	
.....	.....	.....	.....	.....	9,250 00	9,250 00	.....	do	
.....	30	.....	.....	.....	17,020 00	9,620 00	7,400 00	do	From the difficulty of obtaining accurate statements, the overseers think the catch has been nearly double the amount given.
.....	74	.....	37	.....	10,440 00	9,455 00	985 00	do	*No return of nets from Amherst Island.
.....	20	1	2	3	210 00	210 00	.....	Canada.	
.....	No	statistics	.....	.....	2,450 00	2,000 00	450 00	do	
685	128	1	896	510	\$187,865 50	97,497 50	90,368 00		

P. MITCHELL,  
Minister of Marine and Fisheries.

**RECAPITULATION of the yield of the Fisheries, Value of Fish taken, number of Men, Nets, and value of Boats and materials employed in the Fisheries in the Province of Ontario, in 1867 and 1868.**

	1868.	1867.	\$	cts.	\$	cts.
Number of men employed.....	1,855	1,665				
Quantity of Gill-nets (yards).....	684,117	531,612				
Do Seines (number).....	149	144				
Do Hoop nets (number).....	111	99				
Do Pound nets do.....	7	7				
Number of barrels of fish taken.....	33,234	33,043				
Value of boats, nets, and material engaged.....			107,095	00	113,466	50
Total value of fish.....			\$198,082	75	187,865	50

DEPARTMENT OF MARINE AND FISHERIES,  
Fisheries Branch, Ottawa, 1868.

(Signed,) W. F. WHITCHER.

P. MITCHELL,  
*Minister of Marine and Fisheries.*

STATEMENT of the Fishing Licenses issued to American Fishing Vessels during the year 1868, in the several Provinces forming the Dominion of Canada, with the names of Owners, Tonnage, Port, Amount of License Fee and name of issuing Officer.

## NOVA SCOTIA.

Name of Vessel.	Owners.	Port.	Tons.	Men.	Where issued	Name of Officer.	Rate per ton.	Amount of License Fee.
Venelia.....	Jas. W. Eaton.....	Castine, Maine.....	54	16	Port Mulgrave.....	Vincent J. Wallace.....	2 00	108 00
Fashion.....	J. Lewis.....	Gloucester, Mass.....	46	14			2 00	92 00
Telegraph.....	Patrick Fanning.....	do ".....	67	15			2 00	134 00
H. Atwood.....	S. Foster.....	Wellfleet, ".....	61	16			2 00	122 00
F. Duubar.....	Joseph Dunbar.....	Castine Maine.....	61	15			2 00	122 00
J. C. Tarr.....	Daniel Douglass.....	Gloucester.....	70	18			2 00	140 00
Chanticleer.....	George M. Arey.....	Newburyport, Mass.....	33	12			2 00	66 00
Martha Ann.....	B. Y. Jewett.....	Camden, Maine.....	69	17			2 00	133 00
R. A. Kingsbury.....	Wm. Mulloch.....	Wellfleet.....	55	16			2 00	110 00
Freedom.....	Moses M. Murray.....	Gloucester, Mass.....	32	10			2 00	64 00
C. R. Jones.....	Henry Smith.....	Salem ".....	47	13			2 00	91 00
Abigail Brown.....	James McNeil.....	Gloucester ".....	44	13			2 00	88 00
J. W. Fairfield.....	Adin Storey.....	Rockport ".....	33	11			2 00	76 00
Hiram Power.....	James McKinnon.....	Gloucester ".....	42	12			2 00	84 00
Charger.....	Wm. H. Thurston.....	do ".....	51	14			2 00	102 00
Tidal Wave.....	S. D. Rich.....	Hingham ".....	40	12			2 00	80 00
Grace Darling.....	J. L. Fernald.....	Camden, Maine.....	45	13			2 00	90 00
Wm. V. Hutchings.....	Jno. Parkhurst.....	Gloucester, Mass.....	52	14			2 00	104 00
Indus (Boat).....	Z. Rich.....	Provincetown ".....	24	7			2 00	48 00
Rio Grande.....	B. Y. Rich.....	do ".....	37	10			2 00	74 00
Lottie F. Babson.....	Wm. Greenleaf.....	Gloucester ".....	53	15			2 00	106 00
Forest Queen.....	Albert Farr.....	do ".....	51	13			2 00	102 00
M. L. Wetherall.....	S. Morrison.....	do ".....	53	14			2 00	106 00
Light Foot.....	James Wells.....	do ".....	50	14			2 00	100 00

STATEMENT of the Fishing Licenses issued to American Fishing Vessels during the year ending the year 1868, &c.—*Concluded.*

Name of Vessel.	Owners.	Port.	Tons.	Men.	Where issued.	Name of Officer.	Rate per ton.	Amount of Licence Fee.
Equity (Boat).....	Thomas Kimbell.....	do ".....	16	6	.....	.....	2 00	32 00
Arcola.....	B. Y. Torrey.....	do ".....	40	13	.....	.....	2 00	80 00
Fanny.....	J. H. Gilmour.....	Hingham ".....	45	14	.....	.....	2 00	90 00
Traverse.....	T. Gott.....	Swan's Island, Me.....	42	12	.....	.....	2 00	84 00
John Pew.....	H. Hutchins.....	" ".....	40	12	.....	.....	2 00	80 00
Effort (Boat).....	Charles Loveland.....	New London, Conn.....	9	4	Port Mulgrave.....	Vincent J. Wallace.....	2 00	18 00
Ranger.....	Alexander Weston.....	Gloucester, Mass.....	37	11	.....	.....	2 00	74 00
Vision.....	R. D. Cobb.....	Hingham, Mass.....	43	13	.....	.....	2 00	86 00
John Wesley.....	C. C. Poole.....	Rockport ".....	45	12	.....	.....	2 00	90 00
L. B. Snow.....	Wm. Hampson.....	Truro ".....	36	13	.....	.....	2 00	72 00
Chalcydony.....	Gilbert Davis.....	Gloucester ".....	43	14	.....	.....	2 00	86 00
David A. Osier.....	Charles W. Osier.....	do ".....	26	10	.....	.....	2 00	52 00
Chapparell.....	Y. H. Steele.....	St. George, Me.....	41	14	.....	.....	2 00	82 00
Laura Sayward.....	Eps. Sayward & Co.....	Gloucester, Mass.....	68	14	Halifax.....	H. W. Johnston.....	2 00	136 00
Hy. Ellsworth.....	".....	" ".....	59	14	.....	".....	2 00	118 00
Harriet Samantha.....	David Low & Co.....	" ".....	58	17	.....	".....	2 00	116 00
Madam Roland.....	Philip Johnston.....	" ".....	62	16	Port Hawksbury.....	Malcolm McDonald.....	2 00	124 00
Alhambra.....	George Steele.....	" ".....	57	14	.....	".....	2 00	114 00
Madanaska Maid.....	Wm. Brown.....	" ".....	63	16	.....	".....	2 00	126 00
Franklin A.....	David Melancon.....	" ".....	65	17	.....	".....	2 00	130 00
Granada.....	George Steel.....	" ".....	59	14	.....	".....	2 00	119 50
Samuel Gilbert.....	George Steel.....	" ".....	51	14	.....	".....	2 00	102 00
Fleetwood.....	R. S. Smith.....	North Haven.....	55	14	.....	".....	2 00	110 00
George B. Lenore.....	T. Calliher.....	Gloucester.....	58	15	North Sydney.....	Thomas Sam Bown.....	2 00	116 00
Bay State.....	W. Walsh.....	do.....	52	12	do.....	.....	2 00	104 00
			2345	650				
								\$4691 50

QUEBEC.

Montrose.....	Eps. Sayward.....	Gloucester.....	42	11	Port of New Car-			
					isle.....	J. Fraser.....	2 00	84 00
Comet.....	Nich. Felch.....	Newbury Port.....	22	11	do.....		2 00	44 00
Whisper.....	George N. Jeffs.....	do.....	18	11	do.....		2 00	36 00
Ann Maria.....	Wm. Parsons & Co.....	Gloucester Mass.....	41	12	Gaspé Bay.....	Theophile Tetu.....	2 00	82 00
Two Forty.....	Joseph Frend.....	do.....	63	14	Seven Islands.....	do.....	2 00	126 00
Massena.....	George H. Davis.....		59		Perce.....	Philip Vibert.....	2 00	119 00
Senator.....	Jno. McInnis.....	Bucksport, Me.....	17		Do.....	do.....	2 00	35 00
			262	59				\$526 00

Certified,  
W. F. WHITCHER,  
Department of Marine & Fisheries,  
Fisheries Branch, Ottawa 1868.

P. MITCHELL,  
Minister of Marine & Fisheries.



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# REPORT

OF

**Chairman of Board of Steamboat Inspection,**

FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER, 1868.

With Return of Steamboats Inspected, and Penalties Collected under  
the Steamboat Inspection Act.

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**BOARD OF STEAMBOAT INSPECTION,  
CHAIRMAN'S OFFICE.**

Toronto, 18th February, 1869.

SIR,—I beg leave to forward to you for your information of the Minister of Marine and Fisheries, a report of the proceedings of the Board of Steamboat Inspection and a return of all steamboats inspected, and of all penalties collected under the Steamboat Inspection Act for the year ended the 31st December, 1868.

Meetings of the Board of Steamboat Inspectors for the examination of Engineers and the renewal of certificates to qualified Engineers were held at

Windsor on the.....	12th March.
Hamilton .....	16 "
St. Catharine's.....	19 "
Toronto .....	21 "
Kingston.....	25 "
Ottawa .....	30 "
Montreal .....	27th May.
Quebec .....	1st June.

There were issued by the Board at these sittings, 291 certificates, 40 of which were for examinations, and 251 for renewals.

In compliance with the third section of the Steamboat Inspection Act, passed last Session of the Dominion Parliament which came into force on the 22nd May, 1868, I called the Inspectors together at Montreal on Wednesday the first day of July.

Minutes of their proceedings, and the rules and regulations adopted by them for their own guidance, and a uniform inspection of Steam Vessels were forwarded to your Department on the 7th of July.

In view of meeting the wishes of Steamboat Engineers, and also to allow the Inspectors more time for their Inspection duties in the Spring of the year, it was decided to change the sittings of the Board for the examination of Engineers from the Spring to the Fall of the year, the Board to issue certificates at that time for the ensuing year.

In conformity with this resolution meetings composed of a quorum of the Board were called at the following places:—

St. John, N. B. ....	10th October.
Halifax, N. S. ....	15 "
Pictou " .....	19 "
Quebec.....	26 "
Montreal .....	30 "
Kingston.....	1st December.
Windsor.....	8 "
Hamilton.....	12 "
St. Catharines.....	15 "
Toronto.....	19 "

Three hundred and forty engineer certificates were issued by the Board at these sittings 98 of which were for examinations, and 242 for renewals. Minutes of the proceedings of the meetings at Montreal, which all the Inspectors except Mr. Smith from St. John, N. B. (who was prevented by illness from attending) were present, were forwarded to your Department. Returns of the number of Steam Vessels inspected in the Dominion for the year 1868, their tonnage, and the amount of dues and fees paid on account of the same have also been forwarded to your Department at Ottawa.

The accompanying statement exhibits as far as I have been able to obtain information from the Local Inspectors, the number of Steam Vessels that have been added to the Dominion during the year 1868, their class, where built, and how employed, and their gross and Registered Tonnage.

Also a statement shewing the number of steam vessels lost, and such information as I have been able to gather in respect to accidents on steam vessels, endangering or causing loss of life for the same period in the Dominion.

I am Sir,

Your most obedient servant,

(Signed,)

SAMUEL RISLEY,

Chairman of the Board of S. B. I.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

*STATEMENT of Losses and Accidents to Steam Vessels and their machinery in the Dominion, for the year ended 31st December, 1868.*

New Brunswick and N. S. District.—None.

Quebec District.—Steam Tug "St. Marie" burnt at the wharf at Quebec, 5th October.

The vessel was not in commission at the time. Steamship "Margaretta Stevenson" on her way up from Montreal on the 5th September, burnt her steam chimney, killing one fireman Propé Lahay, and severely scalding the second engineer.

After hearing evidence in respect to the circumstances connected with this accident, the Board were of opinion that the chief engineer Benjamin Filteau was to blame in deputing his second to examine a defect in the boiler, however slight without satisfying himself as to its extent and danger. The Board did not feel justified in revoking Filteaus License for this offence, but they severely censured him, and cautioned him against such neglect in future.

Three Rivers District.—Steamer "Relief" sunk on the 5th May, opposite Sorel, in a gale of wind. The Captain and one of the firemen lost.

Steamer "Yamaska" sunk by a collision with a sailing craft. The steamer a total wreck no lives lost.

Montreal District.—Steam Tug "Lily" burnt at Greenpoint in the Grenville Canal, 30th of August.

Steam Tug "Leeds" sunk in the Chute à Blondeau Rapids, no lives lost.

Steamer "Spartan" of the Royal Mail line struck on her way down the St. Lawrence injuring her forward compartment. No lives lost.

Kingston District.—"Steamer Empress" burnt at the wharf at Kingston.

West Ontario District.—Steamer "Frances Smith" running between Collingwood and Owen Sound, run ashore in a fog in Georgian Bay. No lives lost.

Steamer "Perseverance" the property of the Welland Railway Company lost by fire on Lake Ontario, in October—A Report of this loss was forwarded to your Department shortly after it occurred. I may state here that the origin of the fire which caused the total loss of this vessel and the loss of several lives is unknown. The vessel was well equipped in every respect and well officered; the fire was so rapid that the boats could not be properly launched; the officers did their best, and appear to have lost their lives in their efforts to save life and property.

(Signed,)

SAMUEL RISLEY

Chairman of the Board of S. B. I.

STEAM VESSELS inspected in West Ontario and Superior Division for the year ending 31st December, 1868.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Tonnage.		Tonnage Dues.	Insp. fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
						\$ cts.	\$ cts.		\$ cts.	
Great Western.....	Windsor.....	J. T. Elliott.....	April 27...	1252	712	125 20	5 00	April 27...	130 20	
Union.....	do .....	do .....	" "...	1190	999	119 00	8 00	" 27...	127 00	
Essex.....	do .....	do .....	" 30...	94	52	9 40	5 00	" 30...	14 40	
Florence.....	do .....	do .....	" "...	108	73	10 80	8 00	" 30...	18 80	
Valley City.....	do .....	do .....	" 11...	84	.....	8 40	8 00	" 11...	16 40	
Ada Carter.....	do .....	do .....	" 14...	15	.....	1 50	5 00	" 14...	6 50	
T. T. Noyes.....	do .....	do .....	" 30...	22	.....	2 20	5 00	" 30...	7 20	
Dominion.....	do .....	do .....	May 6...	117	.....	11 70	8 00	May 6...	19 70	
Bella Taylor.....	Chatham.....	T. G. Penefather.....	Aug. 22...	38	17 37	3 80	5 00	Aug. 22...	8 80	
George Campbell.....	do .....	do .....	" 22...	27	15 53	2 70	5 00	" 22...	7 70	
Quail.....	do .....	do .....	" 22...	17	15 53	1 70	5 00	" 22...	6 70	
Hero.....	Sarnia.....	J. Scully.....	June 4...	30	.....	3 00	5 00	June 4...	8 00	
River King.....	do .....	do .....	" 4...	40	34	4 00	5 00	" 4...	9 00	
Shamrock.....	do .....	do .....	" 8...	31	.....	3 10	5 00	" 8...	8 10	
Sea Gull.....	do .....	do .....	" 3...	51	43	5 10	5 00	" 3...	10 10	
W. T. Spicer.....	do .....	do .....	" 3...	356	239	35 60	8 00	" 3...	43 60	
Silver Spray.....	Goderich.....	A. Doty.....	" 6...	173	142	17 30	8 00	May 23...	25 30	
Bonny Maggie.....	do .....	do .....	July 11...	202	169	20 20	8 00	" 11...	28 20	
Rotheray Castle.....	Toronto.....	J. Smith.....	April 13...	177	159	15 90	8 00	April 13...	23 90	
Princess of Wales.....	do .....	do .....	" 16...	94	94	9 34	5 00	" 16...	14 34	
Her Majesty.....	do .....	do .....	" 20...	531	531	53 10	8 00	" 20...	61 10	
G. S. Hathaway.....	do .....	do .....	May 11...	144	144	1 55	5 00	May 11...	6 55	
Victoria.....	do .....	J. E. Smith.....	" 23...	64	39	6 40	5 00	" 23...	11 40	
Banquet.....	do .....	do .....	" 23...	93 8 5	59	5 90	5 00	" 23...	10 90	
Hell Mixer.....	do .....	do .....	" 29...	21	9	2 10	5 00	" 29...	7 10	
Algoma.....	Collingwood.....	do .....	June 3...	787 5 6	623	62 30	8 00	June 3...	70 30	
Ida Burton.....	Barrie.....	do .....	" 8...	85	54 5	5 45	5 00	" 8...	10 45	
City of Toronto.....	Toronto.....	do .....	" 24...	403	.....	40 30	8 00	" 24...	48 30	
Deane.....	Aurora.....	do .....	July 2 6...	7	7	0 70	5 00	July 6...	5 70	
Little Eva.....	do .....	do .....	" 6...	124	.....	1 70	5 00	" 6...	6 70	
Fairy.....	do .....	do .....	" 6...	20	.....	2 00	5 00	" 6...	7 00	
Emily May.....	Bell Ewart.....	do .....	" 7...	181	104	18 10	8 00	" 7...	26 10	
Simcoe.....	do .....	do .....	" 7...	26	15	2 60	5 00	" 7...	7 60	

Wenonah.....	Gravenhurst.....	J. E. Smith.....	July 14...	83	62	6 20	5 00	July 14...	11 20
George Watson.....	Collingwood.....	do.....	" 14...	28	13	2 80	5 00	" 14...	7 80
Rescue.....	do.....	do.....	" 30...	12	.....	1 20	5 00	" 30...	6 20
Chicora.....	do.....	do.....	Dec. 30...	415	.....	41 50	8 00	Dec. 30...	49 50
Osprey.....	Hamilton.....	W. H. Kitson.....	April 21...	460	260	46 00	8 00	April 21...	54 00
Acadia.....	do.....	do.....	" 16...	339	217	33 90	8 00	" 16...	41 90
Prince Alfred.....	do.....	do.....	July 22...	13	8	1 30	5 00	July 22...	6 30
Ottawa.....	do.....	do.....	Sept. 22...	264	126	26 40	8 00	Sept. 22...	34 40
Dromedary.....	do.....	do.....	" 22...	219	174	21 90	8 00	" 22...	29 90
America.....	Dalhousie.....	T. Parke.....	April 16...	331	302	33 10	8 00	April 16...	41 10
Metemora.....	do.....	do.....	" 16...	208	.....	20 08	8 00	" 16...	28 08
Dominion.....	do.....	do.....	" 24...	352	285	35 20	8 00	" 24...	43 20
Enterprise.....	do.....	do.....	June 20...	564	494	56 40	8 00	June 20...	64 40
Perseverance.....	do.....	do.....	" 20...	564	491	56 40	8 00	" 20...	64 40
L. N. Y.....	Port Robinson.....	do.....	Aug. 19...	12	.....	1 20	5 00	Aug. 18...	6 20
Bennett.....	do.....	do.....	" 19...	7	.....	0 70	5 00	" 18...	5 70
T. R. Secord.....	do.....	do.....	" 19...	14	10	1 40	5 00	" 18...	6 40
Young Lyon.....	do.....	do.....	" 19...	54	43	5 40	5 00	" 18...	10 40
John Gordon.....	Port Colborne.....	W. Pring.....	April 16...	109 <sup>5</sup>	73 <sup>2</sup>	7 30	5 00	April 16...	12 30
S. Neelon.....	do.....	do.....	" 16...	461 <sup>1</sup>	286 <sup>4</sup>	2 90	5 00	" 16...	7 90
Lionne.....	do.....	do.....	" 16...	319 <sup>0</sup>	217 <sup>3</sup>	2 20	5 00	" 16...	7 20
Dover.....	Dunville.....	W. A. McCrae.....	Aug. 19...	64	61	6 40	5 00	Aug. 19...	11 40
W. T. Robb.....	do.....	do.....	" 19...	188	188	18 80	5 00	" 19...	23 80
Mary Ann.....	do.....	do.....	" 19...	69	69	6 90	5 00	" 19...	11 90
Jessie.....	do.....	do.....	" 19...	115	115	11 50	5 00	" 19...	16 50
N. G. Sprague.....	Rowan.....	P. Bennett.....	" 19...	119	.....	16 90	5 00	.....	21 90
City of London.....	Stanley.....	J. Hemphill.....	" 19...	334	307	33 40	8 00	.....	41 40
Argyle.....	Dundas.....	W. B. Gwyn.....	May 11...	121	62	8 20	5 00	May 11...	13 20
T. F. Park.....	Amherstberg.....	E. Anderson.....	April 9...	185	.....	18 50	5 00	April 9...	23 50
Alexander Jones.....	do.....	do.....	" 30...	22	.....	2 20	5 00	" 30...	7 20
Lily.....	Wallaceburg.....	C. Fraser.....	" 23...	32	32	3 20	5 00	" 28...	8 20
Mack.....	do.....	do.....	June 4...	18	15	1 80	5 00	June 4...	6 80
Dauntless.....	do.....	do.....	" 27...	13	.....	1 30	5 00	" 27...	6 30
Champion.....	Lindsay.....	M. Whitehead.....	" 23...	82	73 <sup>1</sup>	8 20	5 00	July 11...	13 20
Anglo Saxon.....	do.....	do.....	" 23...	47	.....	4 70	5 00	" 24...	9 70
Novelty.....	do.....	do.....	" 23...	67 <sup>1</sup>	57	8 75	5 00	June 3...	13 75
Ranger.....	do.....	do.....	" 23...	53 <sup>3</sup>	40 <sup>1</sup>	7 36	5 00	" 29...	12 36
Victoria.....	do.....	do.....	" 23...	94 <sup>1</sup>	82	13 20	5 00	May 30...	18 20
Commodore.....	do.....	do.....	" 23...	103	95	10 30	8 00	June 6...	18 30
Mary Ellen.....	do.....	do.....	" 23...	31	13	3 10	5 00	July 11...	8 10
Ogenah.....	do.....	do.....	" 23...	102 <sup>1</sup>	94	10 25	8 00	Sept. 17...	18 25
Ontario.....	Not inspected.....	do.....	" 23...	38	.....	3 80	5 00	Nov. 25...	8 80
Annie Read.....	Port Hope.....	do.....	May 1...	428 <sup>0</sup>	28	4 58	5 00	June 15...	9 58
Norseman.....	do.....	do.....	June 22...	29 <sup>5</sup>	224	29 50	8 00	.....	37 50
Otonabee.....	Harwood Landing.....	H. Easton.....	July 27...	84	23	8 40	5 00	July 31...	13 40
Forest City.....	do.....	do.....	" 27...	79	.....	7 90	5 00	" 31...	12 90

STEAM VESSELS inspected in West Ontario and Superior Division, for the year ending 31st December, 1868.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
						\$ cts.	\$ cts.		\$ cts.	
Alu.....	do	do	" 27...	35		3 50	5 00	Aug. 31...	8 50	
Spider.....	do	do	" 27...	15		1 50	5 00	" 31...	6 50	
Margaret Hales.....	do	do	Aug. 27...	63		6 30	5 00	Sept. 30...	11 30	
Niagara.....	Coburg.....	do	July 27...	6		60	5 00	Aug. 31...	5 60	
Frances Smith.....	Owen Sound.....	W. Stephens.....	" 30...	461 <sup>6</sup> / <sub>10</sub>	109 <sup>6</sup> / <sub>10</sub>	46 16	8 00	Dec. 31...	54 16	
Champion.....	do	do	" 29...	51 <sup>2</sup> / <sub>10</sub>	34 <sup>1</sup> / <sub>10</sub>	5 12	5 00	Aug. 3...	10 12	
Hero.....	do	do	" 29...	16 <sup>1</sup> / <sub>10</sub>	<sup>6</sup> / <sub>10</sub>	1 60	5 00	Sept. 14...	6 60	
Okoura.....	do	do	" 37...	37		3 70	5 00	Oct. 8...	8 70	
Wabuno.....	Collingwood.....	J. M. Smith.....	" 11...	146		14 60	8 00	June 8...	22 60	

STEAM VESSELS inspected in East Ontario Division, for the year ending 31st December, 1868.

Bay of Quinté.....	Kingston .....	W. D. Simpson.....	April 11...	250		25 00	8 00	.....	33 00	
Georgian.....	do	do	" 13...	346		34 60	8 00	.....	42 60	
Hercules.....	do	do	" 15...	470		47 00	5 00	.....	52 00	
City of Hamilton.....	do	do	" 15...	391		39 10	5 00	.....	44 10	
J. A. Maedonald.....	do	do	" 15...	268		26 80	5 00	.....	31 80	
Bruno.....	do	do	" 16...	359		35 90	5 00	.....	40 90	
Highlander.....	do	do	" 16...	300		30 00	5 00	.....	35 00	
William.....	do	do	" 16...	371		37 10	5 00	.....	42 10	
Swan.....	do	do	" 16...	36		3 60	5 00	.....	8 60	
America.....	do	do	" 16...	260		26 00	5 00	.....	31 00	
Colonist.....	do	do	" 17...	341		34 10	8 00	.....	42 10	
East.....	do	do	" 20...	348		34 80	8 00	.....	42 80	
Brantford.....	do	do	" 20...	311		31 10	5 00	.....	39 10	
Huron.....	do	do	" 22...	388		38 80	8 00	.....	46 80	
M. Greenway.....	Pictou.....	J. Roblin.....	" 22...	37		3 70	5 00	.....	8 70	
Glide.....	Kingston .....	W. B. Simpson.....	" 26...	60		6 00	5 00	.....	11 00	
Kingston.....	do	do	" 30...	344		34 40	8 00	.....	42 40	
Grecian.....	do	do	" 24...	422		42 20	8 00	.....	50 20	
Magnet.....	do	do	" 25...	428		42 80	8 00	.....	50 80	

Wellington.....	do	do	"	30...	400	40 00	5 00	45 00
St. Lawrence.....	do	do	"	30...	244	24 40	5 00	29 40
Rochester.....	do	do	May	1...	232	23 20	8 00	31 20
Hemlock.....	Kingston	W. B. Simpson	"	1...	80	8 00	5 00	13 00
Prince Edward.....	Belleville	W. F. Muedell	"	11...	43	4 30	5 00	9 00
Watertown.....	Kingston	W. B. Simpson	"	12...	154	15 40	8 00	23 40
Pierrepont.....	do	do	"	15...	114	11 40	8 00	19 40
Strickland.....	Morrisburg	A. McDonnell	"	22...	54	5 40	5 00	10 40
British America.....	Cornwall	R. K. Bullock	"	23...	52	5 20	5 00	10 20
St. Jean Baptiste.....	Prescott	A. Jones	"	25...	73	7 30	5 00	12 30
St. Helen.....	Pictou	J. Roblin	"	26...	269	26 90	8 00	34 90
Raftsmen.....	Kingston	W. B. Simpson	June	4...	94	9 40	8 00	17 40
Ottawa.....	do	do	"	17...	227	22 70	5 00	27 70
Ellen Jeffers.....	do	do	"	19...	33	3 30	5 00	8 30
Bruce.....	do	do	"	20...	107	10 70	8 00	18 70
Athenian.....	do	do	"	23...	1033	103 30	8 00	116 30
Columbian.....	do	do	"	23...	854	85 40	8 00	93 40
City of Ottawa.....	do	do	"	25...	123	12 30	8 00	21 30
Francis.....	do	do	"	25...	37	3 70	5 00	8 70
Elswood.....	do	do	"	26...	25	2 50	5 00	7 50
Mary Ann.....	do	do	"	30...	31	3 10	8 00	11 10
Jessie Abby.....	Napanee	John Benson	"	30...	41	4 10	5 00	9 10
Ann Sisson.....	Bytown	D. Graham	July	29...	213	21 30	8 00	29 30
Emerald.....	do	do	"	29...	90	9 00	5 00	14 00
Oregon.....	do	do	"	29...	75	7 50	5 00	12 50
Snow Bird.....	do	do	"	29...	62	6 20	5 00	11 20
Alliance.....	do	do	"	29...	191	19 10	8 00	27 10
Calumet.....	do	do	"	29...	145	14 50	8 00	22 50
Jason Gould.....	do	do	"	29...	37	3 70	5 00	8 70
Pontiac.....	do	do	"	29...	120	12 00	8 00	20 00
Pembroke.....	do	do	"	29...	62	6 20	5 00	11 20
Monitor.....	do	do	"	29...	144	14 40	5 00	19 40
Bristol.....	Kingston	W. B. Simpson	Aug.	27...	341	34 10	8 00	42 10
Prince Alfred.....	Brockville	E. Webster	Sept.	21...	19	1 90	5 00	6 90

1272.70 for the half year.

224.70 for the half year.

### STEAM VESSELS inspected in Montreal Division for the year ending 31st December, 1868.

Elevator No. 4.....	Montreal	A. M. Delisle	April	3...	95	9 50	5 00	14 50
Do 3.....	do	do	"	4...	95	9 50	5 00	14 50
Do 5.....	do	do	"	4...	95	9 50	5 00	14 50
Do 1.....	do	do	"	4...	95	9 50	5 00	14 50
Quebec.....	do	do	"	4...	132	13 20	5 00	18 20
La Prairie.....	do	do	"	20...	342	34 20	8 00	42 20
L'Aigle.....	do	do	"	23...	240	24 00	5 00	29 00
Spartan.....	Lachine	A. M. Delisle	April	24...	424	42 40	8 00	50 40
Aurora.....	do	do	"	27...	125	12 50	8 00	20 50
L. Renaud.....	Montreal	do	"	28...	336	33 60	8 00	41 60
Arctic.....	do	do	"	28...	104	10 40	5 00	15 40

\$1.50—9 miles, 1 day.

\$1.25

The steamer Spartan struck in the Long Sault Rapids on downward trip 16 Oct.—no lives lost, damage not much.

STEAM VESSELS inspected in Montreal Division, for the year ending 31st December, 1868.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd					
						\$ cts.	\$ cts.		\$ cts.	
John Brown .....	do .....	A. M. Desile .....	" 28...	87	59	8 70	5 00		13 70	
M. K. D. ....	do .....	do .....	" 28...	108	37	10 80	5 00		15 80	
Boston ....	do .....	do .....	" 28...	83	25	16 60	10 00		26 60	Paid for two years, 1867 & 1868. \$1.50 one day.
Atlas .....	Lachine .....	do .....	" 29...	176	38	17 60	5 00		22 60	
Leeds .....	Montreal .....	do .....	" 29...	82	51	8 20	5 00		13 20	
Magnet .....	do .....	do .....	" 29...	336	274	33 60	8 00		41 60	
Wood .....	do .....	do .....	" 30...	97	23	9 70	5 00		14 70	
Oak .....	do .....	do .....	" 30...	92	22	9 20	5 00		14 20	
Noran .....	do .....	do .....							11 00	\$448.70.
Plover .....	do .....	do .....	May 1...	45	16	4 50	5 00		9 50	
Media .....	do .....	do .....	" 1...	83	22	8 30	5 00		13 30	
Corinthian .....	do .....	do .....	" 1...	374	220	37 40	8 00		45 40	
Fawn .....	do .....	do .....	" 1...	83	30	16 60	10 00		26 60	
Aid .....	do .....	do .....	" 1...	87	23	17 80	10 00		27 80	
Fashion .....	do .....	do .....	" 2...	147	92	14 70	8 00		22 70	
Weather Bell .....	do .....	do .....	" 2...	153	122	15 30	5 00		20 30	
Cultivateur .....	do .....	do .....	" 2...	205	41	20 50	5 00		25 50	
Passport .....	do .....	do .....	" 2...	346	184	34 60	8 00		42 60	
Excelsior .....	do .....	do .....	" 2...	107	54	10 70	5 00		15 70	
Royal .....	do .....	do .....	" 5...	260	164	26 00	8 00		34 00	
Salabery .....	do .....	do .....	" 5...	238	98	23 80	8 00		31 80	
Dagm .....	do .....	do .....	" 5...	141	55	14 10	8 00		22 10	
Lawrence .....	do .....	do .....	" 6...	132	37	13 30	5 00		18 30	\$356.60.
Easter .....	do .....	do .....	" 6...	87	40	17 40	10 00		27 40	
Prescott .....	do .....	do .....	" 8...	206	65	20 60	5 00		25 60	
Caroline .....	do .....	do .....	" 12...	101	46	10 10	5 00		15 10	
Lord Elgin .....	do .....	do .....	" 13...	214	51	21 40	8 00		29 40	
Beaver .....	do .....	do .....	" 14...	240	88	24 00	8 00		32 00	
Lina .....	do .....	do .....	" 15...	107	27	10 70	5 00		15 70	
Matilda .....	do .....	do .....	" 15...	86	22	8 60	5 00		13 60	
Prince of Wales .....	Lachine .....	do .....	" 18...	214	68	21 40	8 00		29 40	\$1.00—9 miles.
Iroquois .....	do .....	do .....	" 18...	351	223	35 10	8 00		43 10	
St. Laurence .....	Montreal .....	do .....	" 19...	93	23	9 80	5 00		14 80	
Alice .....	do .....	do .....	" 19...	83	32	8 30	5 00		13 30	
Bytown .....	do .....	do .....	" 23...	76	35	7 60	5 00		12 60	

Arctic.....	do .....	J. W. Dunscomb.....	" 25..	402	153	40 20	8 00	48 20	\$320.20.
Canada†.....	do .....	do .....	" 25..						
Lake St. Peter.....	Quebec.....	do .....	June 2..	197	62	19 70	5 00	24 70	
Champion.....	Montreal.....	A. M. Delisle.....	" 6..	373	127	37 30	8 00	45 30	
Banshee.....	do .....	do .....	" 6..	402	294	40 20	8 00	48 20	
Merritt.....	do .....	do .....	" 11..	1127	979	112 70	5 00	117 70	
Elfin.....	do .....	do .....	" 17..	74	10	7 40	5 00	12 40	
Champion.....	do .....	do .....	" 25..	124	36	12 40	5 00	17 40	
Maid of Canada.....	do .....	do .....	" 26..	314	125	31 40	8 00	39 40	
Queen Victoria.....	Ottawa.....	D. Graham.....	" 30..	217	61	21 70	8 00	29 70	\$334.80.
Nymph.....	Montreal.....	A. M. Delisle.....	July 6..						
Mink.....	do .....	D. Graham.....	" 14..						
Forest.....	do .....	A. M. Delisle.....	" 20..	48		4 80	5 00	9 80	
Express.....	do .....	do .....	" 20..	58		5 80	5 00	10 80	\$20.60.
Lily.....	do .....	do .....	Aug. 20..	92	53				
Alexandra.....	do .....	do .....	" 26..	265	94	26 50	8 00	34 50	2—130 miles.
Gem.....	St. John.....	do .....	" 26..	116	27	11 60	5 00	16 60	26
Otter.....	Ottawa.....	D. Graham.....	" 26..	99		9 90	5 00	14 90	\$66.00.
Longueuil.....	Montreal.....	A. M. Delisle.....	Sept. 2..	302	189	30 80	8 00	38 80	Built this year, dues paid next spring.
Relief.....	do .....	do .....	" 15..	87	17	8 70	5 00	13 70	Upset in a gale of wind, 5 May, 1868, afterwards repaired.
Mountain Maid.....	Magog Ontlet.....	E. Bullock.....	" 25..	95 {	Not known }	9 50	5 00	14 50	
Lady of the Lake.....	do .....	do .....	" ..	278	175	55 60	16 00	71 60	\$99.80.
Hochelaga.....	Longueuil.....	A. M. Delisle.....	Oct. 1..	228	95	22 80	8 00	30 80	Dues paid next inspection.
Charlotte.....	Montreal.....	do .....	" 2..	41		4 10	5 00	9 10	New steamer.
Victoria.....	Ottawa.....	do .....	" 15..	100		10 60	8 00	18 60	\$27.70.

\* This steamer struck in the Chute à Blondeau, and sunk out of sight. October 18th, 1868, no lives lost (accident).

† Paid into the Customs \$11.00 for dues and fee for the year 1867. They have turned her into a sawmill, therefore she was not inspected this year.

‡ New steamer inspected by me, owned in Ottawa, was to have been registered in Ottawa, but I have not received any notice of her tonnage or of her dues being paid. I have written to the Collector at Ottawa.

§ This steamer has no register. Dues have not been paid; will be paid next inspection.

¶ New steamer this year.

‡ This steamer was burnt 30th August at Greese's Point, Grenville Canal—cause unknown (dues not paid).

\*\*\* This steamer's dues were not paid; will be paid previous to next inspection.

There are some small tugs, owned by captains who are very seldom to be seen if at all until the close of navigation. Their work is towing small vessels. For the future, they will be retained, when inspected, until paid.

As to the date of payment of dues and fees, I am unable to give them as they were paid into the Customs; the receipts given with date to the captains or owners.

# STEAM VESSELS inspected in Three Rivers Division for the year ending 31st December, 1868.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Fire Fly .....	Sorel .....	A. M. Delisle .....	March 30...	92	46	\$ 20	\$ 00	April 14...	\$ 20	
Berthier .....	do .....	do .....	April 2...	96	28	7 60	5 00	May 23...	12 60	
Terrebonne .....	do .....	do .....	" 11...	141	37	14 10	8 00	April 30...	22 10	
Victoria .....	do .....	do .....	" 11...	274	114	27 40	8 00	" 30...	35 40	
L. Thompson .....	do .....	do .....	" 14...	176	80	17 60	8 00	" 30...	25 60	
Columbia .....	do .....	do .....	" 16...	309	107	31 90	8 00	" 30...	33 90	
Quebec .....	do .....	do .....	" 16...	838	527	83 80	8 00	" 30...	91 80	
Rover .....	do .....	do .....	" 18...	114	25	11 40	5 00	June 19...	16 40	
Montreal .....	do .....	do .....	" 19...	570	284	57 00	8 00	April 30...	65 00	
Meteor .....	do .....	do .....	" 20...	252	107	25 20	8 00	" 24...	33 20	
Albert .....	do .....	do .....	" 22...	104	30	10 40	5 00	June 19...	15 40	
Whitehall .....	do .....	do .....	" 23...	118	63	11 80	5 00	" 19...	16 80	
Rocket .....	do .....	do .....	" 24...	337	172	38 70	8 00	April 24...	46 70	
Sorel .....	do .....	do .....	" 24...	83	18	8 30	5 00	June 19...	13 30	
Richelieu .....	do .....	do .....	" 25...	126	68	12 60	5 00	May 15...	17 60	
River du Loup .....	do .....	do .....	" 27...	41	25	4 10	5 00	April 30...	9 10	
Champlain .....	do .....	do .....	" 27...	117	47	11 70	5 00	May 29...	16 70	
St. Ann's .....	do .....	do .....	" 27...	34	n. k'n.	3 40	5 00	June 9...	8 40	
Napoléon .....	do .....	do .....	" 28...	274	114	27 40	8 00	May 20...	35 40	
Mac .....	do .....	do .....	May 1...	107	21	10 70	8 00	June 19...	18 70	
King Bird .....	do .....	do .....	" 1...	7	3	0 70	5 00	" 2...	5 70	
Arthur .....	do .....	do .....	April 29...	15	7	1 50	5 00	May 12...	6 50	
Canada .....	do .....	do .....	May 1...	144	19	14 40	5 00	" 19...	19 40	
Messenger .....	do .....	E. Campbell .....	" 2...	28	2	2 80	5 00	July 22...	7 80	
Maskinongé .....	do .....	A. M. Delisle .....	" 2...	30	20	3 00	5 00	April 29...	8 00	
Le Clare .....	do .....	do .....	" 11...	7	1	0 70	5 00	May 12...	5 70	
Topsy .....	do .....	do .....	" 13...	175	65	17 50	8 00	June 19...	25 50	
Hope .....	do .....	do .....	" 23...	126	40	12 60	5 06	" 19...	17 60	
L'Etoile .....	do .....	do .....	" 26...	57	21	5 70	5 00	Aug. 26...	10 70	
Carillon .....	do .....	do .....	June 1...	87	8	8 70	5 00	" 2...	13 70	
Union .....	do .....	do .....	" 9...	686	432	68 60	8 00	June 27...	76 60	
Ignatius Tyler .....	do .....	do .....	" 12...	105	21	10 50	8 00	" 12...	18 50	
Castor .....	Three Rivers .....	Gadby .....	" 16...	92	71	9 20	5 00	Aug. 8...	14 20	
St. Paul .....	do .....	do .....	" 16...	22	not known	2 20	5 00	July 21...	7 20	

Monasell .....	do .....	do .....	" 16...	34	"	3 40	5 00	" 21...	8 40	Mr. Gadby made an error of 40 cents in giving the receipt.
Doré .....	do .....	do .....	" 17...	45	"	4 50	5 00	" 21...	9 50	
City .....	do .....	do .....	" 17...	67	"	6 70	5 00	" 21...	11 70	
Lincoln .....	Sorel .....	A. M. Delisle .....	Aug. 28...	82	43	8 20	5 00	Sept. 2...	13 20	
									\$832 20	

STEAM VESSELS inspected in Quebec Division, for the year ending 31st December 1868.

Prince Edward .....	Quebec .....	J. W. Dunscomb .....	March 24...	162	112	16 20	8 00	July 9...	24 20
Arctic .....	Indian Cove .....	do .....	April 3...	153	104	15 30	8 00	April 27...	23 30
St. Andrew .....	Quebec .....	do .....	" 4...	218	137	21 80	8 00	May 16...	29 80
Margaretta Stephenson .....	Indian Cove .....	do .....	" 5...	114	66	11 40	8 00	April 11...	19 40
Queen .....	Quebec .....	do .....	" 17...	89	55	8 70	5 00	May 16...	13 70
Voyageur .....	do .....	do .....	" 22...	137	17	13 70	8 00	" 16...	21 70
Maid of Orleans .....	do .....	do .....	" 27...	119	76	11 90	8 00	" 16...	19 90
Providence .....	do .....	do .....	" 27...	133	26	13 30	8 00	" 16...	21 30
Hercules .....	Levis .....	do .....	" 28...	199	125	19 90	5 00	" 23...	24 90
Reindeer .....	Quebec .....	do .....	" 28...	187	125	18 70	5 00	July 10...	23 70
Quebec .....	Levis .....	do .....	" 30...	159	100	15 90	8 00	May 6...	23 90
Levis .....	do .....	do .....	" 30...	159	100	15 90	8 00	" 6...	23 90
Powerful .....	do .....	do .....	" 30...	199	125	19 90	8 00	April 29...	27 90
James McKenzie .....	Quebec .....	do .....	" 30...	448	109	44 80	5 00	May 16...	49 80
National .....	do .....	do .....	" 30...	121	77	12 10	8 00	June 22...	20 10
Ranger .....	do .....	do .....	May 1...	241	152	24 10	8 00	May 16...	32 10
Phoenix .....	Levis .....	do .....	" 1...	105	22	10 50	5 00	" 14...	15 50
Kate .....	do .....	do .....	" 2...	24	10	2 40	5 00	" 22...	7 40
Samson .....	do .....	do .....	" 2...	168	106	16 80	5 00	" 12...	21 80
Gaspé .....	Quebec .....	do .....	" 4...	340	232	34 10	8 00	" 19...	42 10
St. Roch .....	Levis .....	do .....	" 5...	125	79	12 50	5 00	" 16...	17 50
Lady Head .....	Quebec .....	do .....	" 5...	299	168	29 90	8 00	June 13...	37 90
Express .....	Levis .....	do .....	" 6...	105	.....	10 50	8 00	May 14...	19 50
Hero .....	do .....	do .....	" 11...	209	78	20 90	5 00	" 16...	25 90
St. Nicholas .....	Quebec .....	do .....	" 8...	82	52	8 20	8 00	" 27...	16 20
Scotchman .....	Levis .....	do .....	" 11...	89	58	8 90	5 00	" 16...	13 90
Quebec .....	do .....	do .....	" 11...	92	58	9 20	5 00	" 16...	13 20
Secret .....	Quebec .....	do .....	" 11...	467	293	46 70	8 00	" 13...	54 70
Tiger .....	do .....	do .....	" 11...	124	78	12 40	8 00	" 14...	20 40
Ktoile .....	do .....	do .....	" 12...	152	96	15 20	8 00	" 7...	23 20
Portneuf .....	do .....	do .....	" 12...	218	138	21 80	8 00	" 7...	29 80
Lotbinière .....	do .....	do .....	" 12...	205	130	20 50	8 00	" 7...	28 50
St. Antoine .....	do .....	do .....	" 12...	150	105	15 00	8 00	" 16...	23 00
St. Croix .....	do .....	do .....	" 12...	149	94	14 90	8 00	" 14...	22 90
Notre Dame .....	do .....	do .....	" 13...	135	55	13 50	8 00	" 14...	21 50
Napoleon III .....	do .....	do .....	" 13...	495	212	49 50	8 00	June 23...	57 50
Storm .....	do .....	do .....	" 4...	54	37	5 40	5 00	May 16...	10 40
St. Charles .....	Levis .....	do .....	" 13...	117	74	11 70	5 00	June 22...	16 70

# STEAM VESSELS Inspected in Quebec Division for the year ending 31st December, 1868.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Tonnage.		Tonnage Dues.	Insp. fee.	Date of Payment.	Totals.	REMARKS.
				Gross.	Reg'd.					
Mars .....	Quebec.....	J. W. Dunscob.....	May 14...	37	24	\$ 3 70	\$ 5 00	June 23...	\$ 3 70	
Margaret.....	do .....	do .....	" 14...	65	36	6 50	5 00	May 27...	11 50	
Alliance.....	Levis .....	do .....	" 15...	69	47	6 90	5 00	" 16...	11 90	
Napoleon III.....	do .....	do .....	" 16...	91	57	9 10	5 00	" 18...	14 10	
Tadousac.....	do .....	do .....	" 19...	148	46	14 80	5 00	" 19...	19 80	
Fire Fly.....	Quebec .....	do .....	" 22...	28	18	2 80	5 00	July 6...	7 80	
Point Levis.....	Levis.....	do .....	" 23...	93	35	9 30	5 00	May 16...	14 30	
Albion .....	do .....	do .....	" 23...	171	118	17 10	5 00	" 16...	22 10	
C. P. Doré.....	Quebec.....	do .....	" 23...	42	26	4 20	5 00	July 9...	9 20	
John Bull.....	Levis .....	do .....	" 25...	117	76	11 70	5 00	May 23...	16 70	
St. George.....	Quebec.....	do .....	June 6...	203	128	20 30	8 00	" 18...	28 30	
St. Louis.....	Levis .....	do .....	" 8...	118	41	11 80	5 00	" 18...	16 80	
New Dominion.....	Quebec.....	do .....	" 9...	33	26	3 80	5 00	Aug. 9...	8 80	
Canada.....	do .....	do .....	" 17...	10	.....	1 00	5 00	July 6...	6 00	
Ste. Marie.....	Levis.....	do .....	" 18...	211	.....	21 10	5 00	" 7...	26 10	
Gross Isle.....	do .....	do .....	" 22...	120	75	12 00	5 00	" 7...	17 00	
Midge .....	Quebec.....	do .....	" 25...	30	22	3 00	5 00	" 7...	3 00	
Fairy.....	do .....	do .....	" 27...	28	19	2 80	5 00	" 8...	7 80	
Eugénie .....	Levis.....	do .....	July 15	138	87	13 80	5 00	May 23...	18 80	
Clyde.....	do .....	do .....	" 28	237	.....	23 70	8 00	Nov. 13...	31 70	
St. Andrew.....	Quebec.....	do .....	" 9	218	137	21 80	5 00	.....	26 80	
Gaspé.....	do .....	do .....	" 25	840	232	34 00	3 00	.....	42 00	
Advance.....	do .....	do .....	Aug. 6	373	238	37 30	5 00	July 7...	42 30	
City of Québec.....	do .....	do .....	Sept. 5	556	380	55 60	8 00	Sept. 8...	63 60	

## STEAM VESSELS Inspected in the Nova Scotia and New Brunswick Division, for the year ending 31st December, 1868

Enterprise.....	St. John, N.B.....	B. Robinson.....	Aug. 5...	128	77	12 80	8 00	Aug. 23...	20 80	
Ada G.....	do .....	do .....	Oct. 6...	102	30	10 20	8 00	" 29...	13 20	
Bessie B.....	do .....	do .....	Sept. 29...	39	9	3 90	5 00	Sept. 29...	8 90	

Conqueror.....	do .....	do .....	Oct. 3...	146	56	14 60	8 00	" 23...	22 60
Chebucto.....	Halifax, N.S.....	E. Binney.....	Nov. 3...	108	65	10 80	8 00	Nov. ....	18 30
Dragon.....	Pictou, N.S.....	D. McCulloch.....	Sept. 15...	137	49	13 60	8 00	Sept. 15...	21 60
Dot.....	St. John, N.B.....	B. Robinson.....	Nov. 11...	37	9	3 70	5 00	Oct. 5...	8 70
David Weston.....	do .....	do .....	Aug. 25...	765	552	76 50	8 00	" 2...	84 50
									(18 41)
Emperor.....	Shediac, N.B.....	F. Hammington.....	May 12...	352	.....	35 20	.....	.....	35 20
Daisy.....	St. John, N.B.....	B. Robinson.....	Nov. 27...	47	7	4 70	5 00	Oct. 2...	9 70
Empress.....	do .....	do .....	Dec. 16...	929	660	92 90	8 00	Nov. 30...	100 90
East Riding.....	Pictou, N.S.....	D. McCulloch.....	Nov. 16...	85	54	8 50	5 00	" 16...	13 50
Forty Second.....	Fredericton, N.B.....	T. R. Robinson.....	Oct. 23...	49	49	4 90	5 00	Oct. 23...	9 90
Fawn.....	St. John N.B.....	B. Robinson.....	Sept. 2...	621	457	62 10	8 00	Aug. 28...	70 10
Gazelle.....	Fredericton, N.B.....	T. R. Robinson.....	Oct. 22...	109	77	10 90	5 00	Oct. 22...	15 90
General.....	St. John, N.B.....	B. Robinson.....	Nov. 26...	159	23	15 90	8 00	Aug. 31...	23 90
Highlander.....	Fredericton, N.B.....	T. R. Robinson.....	Oct. 23...	184	74	18 40	8 00	Oct. 22...	26 40
Hercules.....	St. John, N.B.....	B. Robinson.....	Dec. 17...	53	13	5 30	5 00	" 26...	10 80
Ida Whittier.....	Fredericton, N.B.....	T. R. Robinson.....	Aug. 26...	250	207	25 00	8 00	.....	33 00
Lady Colebrook.....	St. John, N.B.....	B. Robinson.....	Nov. 10...	113	71	11 30	8 00	Oct. 30...	19 30
St. Laurence.....	Pictou, N.S.....	D. McCulloch.....	Nov. 14...	843	675	84 50	8 00	Nov. 14...	92 50
Lion.....	St. John, N.B.....	B. Robinson.....	Dec. 18...	42	10	4 20	5 00	Oct. 1...	9 20
Lincoln.....	do .....	do .....	Sept. 26...	87	32	8 70	5 00	Aug. 29...	13 70
Lion.....	Halifax, N.S.....	E. Binney.....	" 10...	20	8	2 00	5 00	Sept. 10...	7 00
Maid of the Mist.....	do .....	do .....	" 9...	193	93	19 30	5 00	" 9...	24 30
Merrimac.....	do .....	do .....	Dec. 3...	150	102	15 00	8 00	Nov. 9...	23 00
May Flower.....	Pictou, N.S.....	D. McCulloch.....	Sept. 14...	142	95	14 20	5 00	.....	19 20
Mayeville.....	Fredericton, N.B.....	T. R. Robinson.....	Oct. 23...	25	25	2 50	5 05	Oct. 23...	7 50
New Dominion.....	do .....	do .....	" 23...	18	18	1 80	5 00	" 23...	6 80
New Castle.....	Newcastle, N.B.....	W. Parker.....	Nov. 5...	30	20	3 00	5 00	Nov. 5...	8 00
Olive.....	St. John, N.B.....	B. Robinson.....	Oct. 7...	366	257	36 60	8 00	Sept. 2...	44 60
Sir C. Ogle.....	Halifax, N.S.....	E. Binney.....	Dec. 4...	126	76	12 60	8 00	Dec. 4...	20 60
Prince of Wales.....	St. John, N.B.....	B. Robinson.....	Nov. 27...	168	68	16 80	8 00	Sept. 29...	24 80
Princess of Wales.....	Shediac, N.B.....	F. Hammington.....	Sept. 30...	936	685	93 60	8 00	" 30...	101 60
Rothsay.....	St. John, N.B.....	B. Robinson.....	Aug. 3...	839	627	83 90	8 00	Aug. 24...	91 90
Relief.....	do .....	do .....	Nov. 5...	77	16	7 70	5 00	Nov. 5...	12 70
Sultan.....	do .....	do .....	Dec. 19...	50	10	5 00	5 00	Sept. 30...	10 00
Sunbury.....	do .....	do .....	Aug. 12...	184	108	18 40	8 00	Aug. 29...	26 40
Tiger.....	do .....	do .....	Dec. 21...	105	19	10 50	8 00	" 31...	15 50
Teaser.....	Chatham, N.B.....	D. Ferguson.....	Nov. 5...	42	24	4 20	5 00	Nov. 5...	9 20
Victor.....	St. John, N.B.....	B. Robinson.....	Dec. 22...	29	12	2 90	5 00	" 5...	7 90
									\$1,167 01

S. RISLEY, ESQ.,  
*Chr. B. of S. B. Inspection.*

W. M. SMITH,  
*S. B. Inspector, N. S. & N. B.*

# RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1868.

STATEMENT of the number of Steam Vessels that have been added to the Dominion, their Class, where built, and how employed, and their Gross and Registered Tonnage.

Name of Steamer.	Class.	How Employed.	Where Built.	TONNAGE.	
				Gross.	Registered.
Ida Whittier.....	Paddle .....	On the Upper River St. John, N. B.....	Carleton, N. B.....	250	207
Express .....	do .....	Quebec Market Boat .....	Point Levi .....	99	62
Clyde .....	do .....	do .....	do .....	237	149
City of Quebec .....	do .....	Passenger Steamer between Quebec and Pictou.....	Scotland .....	556	380
Amada .....	Screw Tug.....	Towing between Montreal and Quebec.....	Quebec .....	10	7
New Dominion .....	do .....	do .....	do .....	38	16
Mac .....	Passenger and Tug... ..	Between Montreal and Quebec .....	Sorel .....	107	21
Arthur .....	do .....	do .....	Yamaska.....	15	7
Messenger .....	Tug .....	Towing between Montreal and Quebec.....	Sorel .....	28	Not known.
Carillon .....	do .....	do .....	do .....	87	8
Union .....	Paddle .....	Montreal and Quebec.....	Levi .....	686	432
Lincoln .....	Tug .....	do .....	Sorel .....	82	43
Ignatius Tyler.....	Paddle .....	Passenger and Towing, Montreal and Quebec .....	River du Loup .....	165	21
Caroline .....	Propeller .....	Lake Freight .....	Montreal .....	100	46
Lina .....	Screw Tug.....	River St. Lawrence.....	do .....	107	26
Canada .....	Paddle Tug.....	do .....	do .....	Not known.	Not known.
Mink .....	do .....	do .....	Cumberland.....	"	"
Longueuil .....	Paddle .....	Ferry, Montreal and Longueuil .....	Montreal .....	308	189
Charlotte .....	Screw Tug .....	Between Montreal and Quebec.....	do .....	41	Not known.
Prince Alfred.....	do .....	River St. Lawrence, Kingston .....	Brockville .....	Not known.	"
Prince Edward.....	Paddle .....	Ferry, Belleville.....	St. Catharines.....	"	"
Athenian .....	do .....	Passenger, Lake Ontario .....	Clayton, United States.....	"	"
Columbian .....	do .....	do .....	do .....	"	"
Mary Ellen.....	Paddle Tug.....	Towing lumber on Lake Scugog .....	Lindsay .....	31	13
Ontario .....	do .....	do on Cameron Lake .....	Fenelon Falls.....	38	.....
Norseman .....	Paddle .....	Passenger, Port Hope and Rochester.....	Montreal.....	295	224
Spider .....	Paddle Tug.....	Towing lumber on Rice Lake.....	Rice Lake.....	15	Not known.
Champion .....	Screw .....	Passenger and Tug, Georgian Bay.....	Buffalo, U. S.....	51	32
Hero .....	do .....	do .....	Buffalo, U. S.....	16	2
Okours .....	do .....	do .....	Owen Sound.....	37	.....
Dominion .....	Propeller .....	Lake Freight.....	St. Catharines.....	350	285
Mary Ann .....	Screw Tug.....	Towing timber on Lake Erie .....	Stromness .....	69	.....
Alex. Jones.....	do .....	Towing, Detroit River.....	Amherstburg.....	32	22
George Watson.....	do .....	Towing saw logs at Collingwood .....	Buffalo, U. S.....	28	13
Rescue .....	do .....	Fishing boat at .....	Collingwood .....	30	12
Chicora .....	Paddle.....	Passenger, Fort William and Collingwood .....	Scotland.....	415	372
Dromedary .....	Propeller .....	Lake Freight.....	Hamilton .....	219	174
Bella Taylor .....	Screw Tug.....	Towing on River Thames .....	Chatham .....	30	17
George Campbell.....	do .....	do .....	do .....	27	15

# FIFTH REPORT

OF THE

SELECT COMMITTEE

ON

Fisheries, Navigation, &c.

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Printed by Order of Parliament.

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1869.

# FIFTH REPORT

OF THE

## SELECT COMMITTEE

ON

### FISHERIES, NAVIGATION, &c.

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COMMITTEE ROOM,  
31st May, 1869.

The Select Committee on Maritime and River Fisheries, Ocean and Inland Navigation, and the Inspection of Fish, beg leave to present the following as their Fifth Report.

Your Committee have the honor to submit for the consideration of Your Honorable House, the evidence which they have received from various persons to whom copies of the questions adopted during the last Session of Parliament were referred. Your Committee have appended thereto the Report of Her Majesty's Acting Consul General at Christiania on the Cod and Herring Fisheries of Norway for the year 1866, which Report, in the opinion of Your Committee, contains information of value to the Fishery interests of the Dominion.

All which is respectfully submitted.

P. FORTIN.  
*Chairman.*

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#### MINUTES OF EVIDENCE.

The following questions were submitted by the Committee to practical Fishermen, Shipmasters, Collectors of Customs and others in different parts of the Dominion :

*Questions relative to Sea Fisheries.*

1. State your place of residence and your profession or occupation, and whether you have any practical knowledge in regard to the fisheries and upon what fishing grounds?
2. Are there any sea fisheries adjoining the County of———?
3. What is their extent and value, and what kinds, quality and quantities of fish are there taken?
4. State the different manners of curing and preparing fish, and in what way in your opinion improvements in curing and preparing might be made.

5. Is an Inspection of fish necessary, and should it be compulsory or otherwise?
6. How much fish is consumed in the neighbourhood of the fishing grounds by the inhabitants, and what quantities are sold in a fresh state? How much is consumed in Canada?
7. How much dried or pickled fish, the products of our fisheries, is consumed in Canada, and what quantities and kinds, are exported to foreign countries, and to what countries?
8. State the prices of the different kinds and qualities of fish at or near the fishing grounds; the prices when prepared for exportation and when delivered in the markets to which they are sent, respectively.
9. Are some of those fisheries in a backward state, and if so, what obstacles impede their development, and what means are required to foster them?
10. What kind of boats and vessels, with their number and tonnage, clear from Ports in your County, to engage in the fisheries; and what kinds and number of vessels are required to carry the fish by them caught, to market?
11. How many men belonging to your County are engaged in the fisheries, and are they expert, industrious and hardy? State also, what branches of the fisheries they are engaged in, and what kind of fishing they understand best.
12. Are the seines, nets, and fishing gear in use of the best description, and are the boats and fishing schooners employed built upon good models? Would not the circulation of models of superior boats and vessels from port to port be a proper means to improve them?
13. Do the fishermen make good sailors, and are they, and should they not be instructed in navigation?
14. How far are the present arrangements with the United States to be considered fair and just towards our fishermen, and what are the best means to prevent encroachments upon our fishing grounds by Americans?
15. How far could successful Seal fishing be conducted in the Gulf of Saint Lawrence and from the coast of Nova Scotia?
16. Are bounties to fishermen desirable, and if so, what is the best mode of making them extend to boats and vessels and the different kinds of fish?
17. Would not an expenditure for the improvement of Harbors of Refuge be of greater benefit to the fishing interest than the same amount given in bounties?
18. State the different manners in which fish are taken, and give your views as to whether fishing with "bultow" or troll lines is injurious and if so, in what way? State also, your opinion as to whether injury is caused by throwing offal or "gurry" overboard, with any suggestions to remedy the evil, if it be an evil.
19. Are there any oyster or other shell fisheries adjoining your County, and if so, what is their extent and productiveness and the quality of the fish taken?
20. Are the beds of oysters as productive, and other kinds of shell fish as plentiful as formerly? If not, what means should be adopted to prevent these fisheries from becoming exhausted?
21. State as near as you can, the quantities of shell fish exported from the fisheries adjoining your County, the markets to which they are sent, and the prices at the fishing grounds, and the markets respectively.

#### *Questions Relative to Inland Fisheries.*

22. State your place of residence and your profession or occupation, and whether you have any practical knowledge in regard to the fisheries, and upon what fishing grounds.
23. State the names of all rivers and streams in your County frequented by Salmon and other fish for the purpose of depositing their spawn, giving the different species of fish and the times of year at which they respectively ascend those waters.
24. Are the laws with regard to the *close seasons*, and against illegal netting and spearing, observed?
25. Are the dams across streams frequented by fish, provided with fishways or passes according to law? If not, state the localities and the names of delinquent mill owners; and suggest, if you can, any improvements in the fishways or passes in use.

26. Do you know of any particular river which the fish ascend and where they have been destroyed in consequence of contraventions of the Fishery Laws, and can you suggest any amendment to the laws, or recommend any administrative measure in relation to the subject?

27. Are you aware of any important district where a more regular inspection is required in order to prevent contraventions of the Fishery Laws which now occur? State the results of such contraventions as regards the fisheries in general.

28. How much fish is consumed in the neighborhood of the fishing grounds by the inhabitants, and what quantities are sold in a fresh state?

29. What quantities of Salmon and other fish taken in the river fisheries of your County are exported, with the quantities exported in a fresh state packed in ice or snow, or in hermetically sealed cans, and to what markets sent respectively?

30. How much of dried or pickled fish, the product of your river fisheries, is consumed in Canada, and what quantities and kinds are exported to foreign countries, and to what countries?

31. State the prices of the different kinds and qualities of fish at or near the fishing grounds, when prepared for exportation, and when delivered in the market respectively?

32. Are the local officers in charge of the fisheries well instructed in their duties, and are they acquainted with the Fishery Laws and with the habits of fish?

33. Should these officers be appointed by the Municipal authorities or by the Government, and should they or should they not be paid more liberal salaries than at present, with a view to induce a more active interest in their duties?

34. Would not the appointment of persons not resident in the fishing districts, and not personally interested in the fisheries of which they are to take supervision, be productive of good results?

#### *Questions Relative to Navigation.*

35. State your place of residence, your profession, or occupation, and whether you are practically acquainted with the interests and requirements of navigation?

36. What is the nature and extent of the navigation carried on to and from the Ports in your County, and what kinds of vessels are employed?

37. Are your coasts or river channels dangerous, and if so what kinds of danger exist and what means are in use to indicate their presence? State where Light Houses, Guns, Fog Bells or Whistles are placed, and where, in your opinion others are required.

38. State the number, names, and character of the Harbours in your County, distinguishing between Ports and Harbours of Refuge, and state any suggestions with regard to the best manner of improving them.

39. What is the number and tonnage of ships owned in the County, in what trade engaged, and how manned?

40. How are the Masters and other officers instructed, and are there any regulations for the instruction of young mariners on shipboard?

41. State the number of certified Shipmasters, and also the number of Pilots, with the pilotage grounds of each, and the rates of pilotage.

42. Are the Pilots instructed in the art of navigation, and is a knowledge of the art necessary to them.

43. How should instruction to Shipmasters, Pilots and Mariners be given: by Schools? If so, of what kind, and where should they be established? Would not a more extended and general knowledge of Navigation be an effective means to promote and encourage shipowning?

44. What class of vessels or ships are built in your County, with the tonnage yearly; and of these, what portion is sold abroad, and what part owned in the County?

45. At what cost can 5, 6 or 7 year ships be built and fitted for sea, exclusive of disbursements for the voyage? By whom are your vessels classed, and what are the charges of classification, including the cost of survey when in course of construction?

46. Would it be desirable to have the Canals of the Dominion widened and deepened, where it would save the breaking of bulk?

Answers to these questions were received from the following persons, viz: :

## ONTARIO.

J. Cartwood, Fishery Overseer, Southampton.  
 J. G. Hicks, " " Port Milford, South Bay, Prince Edward.  
 Peter Kiel, " " Wolf Island, Frontenac.  
 H. Crowley, Fisherman, " "  
 Philander Myers, " Farrowsmith, "  
 Benj. Reaume, " Sandwich West, Essex.  
 Geo. McDonald, " Belleville.  
 John W. Kerr, Fishery Overseer, Hamilton.  
 James Chalmers, Farmer, Adolphustown, Lennox and Addington.  
 C. W. Lamirandière, Trader, Algoma.  
 R. Patterson, Marine Inspector, Kingston.  
 D. Thompson, M. P., Haldimand.  
 R. Bell, Inspector of Canals, Carleton Place, Lanark.  
 A. A. Davis, Reeve of Seneca Tp., York, Haldimand.  
 F. H. Haycock, Collector of Customs, Paris,  
 James King, " " Kingsville.  
 Fred. Farncomb, " " Newcastle.  
 Chas. Fraser, " " Wallaceburg.  
 E. A. Dunham, " " Port Burwell.  
 W. H. Van Ingen, " " Woodstock.  
 W. Simpson, " " Penetanguishene.  
 J. W. Taylor, " " Niagara.  
 F. C. Scott, " " Toronto.  
 M. F. Whitehead, " " Port Hope.  
 E. Anderson, " " Amherstburg.  
 G. Coventry, C. H. Broker, Hamilton.  
 O. Gaskin, Shipmaster and owner, Kingston.  
 L. Middleton, " "  
 John F. Elliott, Col. of Customs, Windsor.  
 John Ferrier, jr., Farmer and Fisherman, Dummer, Peterboro'.  
 L. Fairbanks, Whitby.  
 C. E. Anderson.

## QUEBEC.

G. Dumaresq, Merchant, Gaspé Basin.  
 P. Enright, Fisherman, Gaspé Bay. (Endorsed by Jas. Dumas, John Dumas, Aubin Enright, Aubin Tapp, Thomas Tapp, George Prevel, John Buckley, and Edmund P. Enright of that place).  
 E. De la Perelle, Merchant, Cape Cove, Gaspé.  
 S. Baudin, Fisherman, Grand River. Gaspé.  
 J. Stors, Merchant, Gaspé.  
 R. Price, Fisherman and Farmer, Little Gaspé.  
 J. Vigneau, " and Sailor, Amherst, Mag. Isds.  
 Dominique Chrasson, Fisherman and Sailor, Magdalen Islands.  
 Richard Maloin, Aulse-a-Grisfonds, Gaspé.  
 X. Bailey, Baie St. Paul, Chaleurs.  
 Alex. Cormier, Trader and Farmer, Amherst, M. I.  
 Bart. Bertrand, Farmer, St. Julien, Montcalm.  
 David Nutt, Postmaster and Farmer, Bedford, Missisquoi.  
 Gregoire Grenier, Mun. Councillor, Newport, Gaspé.  
 Charles C. Fox, Collector of Customs, Gaspé Basin.  
 J. Henderson, " " Philipsburg, Missisquoi.  
 F. J. Parker, " " Freligsburg, "  
 Walter Gibb, Master Barque " John Bunyan," Quebec.  
 G. Pourier, Master Schr. " Marcelline," New Carlisle.  
 P. McGonagle, Master Ship " Mohongo," Quebec.  
 M. Doyle, Master Ship " Golden Age," Liverpool.

- Alex. Clark, Master Ship "Sunbeam," Quebec.  
 Peter Morgan, Master Ship "Henry Cook," Liverpool.  
 David L. Leslie, Master Ship "Agamemnon," Liverpool.  
 J. Jamison, Master Barque "Medina," Newcastle.  
 C. Cole, Master Ship "Gloriana," Newcastle.  
 John Cook, Master Ship "Charles Ward," Newcastle.  
 Jas. Harris, Master Barque "John Bull," London.  
 F. Le Gressley, Master Brig "Richard," Jersey.  
 John Richards, Nav. Lieutenant, H. M. S. "Constance."  
 P. Sutherland, Master Barque "Margaret," Liverpool.  
 John Pallot, Master Schr. "Why Not," Jersey.  
 W. Wright, Master Ship "Margaret," Liverpool.  
 John Francis La Forger, Master Brig "Chance," Jersey.  
 N. Wheaton, Master Brig "Psyche," Brixham, England.  
 J. R. Lobb, Master Barque "George Arkle," Fowey, England.  
 Richard Delaney, Master "Two Brothers,"  
 F. Arseneau, Master "Mary,"  
 N. Arseneau, Master "Amelia,"  
 F. Verriault, Master "Greenock,"  
 D. Verriault, Master "Temperance,"  
 L. Jonphre, Master "Archangel,"  
 J. Bourgue, Master "Flirt,"  
 W. Verriault, Master "Annie,"  
 P. Turby, Master "Jenny Lind,"  
 Abel Arseneau, Master "Mary Ann,"  
 D. Richard, Master "Dolphin,"  
 M. Richard, Master "Onesimé." } These make a joint reply.
- J. W. I. Fox, Collector of Customs and Registrar of Shipping, Magdalen Islands.  
 E. M. Bourque, J. P., Merchant, Grindstone Island, Etang du Nord,  
 John Fontana, J. P. Inspector of Fish and Oil, Amherst, M. I.,  
 J. D. Tuzo, Deputy Sheriff, Amherst, M. I.,  
 Edward Borne, Clerk of the Court, Amherst, M. I.,  
 Damase V. Bourque, Secy. Treas. Mun. Council of M. Isds. } Joint replies.
- A. Riverin, Fisherman, Malbaie, Charlevoix.  
 Philias Sirois, Merchant, N. Dame de Bonsecours, L'Islet.  
 Joseph Eden, Harbour Master, Gaspé Basin.  
 J. B. F. Painchaud, Trader and Notary, and Mayor of M. Islands, Amherst.  
 Achille Soncy, Architect, Percy.  
 George V. Piper, Master of "Royal Adelaide," Fowey, England.  
 Philip Le Boutilier, Master of "Tegri," Jersey.  
 John Le Gressly, Master of "Cornucopia," Jersey.  
 Philip Joste, Master of "Alice Jane, Jersey.  
 Abraham Vautier, Master Schooner "Clara," Gaspé Basin.  
 Edward Fluelin, Master Brig., "Lady Maxwell," Gaspé.  
 Peter Whalen, Fisherman, Cape Rosier, Gaspé.  
 Ralph W. H. Dimock, Farmer, Maria, Bonaventure.  
 J. Mowat, Fishery Overseer, Metapedia, Bonaventure.  
 Alfred Vallée, Julian Boudreau,  
 Placide Doyle, Nathael Bondreau,  
 P. Le Marquand, Hyppolyte Bondreau, } Esquimaux Point, Saguenay.  
 Amedee Vigneau, Etienne Landry, } These make a joint reply.  
 Vital Vigneau, Gabriel Cormier,  
 Frank Cummings, Samuel Doyle. }
- Michael Lesperance, Fisherman, Grand Etang, Gaspé.  
 Robert Macfie, Farmer and Fisherman, Aird, Missisquoi.  
 P. G. Labbé, Shipbuilder, Quebec.  
 T. H. Grant, Merchant, Underwriter and Secy., Board of Trade, Quebec.  
 Cyprian Langlois, Pilot, Quebec.

Board of Trade, Montreal.

T. W. Tyrrell, Shipmaster, Quebec.

Zipher Ouëllet, " "

Zipher Charron, " "

Jos. Julien, Shipbuilder " "

Council of Board of Trade, " "

A. M. Rudolf, Harbor Master, Montreal.

(*Mr. Rudolf's answers relate to Nova Scotia and are placed with those received from that Province.*)

P. E. Cotté, Superintendent of Pilots, Quebec.

#### NEW BRUNSWICK.

Hon. J. Ferguson, Senator, Bathurst.

Enoch Matthews, Fisherman, L'Etete, Charlotte Co.

Hugh Harrison, Fishery Warden, Woodstock.

George Stickney " " Brighton.

J. A. Heney, J. P. Fisherman, Deer Island, Charlotte.

J. & S. Leonard, " " "

H. Edgett, Alma, A. C.

D. W. Stewart, Collector of Customs, Dalhousie.

Jas. Robertson, " Moncton.

John Hickman, " Dorchester,

Ch. Cormier, Farmer and Fisherman, Cocagne,

Amand Bourgeois " " "

Rufus Cole, Collector of Customs, North Joggins.

W. B. McLaughlin, Fishery Officer and Light House Keeper, Grand Manan, Charlotte Co.

Adam Ferguson, Merchant, Addington, Restigouche.

E. S. Wetmore, Farmer, Bloomfield, King's Co.

Narcisse Porlier,	Pierre Godin,
Sylvain Cormier,	Jean B. Dugas,
J. L. Legeré,	Narcisse Theriau,
Luc Theriau,	Eucariste Theriau,
Odilon Theriau,	Luc Pinet,
Elie Dugas,	Aimée Dugas,
Isaie Dugas,	Hippolite Dugas,
Jean B. Theriault,	Jean L. Landry,
Frédéric Dugas,	Anthime Pinet,
Jermain Dugas,	Isaie Boudreau,
Hubert Poirier,	Dosite Theriau,
Macaire Godin,	Joseph Theriau,
Regis Landry,	Placide Godin,
Fabien Godin,	Augustin Theriau,
Marc Godin,	Ansias Gauvin,
Lazare Landry,	Michel Dugas,
Eugene Cormier,	Charles Cormier,
Fidèle Godin,	Charles Landry,
Louis Haché,	Fabien Dugas,
Louis Pinet,	Honoré Dugas,
Augustin Theriau,	Charles Theriau,
Placide Theriau,	Luc Boudreau,
Arsène Godin,	Amos Theriau,
F. D. Assize Cormier,	Romaine Légère,
Joseph Boudreau,	Jean Ls. Godin,
Jean L. Boudreau,	Honoré Theriau,
Lazare M. Landry,	Séveré Godin,
Pascal Landry,	Sylvain Cormier,
Augustine Dugas,	William Boudreau,
John R. Snell, Light-house keeper, Campo Bello.	

Farmers & Oyster-dredgers, Caraquette.  
Joint Reply.

## NOVA SCOTIA.

James A. Tory,	Fisherman,	Guysborough.
J. Challoner,	"	Aspy Bay, Sydney.
Jas. Hemlou,	"	Liscomb, Guysborough.
Wm. Pride,	"	St. Mary's River.
Donald McQuarin,	Farmer,	Middle River, Victoria.
Angus McDonald,	Col. of Customs,	Port Richmond.
John Harley,	"	La Have.
E. D. Tremain,	"	Port Hood.
B. H. Ruggles,	"	Westport.
S. Donavan,	"	Arieht.
B. Riets,	"	Digby.
J. V. Stewart,	"	Bellevue Cove.
R. Perry,	"	Beaver River.
E. Dewolf,	"	Horton.
Abraham Lent,	"	Tusket.
Isaiah Thurber,	"	Freeport.
Edwd. Corbet,	"	Harbor-au-Bouche.
T. E. Amberley,	"	Yarmouth.
Malcolm Macdonald,	"	Port Hawkesbury.
G. F. Ditmars,	"	Clementsport.
Jas. Ross,	"	Port Margaree.
F. F. Hatfield,	"	Ratchford River.
Nicol Nicolson,	"	Wallace.
Daniel Sargent,	"	Barrington.
C. H. Rigby,	"	Glace Bay, C. B.
James Mine,	"	Shelburne.
Wm. Campbell,	"	Tatamagouche.
Robt. Farnsworth,	"	French Cross.
John McNeill,	"	Kelly's Cove.
Alex. Bell,	Ship Master,	La Have.
J. Rudolph,	"	Lunenburg.
Sterns Jones,	Col. of Customs,	Weymouth.
Benj. Smith,	Inspector of Fisheries, Barrister, &c.,	Cornwallis.
S. T. N. Sellon,	Fishery Officer,	Liverpool.
J. Ratchford,	Col. of Customs	Parrsboro.
Chas. D. Cook,	Shipmaster and Pilot,	Pictou.
John E. Starr,	Fisherman and Farmer,	Cornwallis.
L. Kavanagh,	Col. of Customs,	Louisburg.
Wm. Kidston, Jr.	Col. of Customs,	Baddeck.
Irish, Kidston & Co.	Merchants,	"
W. Ross Merchant & Supply	Fisherman,	St. Ann's, Victoria.
John McAulay,	Col. of Customs,	"
A. Gordon,	Sup. Commissioners of Streets,	Pictou.
Wm. H. Wylde,	Merchant,	Port Mulgrave, Guysborough.
A. M. Rudolf,	(See Quebec List.)	

## SYNOPSIS OF REPLIES.

*Question 1.*—State your place of residence and your profession or occupation, and whether you have any practical knowledge in regard to the fisheries and upon what fishing grounds?

*Answers of—*

*Dumaresy.*—Have been in the Cod fishery for upwards of twenty-three years.

*Enright and others.*—Am thoroughly acquainted with every thing connected with the

Cod Fisheries, having a practical knowledge of catching, splitting, salting and drying for any market, home or foreign, having been engaged therein for forty years successively.

*La Perrelle*.—My experience in trade on this coast is of thirty-three years standing, during which period I have occupied several fishing stations on this shore, New Brunswick, and the north shore of the St. Lawrence. The fishing grounds in this neighborhood extend from the shore to Bank Miscou, a distance of about eight leagues; Orphan Bank is also in the vicinity at the distance of about eight leagues from land.

*Baudin*.—I have a practical knowledge of the fisheries, Cod and Salmon fishery especially.

*Stors*.—Have resided in Gaspé thirteen years, and have been connected with the fisheries during that time.

*Rice*.—Follow fishing and farming; our fishing grounds are in the Bay and the Gulf.

*Vigneau*.—Have a practical knowledge of the fisheries, having been engaged therein from the age of eight years till the present time; am nearly sixty. All these years have been engaged in the Cod fishery, and for forty years in Seal hunting.

*Chrasson*.—Am 44 years old and have constantly fished and followed the sea since I was ten years old.

*Maloin*.—Am not in a position to answer fishery questions fully.

*A. Cormier*.—Have had experience in navigation and fishing since my youth, particularly Seal fishing.

*Grenier*.—Am well acquainted with the Cod fishery; have engaged in it myself, and now have others employed in it.

*C. C. Fox*.—Have been four years on the Magdalen Islands and seven years on the coast, during which time I have met great numbers of French, United States, and B. N. American fishermen and have elicited from them their opinions on matters relating to the fisheries, and the facts on which they were based.

*Pourier*.—Mariner, twenty years; Bay Chaleur.

*DeLany and others*.—We are almost exclusively engaged in fishing, and more particularly for Seal, Herring, Cod, and Mackerel.

*J. W. I. Fox*.—Have a practical knowledge of the fisheries around the Magdalen Islands, and Gulf of St. Lawrence.

*Riverin*.—My occupation is fishing. My vessel is a Schooner in which I set to work in the months of March and April, 1st at the Herring fishery, next at the Cod, and successively, the Salmon, the Trout, the Herring again, the Porpoise, and the Mackerel.

*Sirois*.—My practical knowledge of the fisheries has been acquired within the past ten years.

*Painchaud*.—Have had a knowledge of the fisheries since 1850, including that of all kinds of fish taken around the Islands, such as Cod, Mackerel, Herring, Seals, &c.

*Dimock*.—Have a little knowledge of fisheries in this County.

*Vallee and others*.—We are all residents of Esquimaux Point, County of Saguenay, and possess a practical knowledge of the fisheries. The experience of many amongst us extends to a period of over forty years.

*Lesperance*.—I am a trader and own twenty-two fishing boats. I export my Cod to the markets of Italy, Civita Vecchia, Naples, Ancona and Spain.

*Hon. J. Ferguson*.—Have not much practical knowledge in regard to the Fisheries, but have acquired information from authentic sources. Have prepared replies with utmost care.

*Matthews*.—I have fished in boats and vessels all over the Bay of Fundy for the last forty years.

*Heney*.—Have a good knowledge of the Fisheries in and around the County of Charlotte N. B.

*J. & S. Leonard*.—Practical knowledge of fishing for twenty-five years, in the Bay of Fundy, Newfoundland and Labrador.

*Edgett*.—Have been at sea twenty years, when young.

*D. W. Stewart*.—But slight practical knowledge.

*Robertson*.—No practical knowledge.

*Bickman*.—No knowledge except from observation.

*Ch. Cormier & Bourgeois.*—Have followed fishing in all its branches, except that of Salmon.

*R. Cole.*—Have some knowledge.

*A. Ferguson.*—Have been engaged among other matters, in the Salmon fishing business, in taking, salt-curing and exporting to Provincial and Foreign Markets for many years.

*Wetmore.*—Knowledge very limited.

*Snell.*—Have a practical knowledge of fisheries in Bays of Passamaquoddy and Fundy.

*Tory.*—Have a practical knowledge of fisheries on the shores of Guysboro' County.

*Challoner.*—Twenty years fishing business.

*Hemlon.*—Have some practical knowledge. The fishing ground in and adjoining the Harbor of Liscomb, Guysboro'.

*Pride.*—Some knowledge of fisheries in Guysboro', and Gulf of St. Lawrence.

*A. Macdonald.*—Yes, in this district.

*Tremain.*—Yes, Inverness.

*Ruggles.*—No practical knowledge.

*Donovan.*—No practical knowledge, but have taken pains to enquire.

*Dewolf.*—But little practical knowledge.

*Thurber.*—Practical knowledge in Bay of Fundy and St. Mary's Bay.

*Corbet.*—Not much practical knowledge. Answer for Clements Township.

*M. Macdonald.*—Have been in fishing trade for sixteen years along N. S. coast.

*Ditmars.*—No practical knowledge.

*J. Ross.*—Was formerly engaged in the fisheries.

*Sargent.*—Have some knowledge respecting curing fish.

*Mine.*—Have some knowledge of the fisheries off the coast of N. S. between Capes Sable and Canso.

*Campbell.*—Merely local.

*Farnsworth.*—Some knowledge—Bay of Fundy.

*McNeill.*—Limited knowledge.

*Bell.*—Yes. Followed fishing 50 years; Labrador and other places.

*Sellon.*—Am Fishery Officer for the County of Queen's.

*Ratchford.*—Have no practical knowledge.

*Starr.*—Have some practical knowledge of Sea Fisheries.

*Kavanagh.*—Yes; on grounds in vicinity of this port.

*Irish, Kidston & Co.*—Ten years' experience on shores of Nova Scotia, Gulf of St. Lawrence and Labrador.

*W. Ross.*—I deal in fish and supply fishermen.

*McAulay.*—Followed fishing for twenty years, and have a practical knowledge of fishing grounds from St. Ann's to Cape North.

*Gordon.*—In my native land served an apprenticeship as fishery cooper in the fishing town of Buckie, Banffshire, Scotland, and at an early period of life was employed in the cure of pickled and dried fish, smoked Haddock, &c. Was twenty years a master cooper in Nova Scotia, putting up fish for distant markets, and was Chief Inspector for the port and County of Pictou from 1833 to 1838, when the office was abolished.

*Wylde.*—Have a practical knowledge of the fishery on the coast of Nova Scotia, Gulf of St. Lawrence and Bay de Chaleur.

*A. M. Rudolf.*—Yes, along the coast of Nova Scotia.

**Question 2.**—Are there any sea fisheries adjoining the County of———?

**Answers of—**

*Dumaresy, Enright and others.*—There are sea fisheries adjoining the county of Gaspé.

*La Perrelle.*—The County of Bonaventure adjoins this to the westward, on the eastern part of which the Cod fishery is prosecuted, but it is not as good as the County of Gaspé for Cod, though better for Herring and Mackerel, these two species of fish never being very abundant in this part of the County.

*Baudin.*—There are maritime fisheries in the adjoining Counties.

*Price.*—Yes.

*A. Cormier.*—Yes. Our people are almost exclusively fishermen.

*Grenier.*—County Gaspé; yes.

*Pourier.*—Bonaventure; yes.

*Delany and others.*—Magdalen Islands; yes.

*J. W. I. Fox.*—Yes; there are sea fisheries in the Gulf, and shore fisheries on the Magdalen Islands, which form a part of the Electoral District of Gaspé, which are of such vital importance to the fisheries and navigation of the Dominion that, in my replies, they will be spoken of as a district of themselves.

*Bourque and others.*—They are all sea fisheries adjoining the Magdalen Islands.

*Koverin.*—In the spring time there is no fishery at Point Esquimaux, save for Seal.

*Sirois.*—The only fisheries carried on in the neighborhood of L'Islet are those for Eels, and brush fences for Herrings, occasionally for Salmon, but these in small quantity.

*Eden.*—There are several banks off the coast where Codfish are taken.

*Painchaud.*—We are in the midst of all the maritime fisheries of the County Gaspé and the Gulf.

*Whalen.*—None.

*Dimock.*—There are in the adjoining County of Gaspé.

*Hon. J. Ferguson.*—Gloucester being on the sea-board, the fisheries of Bay Chaleur and Gulf of St. Lawrence, between Belledune River on the Bay, and Tracadie South Gully on the Gulf, are contiguous.

*Heney.*—There are extensive sea fisheries adjoining the County of Charlotte.

*Edgett.*—The sea fishery adjoining Albert County is confined to Shad and Salmon.

*D. W. Stewart.*—The Bay Chaleur abounds with fish of various descriptions in their seasons.

*Robertson.*—There are fishing grounds in this County (Westmoreland) and in the adjoining Counties of Cumberland and Albert.

*Ch. Cormier and Bourgeois.*—There are fisheries carried on in the parts adjacent to the county of Kent, including Northumberland Strait.

*R. Cole.*—There is no sea fishery.

*McLaughlin and Snell.*—Sea fisheries adjoin nearly the whole coast of Charlotte.

*Tory.*—Yes; adjoining Guysborough.

*Challoner, Hemlon, and Pride.*—The whole coast of Guysborough.

*A. Macdonald.*—The County of Richmond has a seaboard of sixty miles extent with fisheries throughout its entire length.

*Tremain.*—Yes; Inverness.

*Ruggles.*—The County of Digby is bounded on the west and north by the Bay Fundy, which affords various descriptions of fish in abundance.

*Donovan.*—Sea fisheries surround Richmond County.

*J. V. Stewart.*—Yes; not very extensive.

*Thurber.*—There are adjoining Digby.

*Corbert.*—Yes; Inverness.

*M. Macdonald.*—These are adjoining Richmond and Inverness.

*Ditmars.*—Sea fisheries adjoin Annapolis.

*J. Ross.*—Sea fisheries adjoin Inverness.

*Hutfield.*—There are adjoining Port Greville.

*Nicolson.*—There are various sorts of fish caught in and about this place and County.

*Sargent.*—There are the fishing grounds extending along the coast near the shore, also the deep sea, or fishing banks.

*Mine.*—There are adjoining Shelburne.

*Campbell.*—Colchester, yes.

*Furnsworth.*—King's County, there are.

*McNeill.*—Victoria, yes.

*Sellon.*—Queen's County, yes.

*Ratchford.*—No fisheries except near the shore at Parrsboro.'

*Starr.*—The Shad and Herring are the principal fisheries of the County; the Shad are of a superior quality. Think their annual value to be at least \$10,000.

*Kavanagh.*—Cape Breton, yes.

*Irish, Kidston & Co.*—About the best fishing grounds around the Island of Cape Breton, are off the coast of this County, either shore or deep sea fishing.

*W. Ross.*—The whole coast of Victoria from Point Aconi to Bay St. Lawrence, a distance of about 100 miles, is one continuous fishing ground.

*McAulay.*—The whole of this coast is one continuous fishing ground.

*Gordon.*—Pictou, yes.

*Wylde.*—Yes ; Cape Breton in the east, Halifax in the west, Antigonish in the north.

*A. M. Rudolf.*—The whole coast of Nova Scotia.

*Question 3.*—What is their extent and value, and what kinds, qualities and quantities of fish are there taken ?

*Answers of—*

*Dumaresq.*—The extent is considerable, the value varies, but taking from the year 1865 to 1867 the value of the Gaspé County Sea Fisheries was fully \$500,736.00 for one year. The kinds of fish taken are chiefly Codfish, Haddock, Ling, Halibut, Salmon, Mackerel, Herring, Smelts, Flounders, Eels, Gaspereaux, Sardines, Tunny, (few), Brill, Caplin, Stickleback, Whale, White Porpoise, Brown or Dark Porpoise, Seal, Horse Mackerel, Sturgeon (few). The Codfish is of very fine quality, large to medium size, very few weighing under one pound when dried, and many weighing over fourteen pounds. The Mackerel is of superior quality, many of over 17 inches in length are caught during the months of August and September, and worth the price of No. 1 in any market. The other kinds are of a usual quality. There are four kinds of Whales, the Black, the Humpback, the Sulphur and the Finner. The Black Whale is supposed to give the best oil and a superior quality of bone, the Sulphur the largest quantity of oil. As to quantity of fish taken, I shall only state that of Codfish, taking the average of six years, (for year) 123,637 quintals.

*Enright and others.*—The extent of these fisheries is very considerable, as they run to the south-west toward the Bay Chaleur over 100 miles along the coast; towards the south on the opposite side Miscou Bank Point Miscou, partly across the Gulf St. Lawrence to the Magdalen Islands and Prince Edward Island, which in a direct line from this place is over 150 miles, but in circumference a great deal more; towards the west and north up the river to a distance of 120 to 140 miles; towards the north-east across the Gulf stream to the Island of Anticosti about 60 miles, and thence to the north shore continued along that coast to Labrador, and through the straits of Belleisle to Newfoundland. Within that scope we kill Whales; we catch Codfish, Halibut, Ling, Haddock, Mackerel, Herring, Salmon, Shad, Trout, Eel and Caplin. Smelt and Squid are caught at certain periods through the fishing season, and used as bait to catch Cod. There are also in some localities, considerable quantities of Oysters taken, and in other parts Seals are killed on the ice, or caught in nets. All these species of fish are of the very best quality; as to value and quantity I would refer the Committee to P. Fortin, Esq., M. P. for this County.

*La Perrelle.*—The fishing grounds in this neighborhood extend from the shore to Bank Miscou, a distance of about 8 leagues; Orphan Bank is also in the vicinity at a distance of about 8 leagues from land.

*Price.*—The kinds of fish taken are Cod, Herring and a few Mackerel and Salmon.

*Vigneau.*—Herring, Cod, Mackerel, Seal, &c., are taken here.

*Chrasson.*—The fish caught here are Mackerel, and in the spring lean Herring, the latter in very large quantities; Mackerel is lean in the spring, fuller in summer, and fat in the fall.

*A. Cormier.*—Their value is considerable, but the Americans reap most benefit from them. Herring abound in May; Mackerel spawn in June in considerable numbers in spite of the vast number of nets obstructing the entrance of the Bay. Cod remain off the Islands all summer; the summer Mackerel from 1st July until the storms drive them out to sea. The Americans take from 500 to 1500 bbls. of this fish to each vessel of 50 to 100 tons, with their jig lines which they handle with great skill; they attract the fish by means of bait thrown in for the purpose.

*Grenier.*—The fish taken are Cod, Mackerel, Salmon and Herring, all of good quality.

*Pourier.*—Codfish, Mackerel, Herring.

*Delany and others.*—Cod, Mackerel, Salmon, &c.

*J. W. I. Fox.*—The fisheries extending over the Gulf of St. Lawrence and shores of

the Magdalen Islands may be divided into two branches, viz : the deep sea fisheries, for Seal, Codfish and Mackerel, and the net and seine fisheries on the shores of the Magdalen Islands for Herring and Mackerel, the former are those frequented by the British, French, and American fishermen, who take annually immense quantities of Codfish and Mackerel, by either anchoring their vessels on the banks and shoal grounds, or drifting with wind and tide.

The value of this fishery it is almost impossible to state with accuracy, not knowing the number of vessels engaged each year, but I have seen as many as 300 sail of American with 8 or 10 French, besides British vessels all fishing within sight of the Magdalen Islands, and at the same time.

The Seal fishery is chiefly pursued by the Magdalen Islanders, and commences in March from the shore and upon the drifting ice. After this the vessels are fitted out, and start for the Gulf. The number of vessels engaged belonging to the Magdalen Islands last season was 18; Tonnage, 764; men, 176. Their success is very uncertain, the business is attended to with great risk and chiefly depends upon the winds and position of the ice.

The seine and net fishing is conducted from the shores of the Magdalen Islands, chiefly in Pleasant Bay, where I have seen or known 50 seines and 3,000 nets to be used in one season, employing a great number of Magdalen Island, Nova Scotian and American fishermen. The seining of Herring begins as soon as the ice leaves the shores in the spring, and there have been as many as 200 sail of vessels engaged here in this fishery during the month of May. In the year 1859 there were over 200 sail, and of this number 67 were American whose tonnage amounted to 4,671 tons. The quantity of Herrings exported to places without the Province during the year was 101,380 bbls., of which quantity, 28,732 bbls. went to the United States direct, the value here being \$84,000.

The netting of Mackerel commences in the month of June and usually continues for about 2 weeks; this is chiefly carried on by Nova Scotians. From 20 to 25 vessels are usually engaged, having from 2 to 4 boats each. The quantity of fish taken each summer varies, but averages about 1,500 bbls. The Trout, Cod, and Mackerel fishery with hook and line follows the netting and continues late in the autumn, or until the ice makes and it becomes too stormy to put to sea.

The total value of fish and oil exported from these Islands during the year 1859 was \$265,343, not accounting those consumed in the Province which were of a value of at least \$8,000 more, and were as follows: Dry Cod, 12,429 cwt.; pickled fish, 101,380 bbls.; oil 27,971 gallons.

The present year, 1868, it is as follows: Herring, 27,372 bbls.; Mackerel, 2,106 bbls.; Dry Cod, 10,000 cwt.; Pickled Cod, 1,100 Bbls.; oil, 11,110 gals.; value here, \$102,609. The season of this year is not an average one.

*Bourque and others.*—\$30,000.—Seal, Herring, Mackerel, Cod, Halibut, Lobsters, &c. rather inferior; Seals, 2,000 bbls., Herring, 30,000 bbls., Mackerel, 2,500 bbls., Cod, 12,000 qtls., Halibut, 100 bbls., Lobsters, 50 bbls.

*Sirois.*—The standing hurdles and brushes used for Eels may be worth \$600. The quantity of fish taken usually is worth \$6,000, besides Smelts, Whitefish and other small fry.

*Eden.*—There is a large extent of fishing grounds on the banks referred to.

*Painchaud.*—The extent is immense and comprises the whole Gulf; its values is incalculable. Cod, Herring, Mackerel and Seals are taken in fabulous quantities, and would appear so if a reckoning of the quantities was kept. The fish are badly prepared, especially the dried Cod and the Mackerel; this is because the fishermen do not know how to do better.

*Whalen.*—Codfish, Herring and Mackerel.

*Dimock.*—Cannot give a correct statement of the value of the fish taken in Gaspié. The kinds are Whales, Cod, Mackerel and Herring, but chiefly Cod in this County. There are taken and cured for market yearly 7,900 qtls. of Cod, 300 qtls. of Haddock, 200 bbls. of Mackerel, 5,000 bbls. of Herring, 155 bbls. of Salmon and 50 bbls. of Trout. There are also taken and used as manure 3,000 bbls. of Herring and 4,000 bbls. of Caplin and Smelt, annually.

*Vallee and others.*—The Seal fishery which we carry on in the Gulf from the middle

of March till 1st May, then the Codfishery on the Labrador coasts from 1st June till the end of August, and lastly the Herring fishery on the Labrador coast from the beginning of September till the beginning of October, when we take our Herring to Quebec.

*Hou. J. Ferguson.*—Their extent is one hundred and twenty miles, and their value, great, producing unlimited quantities of excellent Cod, Salmon, Mackerel, Halibut, Herring, Alewives, &c. &c.

*Matthews.*—They extend along the seaboard from St. Andrews to St. John a distance of about sixty miles, and will compare in point of value with any fishing grounds of the same extent in any of the Provinces. The different kinds of fish caught by lines are Cod, Mackerel, Pollock, Hake, and Haddock; Herring are taken in great quantities in nets and weirs. I judge that about 100,000 quintals of the different sorts of fish are caught by line and that 1,000,000 boxes of smoked fish and 30,000 barrels pickled Herring are put up annually.

*Heney.*—The value of the different kinds of fish taken annually, is on an average, about \$45,000. The kinds of fish taken are Cod, Hake, Pollock Haddock and Herring. The quantity of different kinds fish taken yearly in open boats is—

Pollock,	3,000	quintals.
Cod,	200	"
Hake,	1,000	"
Haddock,	1,000	or more barrels.
Pickled Cod,	300	" "
" Herring	200	" "
Herring fresh	500	bbls.

Fish caught in vessels last year :—

Pollock, (about)	3,000	quintals.
Cod,	"	3,000 "
Hake,	"	2,000 "
Herring pickled,	400	barrels.
"	sold fresh	2,000 "

In addition to the above there have been Herring taken in nets and weirs and smoked, about 2500 bbls, making about 26,000 boxes.

*J. & S. Leonard.*—The extent is large. Cod, Pollock, Haddock, Hake, Halibut, Mackerel and Herring, the latter in abundance.

*Edgett.*—Extent and value but trifling. Shad, of inferior quality are taken in weirs for home consumption, none to export. There are excellent Shad taken at the head of the Bay of Fundy, in Westmorland and Cumberland Counties, mostly for home use.

*D. W. Stewart.*—The extent is vast, and the value not yet appreciated. Taking the kinds in rotation according to their season, I begin with Smelt, Spring Herring, Caplin, Salmon, Lobsters, Sea Trout, Cod, Haddock, Hake, Mackerel, summer and fall Herrings, with a good variety of other fish, not usually cured or considered valuable. The last three or four years shoals of White Porpoise have also visited these waters, but few have been captured for want of knowledge of the method of doing so.

*Robertson.*—Extent of fishing grounds commonly fished on is from ten to twenty miles. Cannot say as to value, but consider them very valuable. Kinds of fish taken are Shad, Codfish, Haddock and Pollock, which are plenty early in the season; quality good. Quantity of Shad, about 2,000 barrels a year.

*Hickman.*—Ten to twenty miles; consider them very valuable. Shad, Codfish, Salmon and Herring; quality good. Quantity of Shad taken about 2,000 Bbls.

*Ch. Cormier & Bourgeois.*—Some of great value. We take Salmon, Cod, Mackerel, Gaspereaux, Herring, spring and fall Trout, Eel, Barr, &c. Impossible to state quantity but it is very great.

*Snell.*—Their extent is 25 miles east and west, and 50 miles north and south. The different kinds are Cod, Pollock, Haddock, Hake, Cusk, Herring, Mackerel and Alewives, all of good quality and some seasons in large quantities, especially Herring.

*Tory.*—The County is bounded on the east by the Strait of Canso, and south by the Atlantic ocean. The whole coast, including the bays, harbors and rivers, is fishing ground. Value great; cannot state the amount. Salmon Trout, Alewives, Shad, Codfish, Haddock,

Halibut, Pollock, Mackerel, Herring, Perch, Smelt, Eels, Blackfish, Dogfish, and Hake. Quality is good in proper seasons. Quantity cannot be given without more research.

*Challoner.*—Invaluable. All kinds indigenous to this latitude. Best qualities. About 2,000 qtls. Codfish, 500 bbls. Mackerel, 150 bbls. No. 1 Herring.

*Hemlon.*—Extend the length of the County, which is about 90 miles. There are Cod, Haddock, Hake, Pollock, Halibut, Herring, Mackerel, all of good quality, but vary much in quantity.

*Prid.*—Their extent is about 90 miles in length by about three leagues in breadth. There are a great many kinds of fish, v'z.: Cod, Haddock, Pollock, Halibut, Mackerel and Herring. The two latter kinds are net fish, the others are taken by hand lines and troll lines. All of good quality, but vary in quantity.

*A. Macdonald.*—The value of the fish taken in this district this summer will be about \$36,500. The extent of the district is about twenty miles. 6,000 bbls., between Mackerel, Herring and Alewives—mostly Herring—and 3,000 qtls. Codfish have been taken already (1868) this season.

*Tremain.*—Very extensive. \$500,000 to \$800,000 annually. Herrings, Mackerel, Codfish, Haddock, Hake, Halibut, Seals and Blackfish.

*Ruggles.*—Value \$60,000 of dried and pickled—the former Cod, Pollock, Haddock, Hake, Halibut—the latter Shad, Mackerel, Herring, and a few Salmon. There are various other kinds not considered marketable.

*Donovan.*—The seaboard of the county of Richmond is one of the best fishing grounds in the Province of Nova Scotia. A very large amount of fish is taken; cannot tell the value, as there is no way of ascertaining. Large numbers of vessels from different parts of Nova Scotia buy and catch their cargoes on the fishing grounds, and then go home direct. The fish caught are Salmon, Mackerel, Herring, Alewives, Codfish, Haddock, Pollock, Hake, Eels, and shell-fish of different kinds.

*J. V. Stewart.*—Cod, Pollock, Haddock and Herring are the general description of fish taken in this district. Good quality.

*Perry.*—The shore fishery in this district extends along the coast for a distance of fifteen to twenty miles. Is quite productive. The principal kinds taken are Halibut Cod, Skate and Haddock. Last year there was taken about 75,000lbs of Halibut, and the catch is expected to reach 125,000 lbs. this season. The other kinds, when dried for market, amount to about 600,000 lbs. (6,000 cwt.)

*Dewolf.*—A few Cod and Haddock are taken for local use; fresh Shad are taken in considerable quantities some seasons. The catch varies from 100 to 500 bbls.

*Thurber.*—The fisheries are extensive and valuable. Kinds of fish are Halibut, Cod, Pollock, Haddock, Mackerel and Herrings. Quality good; quantity large.

*Corbet.*—Quantity of fish taken in 1867: Mackerel, about 3,000 bbls.; Cod, 700 qtls.; Haddock, 800 qtls.; Hake, 600 qtls.; Herring, 3,000 bbls. The average value of Mackerel is about \$8 50; Cod, \$3.50 per quintal; Haddock, \$2.75 per qtl.; Hake, \$2 per qtl.; Herrings, \$3.50 per bbl.

*M. Macdonald.*—The County of Inverness has about one hundred miles of sea-coast. Good fishing along the whole of it.

*Ditmars.*—Extent limited, value unknown. Chiefly Cod, Pollock, Herring and Halibut.

*J. Ross.*—Extent limited. Kinds: Cod, Mackerel, Herring, Haddock, Alewives and Salmon. Quality good and quantity fair.

*Hayfield.*—Codfish, Pollock, Hake, Haddock, Halibut, Herrings, Shad.

*Nicolson.*—There are Cod, Ling, Herring, Mackerel and Alewives.

*Sargent.*—The shore fishery extends along the coast of the County of Shelburne about thirty miles in length and ten to fifteen miles in breadth. The deep-sea or bank fisheries are from twenty to thirty miles from the coast. Chief kinds are Cod, Pollock, Haddock, Mackerel and Herring. About 30,000 qtls. shore Cod, Haddock and Pollock, 50,000 qtls. of bank Cod and 12,000 to 14,000 bbls. Mackerel and Herring are taken in this County annually.

*Mine.*—Cod, Seal, Herring and Mackerel are taken.

*Campbell.*—Unknown. Cod, Herring, Salmon. Unknown.

*Farnsworth.*—They extend the whole length of the Bay and are of considerable value.

Kinds ; Cod, Pollock, Herring,—about numbers 2 and 3. Quantity at this Port 200 to 300 qtls.

*McNeill.*—Are considered both extensive and of much value. Kinds of fish are Cod, Mackerel, Herring, Haddock, Salmon and Halibut.

*Seiton.*—The whole length of the Province; the kinds of fish include Cod, Hake, Pollock, Herring, Mackerel, Alewives and Salmon for exports ; Halibut, Eels and Trout for domestic use.

*Ratchford.*—Limited and confined chiefly to parties living along the shore, who merely catch for their own consumption. Cod, Pollock, Hake Halibut and Herring.

*Kavanagh.*—Of great extent and value. Codfish, Haddock, Mackerel and Herring.

*Irish, Kidston, & Co.*—The extent of shore fishery is about 80 miles, and the Cape North and other banks along the coast are the most valuable in the Gulf of St. Lawrence. Codfish, Mackerel, Salmon, and Herrings are caught. Bank fishing is followed by American and Western fishing vessels, quantity taken uncertain. The average number of vessels in spring is fifty or more, according to the demand for fish, average about 400 qtls. each. The quantity taken by shore fishermen is, Codfish from 6,000 to 10,000 qtls ; Mackerel, 3,000 to 5,000 bbls ; Salmon, 500 to 1,000 bbls., and Herring, 1,000 to 1500 Bbls.

*W. Ross.*—Besides the coast being good fishing grounds these extend to a considerable distance into the ocean. The fish taken are first, spring Herring, then Codfish, Haddock, spring Mackerel, Caplin, Smelt, Salmon, fat summer Herring, fall Herring and fall Mackerel. About 6,000 qtls. of Codfish taken by the shore fisherman, 1200 bbls. Mackerel, and 1400 bbls. Herring, according to the season.

*McAulay.*—About 10,000 qtls. are taken by the shore fishermen, of Codfish ; 1300 bbls. Mackerel, 1400 bbls. Herring and 200 bbls. Salmon.

*Gordon.*—The best of fishing grounds are within a few hours' sail of Pictou Harbor, and all the different kinds of fish common to the waters that surround the coast of Nova Scotia and Gulf of St. Lawrence.

*Wylie.*—They extend from Marie Joseph on the West Atlantic coast, following the shores, Bays and Harbors to Cape Porcupine on the strait of Canso on the north, and include Cod, Haddock, Pollock, Mackerel, Herring, Alewives and Salmon.

*A. M. Rudolf.*—The extent is the whole coast. Cannot form an idea of the value. Fish are of good quality and kinds similar to those caught on the sea shore of the other British Provinces.

*Question 4.*—State the different manners of curing and preparing fish, and in what way in your opinion improvements in curing and preparing might be made ?

*Answers of—*

*Dumaresy.*—The Codfish is generally dried, some of it is salted in bulk, other is salted in casks or tubs and vats retaining all the pickle, thereby saving twenty per cent. in salt, but the fish so salted will not dry as well, nor will it make as good fish as the fish salted in bulk. The Gaspé cured fish has always been the best and primest fish in all markets until the last few years. Inferior fish is now shipped which I firmly believe is owing to the large quantity now salted in tubs and vats, instead of in bulk as in former years. If the fish merchants would insist on having the fish salted in bulk, it would remedy the evil.

In Mackerel curing our people do not give themselves the trouble of salting properly, nor do they split the fish in the proper way. This is owing to the small quantity taken and the indifference our fishermen show to that fishery. The Mackerel should be immediately (after being caught), split and salted in vats or tubs skin upwards, so as to avoid the sediment of the salt on the flesh. Plenty of salt should be used, and the fish left in that pickle for three days or a week, when they can be packed in barrels in the usual way for market, taking care to have perfectly water-tight barrels.

*Enright and others.*—The way we prepare the fish and salt it, as at present practised, in my opinion is the only proper way. As soon as the fish can be brought on shore by the fishing boat, the shore crew commences to split and clean it, salting it down in bulk or in pickle as best suits people. Cannot propose any improvement.

*La Perrelle.*—Codfish is principally prepared by being made perfectly dry. For this

Gaspé cure still stands unrivalled on account of its keeping qualities, being better suited than any other cure for the Brazilian market or other warm climates. It is also sent salted, green and pickled to Quebec. I know of no other means by which it can be cured. From this part of the County there is but little of other kinds of fish exported.

*Baudin*.—Present method is the best I know of.

*Price*.—Do not see that there can be much improvement in the manner of curing in this place.

*Vigneau*.—Know of no method except salting.

*Chrasson*.—I know of no other means of curing fish except salting.

*A. Cormier*.—It is generally salted. Herring and Mackerel are salted in barrels and Cod is dried, except a few hundred casks exported green to Quebec. But little Herring is smoked here.

*Grenier*.—The best method of preparing the fish is as follows: It should be well prepared and washed, and should be salted—the Cod in bulk (*arrime*) and the Salmon, Mackerel and Herring in barrel. The Cod, after lying five days, is washed and dried by spreading it on flakes until the curing is complete.

*Delaney and others*.—We salt our fish in bulk, it is then dried on flakes. We know of no better mode.

*J. W. I. Fox*.—Fish are generally pickled, dried or smoked. In my opinion great improvements are required and ought to be made here to give the fish a better character than it now bears. This could be done by the merchant giving more encouragement to the fisherman making a superior article, and by the Government giving an annual prize or bonus to the boat or vessel bringing in the greatest quantity and best quality of fish, and by the erection of proper curing houses and flakes, and more attention being paid to the handling, splitting and salting of Cod, as well as splitting, salting and curing Mackerel and Herring.

*Sirois*.—All Shell-fish intended for keeping ought to be salted and put into pickle. For the foreign market, the best way is to salt *en arrime*, that is, so as not to retain any of the moisture. Once cured, it must be drained and dried.

*Eden*.—No improvement could be introduced for the curing of Codfish.

*Painchaud*.—The Cod is salted in bulk or pile, and then dried in the sun. It is sold in the dried state at Halifax, and thence is exported to Barbadoes, Ponce and other places. Mackerel and Herring are salted in barrels and are sold in the same places and within the Dominion. The Americans prepare Mackerel better than we. They have better barrels. They wash the fish and soak it longer than we, so that the blood is removed; it is then salted. We carelessly salt the fish as soon as it is caught, so that the blood remains and is salted. Thus our Mackerel is red while theirs is white. Old customs are hard to alter. The curing would be improved if inspection was compulsory before the fish was sent to market.

*Whalen*.—Pickling and drying is the best way.

*Dimock*.—The spring or summer caught Codfish are salted and dried upon flakes. What is known as autumn catch are partly dried and salted in barrels in their green state. I do not know of any better method of curing fish than that adopted by the firm of Messrs. Chas. Robin and Company, Paspébiac.

*Hon. J. Ferguson*.—Cod is principally salted and dried; Mackerel, Halibut, Herring, and Alewives pickled; Salmon is prepared for market by the process of hermetically sealing and freezing, a small portion only being pickled. No improvement on the present mode of curing Cod can be suggested, but the fishermen should be required to salt and pickle Herring immediately after removing them from the nets. By the present system Herring are landed before being cured, and being thus out of salt from six to twenty-four hours, the quality becomes deteriorated in consequence.

*Matthews*.—Cod, Pollock, Hake and Haddock are thus prepared: The fish after being dressed and washed are salted, (in casks if caught in boats, and in bulk if in vessels) in which from three pecks to a bushel of salt is used to each quintal of fish; remaining in salt from ten to twelve days, they are then washed, piled in heaps, pressed, and then spread out in the sun to dry. In six or eight days, if the weather be fine, they are ready for market. Mackerel and Herrings are loosely salted in casks or barrels using about half a bushel of salt to the barrel; in four or five days after this salting they are repacked in

tight barrels, a layer of Herrings and then a layer, or sprinkling of salt being placed, till as many are put into the barrel as it will hold, (about the same quantity of salt being used as before), the barrel is then filled with strong pickle.

Herrings are also smoked and put up in boxes. They are salted lightly, about a peck of salt being used to the barrel; they remain in this state about twenty-four hours, are then taken and strung through the gills upon round sticks about four feet in length, and are then suspended over a fire and smoked from fourteen to twenty-one days, when they are ready to be boxed for market. I have nothing to offer as improvements, as the above methods seem to be the best yet known.

*Heney.*—The manner of curing fish is as follows:—All the fish caught in open boats, are, (when split) salted in tubs which hold pickle. After having been salted for about four days they are washed out and piled away in kench, laying there until all the pickle is drained out of them which takes four days or more. They are then put on flakes and dried, and then taken to the market. This way of curing makes good fish for home consumption.

The vessel fishermen cure their fish quite differently. They salt their fish in the vessel, in bulk; when they get their fare they come home and wash their fish out, pack them away again in the fish-house in kench and salt them over again; this is called *dry salting*. About a peck of salt is use to the quintal. They let them lie in this manner till late in the fall; when the fishing season is over they wash them out again, give them about three days sun and then take them to market. Fish cured in this manner weigh very heavy, and when piled away in the store, the pickle is constantly draining out of them, and the purchaser loses very much in the weight of his fish.

There could be an improvement made in the manner of curing fish caught in vessels. When a vessel makes her fare and comes home, as soon as the fish are washed out they should be dried at once, and if well dried there would be no loss in weight, and the fish so cured would be fit for any market as well as good for family use and the poor man would get double the quantity of fish for a quintal.

All Herring caught are cured in pickle, either for packing or smoking.

*J. & S. Leonard.*—Pickling, smoking and drying are most practicable. Large quantities are sold fresh in winter to traders.

*D. W. Stewart.*—Pickling, boiling in cans hermetically sealed, smoking and sun drying are the processes for curing, and packing in ice or snow for immediate market. Freezing has been spoken of and tried with success I believe, at Bathurst.

*Robertson.*—The usual manner of curing is by splitting near the backbone, taking the offal out, letting them remain in cold water about two hours, then letting them lie a short time to drain, and salting them.

*Hickman.*—Shad are cured by splitting near the backbone taking out all or nearly so of the offal, are then left to be in cold water two three hours, then dried a short time before salting. Would recommend the backbone taken out.

*Ch. Cormier & Bourgeois.*—The method of salting the fish is that in ordinary use, and I know of no way of improving it.

*R. Cole.*—Shad are put up of late years in half barrels, which are very well done.

*McLaughlin.*—Fish cured by salting and smoking. Improvement could be made, in smoking by having smoke houses of higher posts, and herring pickled by the Dutch mode.

*Snell.*—Salting, drying, smoking and pickling. Improvement might be made by washing fish cleaner and letting them dry harder than is generally done, and by smoking them with good hard wood. This last, would be, however, impracticable as many fishermen could not afford to buy hard wood.

*Tory.*—Some are cured in pickle and packed in barrels, &c, others in salt without the pickle, and then dried by the sun. Improvement might be made by drying and curing if proper care was taken and the fish had to pass through the hands of proper Inspectors and Cullers. Improperly cured fish would then not find purchasers, and this would compel fishermen to take more pains in curing, &c.

*Challoner.*—Cod, dried—Salmon Mackerel & Herring in barrels.

*Hemlon.*—Cod, are salted in cask where they lie for three or four days, and are then dried on flakes; Haddock, Pollock and Mackerel, the same; Halibut, are sold pickled and dried—Mackerel and Herring are salted in barrels of 200 lbs each. Cannot point out any

improvement. Fish have to be put up to suit the different markets to which they are to be sent.

*Pride.*—Cod, Haddock and Pollock are cured by salting in casks, and allowed to remain in the same for three or four days; are then washed out and dried in the sun on flakes. Herring, Mackerel, and Halibut are salted in barrels of 200 lbs each. Cannot suggest any improvement.

*A. Macdonald.*—Mackerel, Herring and Alewives are salted and pickled in barrels; Cod and Haddock salted and dried in the sun on flakes. I know of no better way.

*Tremain.*—Salting and drying, and pickling. I know of no improvement except more care in the curing.

*Ruggles.*—Usual custom is to split—remove the backbone; salt for 48 hours, then wash out; lay in press 24 hours, then spread on flakes raised about three feet from the ground. Require about a week fine weather, then packed in store houses, for a few days, when they are fit for market. Shad and Mackerel, split and salted, and pickled. Herrings should be all opened with a knife and filled with salt, otherwise they cannot be properly cured.

*Donovan.*—Fish intended for drying, and salted in pickle, is very inferior to that salted in bulk.

*J. V. Stewart.*—Salted in tubs or kids, but if salted in *bulk* would keep much better in warm climates.

*Dewolf.*—Shad are opened in the back, and the head and backbone removed.

*Thurber.*—Manner of curing and preparing,—pickling, drying and smoking.

*Corbet.*—Cod, Haddock and Hake are dried; Mackerel and Herrings are Pickled. Cannot advise any improvement.

*Ditmars.*—Hook fish are split, salted and dried in the sun. Herring are salted, gilled and pickled, in barrels,—the greatest portion however are salted round, smoked and boxed for market. Know of no better mode of curing.

*J. Ross.*—Cod and Haddock dried, all other kinds pickled.

*Hatfield.*—Line fish are dried, seine and weir fish pickled.

*Sargent.*—Cod and scale fish taken in undecked sail-boats are usually pickled in tubs and casks and then dried. Those taken in decked vessels are salted in pile or “kench” in the vessels’ hold from three to four weeks, and then washed and dried. The latter way is undoubtedly the best, as it allows the pickle to drain from the fish, and they do not show the salt when dried. Mackerel and Herring are salted in barrels of 200 lbs. each.

*Minc.*—Drying Cod and Skate, and pickling Herring and Mackerel.

*Campbell.*—Drying and salting. Cannot suggest any improvement.

*Farnsworth.*—Cod and Pollock are pickled and dried; Herring are pickled.

*McNeill.*—Cod and Haddock, pickled and dried; Herrings, Salmon and Halibut salted and pickled in barrels of 200 lbs. each. No improvement to suggest except *greater care*.

*Bell.*—Do not know any way of improving curing.

*Sellon.*—Hake, Codfish and Pollock are split, salted and dried. Mackerel, Herrings, Alewives and Salmon are salted in pickle.

*Ratchford.*—No established method of curing.

*Starr.*—The usual manner of curing is to split from the back and salt. Do not think any change would be profitable at present.

*Kavanagh.*—In kench or bulk, and not in puncheon.

*Irish, Kidston & Co.*—Salting, pickling and drying.

*W. Ross.*—Codfish and Haddock are salted and dried, and the Mackerel, Herring and Salmon are salted in barrels. If Codfish were salted in bulk instead of in puncheons, properly cleaned and washed, they would make better fish.

*McAulay.*—Codfish and Haddock are salted and dried; Mackerel, Salmon and Herring are salted in barrels.

*Gordon.*—All pickled fish must suffer to a certain extent every moment they remain without salt applied to them. The superiority of Dutch cured Herring arises from the fact that the salt is applied the moment they are taken out of the water. At the period when the British Government granted a bounty for the proper cure of Herring, Dutch fishery coopers were brought over to Scotland in order to teach the proper manner of curing and put-

ting up for market. And although myself taught to cure after the most approved method, instead of entering into details I transmit herewith a printed copy of the directions printed and circulated by the Hon. Board of British Fishery. (*Not Printed.*)

I beg to advert to the only additional detail which in my experience I have discovered as applicable to the perfect cure of Herrings in the months of July and August on the coast of Nova Scotia. Having engaged on my own account in a sailing vessel trading for pickled and dry Codfish in various localities on the coast of Nova Scotia and Cape Breton, and provided with salt and barrels, I preferred purchasing the Herring in their green state, and cured a few barrels after the Scottish manner. On examination of the fish after being struck, I discovered an incipient taint along the backbone of the fish, which would increase with age so as to render them unsuitable for a distant market in a tropical climate. I came to the conclusion that the taint was owing to excess of temperature over that common on the Scottish coast; and besides, the Herring are larger and fatter in the months of July and August on this coast than on the coast of Scotland. Thereafter I ripped with a sharp knife the belly of the fish its entire length, extracted its whole contents, scraped the backbone with the knife and filled the belly with salt, and immediately packed them in tight barrels, with one bushel of Liverpool salt to each barrel and protected the barrels from sun and rain.

It is the universal practice of the N. S. fishermen to steep the fish for hours in water before salting down, and expose them to the action of the sun during the hottest period of the season until the water becomes warm, under the erroneous impression that they are thus benefited by the extraction of the blood. Under this treatment Herring part with their scales and juice and are deprived of that taste and flavor peculiar to Herring properly cured. Besides, the body of the fish thus saturated with water is rendered tasteless, brittle and short, and not calculated to turn out satisfactorily at the end of a long sea voyage. The Scottish curers take every precaution to keep the Herring from contact with water and the heat of the sun before and after salting. Salt the fish in their blood and the salt will extract the blood. One third, or even one quarter of a bushel of Turk's Island salt will greatly assist the cure if thoroughly mixed with the fine salt so as to be one bushel to each bbl. of fish. Fine salt varies in strength, and for curing either flesh or fish ought to be tested in order to insure a perfect cure.

Although pickled fish may be cured after the most perfect manner, unsuitable materials used for the package will render them to a great extent valueless. The Dutch use oak for their Herring barrels, and where obtainable it is preferable to any other description of wood, especially where fish are intended for a distant and foreign market. Hard-wood is calculated to retain the pickle without souring it. White ash, elm, maple, yellow birch clear of sap and heart, and of late haematac or the Norway larch are used by the Scottish curers. The staves and heading of barrels should be thoroughly seasoned and the barrels properly made, and when intended for exportation, full hooped,—that is one third of the length at head and bottom; and although the barrels may be made by professed coopers and of the best materials, if not carefully handled in shipping and stowage will sustain damage that cannot be afterwards remedied.

It will be seen by the Regulations of the Fishery Board of Scotland that attention and care are given to the shipping of fish, and *Can Hooks prohibited.*

In order to introduce the requisite improvement in the curing and putting up of fish, the employment of persons skilled in these branches, such as the fishery coopers of Scotland, to be located as teachers in the most populous fishing districts, would soon spread the knowledge; and in order to effect this the same system must be adopted as in Scotland,—the fish curer distinct from the fisherman having the command of the appliances necessary for the successful prosecution of his business.

In the fall of the year the fish curer engages the number of boats' crews to the extent of the number of barrels of fish he contemplates curing, at a certain price per carm (?) equal to a cured barrel of fish,—and enters into agreement with a master cooper to furnish the barrels and generally to superintend the cure and putting up, guaranteeing that the fish will pass the Crown Brand. Or he hires journeymen coopers and a foreman, lays in the materials for the manufacture of the barrels, and his foreman attends to the curing and putting up for market. When the fisherman cures his own fish it is done with the least possible labor and cost, and once they pass into the hands of the merchant or trader he

feels no more interest in the matter, but it is different with the curer; his capital or credit are at stake, and unless his fish are properly cured he will be the loser. Thus the strongest of all motives—self interest—would induce him to cure and put up for market an article calculated to render a return for his outlay.

The great variety and abundance of the fish under the control of the Dominion of Canada, if properly cured and put up would compete successfully in the best markets of the world. And as it is contemplated to encourage emigration, I would venture most respectfully to suggest that a few competent fishing coopers and net fishermen would be a desirable acquisition. \* \* \* \*

The Buckie fishermen were engaged in the month of November last for the first two months of the Herring fishery at one pound engagement money, £40 Bounty, and 20 shillings the barrel of green fish delivered from the boats,—(*Banffshire Journal*) and this fact is a sure indication of the demand for Scottish cured Herrings on the Continent of Europe, where they must command a high figure, adding freight of transit by inland water or rail, commissions and imposts varying from 3s. to 9s. or 10s., to pay the shipper. \* \*

*Wylde*.—They are pickled and dried.

*A. M. Rudolf*.—Those that fish from 10 to 20 miles from the shore generally remain out for a week or ten days, and then return to the shore with the fish they caught salted and pickled in hogsheds, they are then washed and spread to dry on a beach or elsewhere, which I consider the best way of curing. The fish caught closer to the shore, are much smaller and not so good.

*Question 5*.—Is an Inspection of fish necessary, and should it be compulsory or other wise?

*Answers of—*

*Thompson*.—Inspection of fish is very necessary, but I do not consider it advisable to create any more useless officers. Inspection could be made by some of the present numerous officers of the Dominion.

*C. E. Anderson*.—In the western part of the Province, I speak particularly of Toronto, the present mode of inspection is looked upon as of little or no value, and no guarantee of quantity. I cite an instance; about a month ago I had on sale in Toronto from Quebec 200 bbls No 1 Herring, worth in Quebec \$6 to \$7. I offered them to the dealers in Toronto at \$4 in Quebec, and would have taken \$3½ but could not get a bid, the cause alleged being that they could not depend on the curing or inspection, and ten chances to one they would have to turn them all into the lake, as was the case almost every season in Toronto with many dealers.

If Inspection was compulsory it would have a most beneficial effect on this most valuable branch of industry, especially in Ontario.

*Dumarsy*.—In my opinion it is necessary that all kinds of fish should be inspected, more especially all pickle fish, and all fish arriving at any market without having been first inspected should be inspected at the expense of the owner; this would remedy the great evil of having so much bad and inferior fish in the Canadian markets from the Gulf Ports not only in quality but in short weight. I have known fish shipped to Quebec that was only fit for manure; had that fish been inspected before being shipped it would have been rejected, or, had it been inspected on arrival in Quebec, it would have been confiscated. Compelling the shipper, (or owner) to have his fish inspected either before shipping or on arrival would be the means of preventing bad and inferior fish being shipped. Only practical men should be employed as inspectors.

*Enright and others*.—The inspection of fish of all kinds would be very necessary and beneficial to the fishermen provided the Government would pay the expense, otherwise it would only crush them closer to the ground.

*La Ferrelle*.—The inspection in Quebec, should, in my opinion, be rigidly attended to, especially of green and pickled fish, which is put up in such a slovenly manner by many parties on the coast that it must disgust purchasers, reduce consumption, and eventually ruin the market.

*Baudin*.—Inspection is necessary, and should be compulsory. The inspector should continue on the ground and maintain immediate superintendence.

*Stors*.—Inspection of pickled fish is necessary and should be compulsory.

*Price.*—Necessary. Compulsory.

*Vigneau.*—Do not think inspection necessary. The purchaser should be his own inspector; if incompetent, he should not engage in the trade.

*Chrasson.*—Inspection is perhaps required but should not be obligatory.

*A. Cormier.*—Inspection may be necessary without being compulsory. In the latter case it would be liable to abuse. The inspectors might be partial or trade in fish themselves.

*Grenier.*—The inspection of fish is absolutely necessary, and should be compulsory. Great advantage would consequently accrue to the fisherman in the sale of his fish.

*C. C. Fox.*—A compulsory inspection of all pickled fish exported is absolutely necessary if Government wish to develop an important branch of foreign trade; and for the security of consumers, the same measure is necessary in the home markets.

I have seen the pickled fish of the Maritime Provinces, the United States and that prepared at Wick in Scotland, and I have no hesitation in saying that that put up in the Province of Quebec is the worst of all,—badly salted, badly cleaned, badly pickled, badly barreled, and almost invariably of short weight. In the Magdalen Islands where between 100,000 and 200,000 barrels of Herring, and a large quantity of Mackerel are annually taken, I have seen Herring taken from the same seine by Magdalen Island and Nova Scotian fishermen, and some months later, I have seen the same fish sold in Halifax when that put up by the Magdalen Island fishermen brought about 50 per cent less than the other, solely from the difference in curing. Nova Scotian Herring and Mackerel are advertised, and fetch a higher price in Quebec and Ontario than those cured by the Quebec fishermen, although the Mackerel are from the Gulf, and the Herring from Labrador. And why? Because for some time there was a compulsory inspection of pickled fish in Nova Scotia, and although the law was repealed several years ago (contrary to the opinion of many good judges) *the people had acquired the habit of making good fish.*

It is not, in my opinion, necessary to compel dry fish to be inspected, partly because any one can see the quality when buying, and partly because being the staple article of trade on the coast the most of it is prepared under the direct superintendence of the merchant, who separates it for the different markets according to the quality. But all pickled fish is prepared by the fishermen themselves; you cannot see what the barrel contains; and the system of large advances in vogue in the fishing districts induces the merchant to take gladly any thing he can get to help liquidate his debt without being particular as to quality.

The inspection should be compulsory because fishermen as a class have but little ambition or foresight. Self interest is but a feeble influence with them, and although they know better fish would command a higher price, ninety-nine out of a hundred would prefer a small profit and little trouble to greater care and a larger return. At the same time it cannot be too strongly insisted upon, that if inspection is to produce a proper effect the salary attached to the office of Inspector must be high enough to induce competent and independent men to fill it. Under the Fishery Act of the late Province of Canada, all fish taken by licensed vessels was inspected. But how? In the Magdalen Islands the Inspector very properly inspected and weighed each barrel. The consequence was that many refused to have their fish inspected by him, preferring to take it to Quebec, where, they said, by paying a small fee the Inspector would open three or four barrels and then give them a certificate for the whole. I know another Inspector in this district, whom no merchant would think competent to cure his fish, and who never saw any but the miserable pickled fish put up on this coast, and I have known him, (a sworn Inspector) to give certificates of the quantity and quality of fish *that he had never seen or been within twelve miles of.*

*Pourier.*—No.

*Delany and others.*—It is not. If established it should be optional.

*J. W. I. Fox.*—I do not think an inspection of fish necessary at the places where the fish are caught and cured, unless they are to be exported to a foreign market; but an inspection of fish is very necessary and should be compulsory in the ports of the Dominion on importation for consumption or foreign market. No inspection of Codfish is at all useful or necessary under any circumstances.

*Bourque and others.*—Necessary and should be compulsory.

*Riverin.*—Inspection of fish is needful, but if compulsory would sometime be productive of injury.

*Sirois.*—The inspection of fish is most essential and should be obligatory, but the Inspector should be fully competent to discharge his duties.

*Eiden.*—One Inspector at least in each locality should be appointed to inspect all fish before exported: the same for Cod oil and Whale oil, and to be compulsory.

*Painchaud.*—Inspection should be compulsory; the question is where it should take place. I say where the fish is taken and sold in the first instance. Let Inspectors with power to appoint deputies be appointed in each place.

*Whalen.*—Necessary, and should be compulsory.

*Dimock.*—I would say that in order to bring our Bay of Chaleur Herring into good repute a compulsory inspection is necessary.

*Vallée and others.*—Inspection is not necessary, the fish being generally inspected on arriving in Quebec.

*Quebec Board of Trade.*—We are strongly of opinion that the compulsory inspection of fish and oil is a necessity, and have frequently urged the Government to enact such a law.

*Hon. J. Ferguson.*—Absolutely necessary, and should be compulsory.

*Matthews.*—I believe the inspection of fish is necessary and should be compulsory, as it would prevent the sale of a great quantity of poorly cured fish, the sale of which has a tendency to injure the reputation of those who might be innocent of carelessness in this respect.

*Hency.*—The inspection of all kinds of fish is necessary should be compulsory. All parties who put up pickled fish of any description should have the owner's name on each package before selling, and when the inspector inspects them he should put his brand on them of the quality they are and his name. There is a great deal of fraud practised in putting up pickled fish of every description. Smoked Herring should also be marked and branded in the same way, as there is a great deal of fraud in putting up smoked fish as well as pickled. Both barrels and smoked fish are often sold as good and merchantable, when in reality quite unfit for use.

*J. & S. Leonard.*—Necessary. Compulsory.

*D. W. Stewart.*—Inspection might tend to establish a character for excellence that would be desirable, but if attended with heavy cost, would prove an annoyance and tax on the trade.

*Robertson, Hickman, Ch. Cormier & Bourgeois.*—Necessary and should be compulsory.

*McLaughlin.*—An inspection of fish is necessary; but while the American market is open to good and bad qualities without inspection, with us it would be useless.

*Snell, Torg, Challoner, Hemlon, and Pride.*—Necessary and should be compulsory.

*A. Macdonald.*—Shippers of fish always get their fish inspected before exporting them. A head Inspector should, in my opinion, be appointed for each district.

*Tremain.*—Unnecessary. A compulsory system of inspection where the fishing grounds are so far from each other would entail too much expense on the fishermen, and would, I think, effect but little good.

*Ruggles.*—The General Sessions of the Peace have the appointment of Inspectors. Compulsory inspection is found not to work well. My impression, however, is that every person putting up pickled fish should be compelled to brand his name.

*Donovan.*—An inspection of fisheries is useless. At present parties buy on the character of the seller, and generally examine a few of the barrels of fish. When an inspection law was in operation it was of no benefit, as no one would buy on the brand; no confidence could be placed in it. Frauds were also practised to an immense extent under cover of inspection.

*J. V. Stewart.*—Inspection is not necessary in this district. The General Sessions of the Peace annually appoint Inspectors, who are seldom called upon to act.

*Perry.*—Think inspection of pickled fish necessary, and should be compulsory, as our local Inspectors seldom act.

*Dewolf.*—Doubtless fish exported would sell better if inspected.

*Thurber.*—Necessary, but should not be compulsory.

*Gordon.*—Inspection should be compulsory for exportation and the home market.

In Scotland coopers are invariably the Inspectors, and subordinated to Chief Inspectors or Supervisors.

*Wylde.*—Fish should be classed and inspected. Inspection compulsory.

*A. M. Rudolf.*—Necessary, and should be compulsory.

*Corbet.*—No.

*M. Macdonald.*—Inspection of Mackerel, Herring, and Alewives is necessary and should be compulsory.

*Ditmars.*—It is not absolutely necessary to inspect fish, and hence it need not be made compulsory. Every man brands his own catch.

*J. Ross.*—Necessary. Compulsory.

*Sargent.*—I think a strict inspection of Mackerel and Herring necessary. Compulsory.

*Mine, Campbell & Farnsworth.*—Not necessary.

*McNeil, and Bell.*—Compulsory.

*Sellon.*—An inspection is necessary to give confidence in a foreign market, and should be compulsory.

*Ratchford.*—At present not necessary, the quantity taken being small.

*Starr.*—I consider an inspection of fish highly desirable. Should the duty be taken off our fish in the American markets so that we may export them, an inspection will be absolutely necessary and should be made compulsory, in order to prevent an inferior article from injuring the sale of our fish.

*Kavanagh.*—Compulsory.

*W. Ross.*—Inspection law to be generally useful should be compulsory and should be made the same as that in force in the United States as to size and quality of pickled fish, particularly of Salmon and Mackerel.

*McAulay.*—Inspection is generally useful, causing fishermen to cure their fish in a better manner.

*Question 6.*—How much fish is consumed in the neighborhood of the fishing grounds by the inhabitants, and what quantities are sold in a fresh state? How much is consumed in Canada?

*Answers of—*

*Dumaresq.*—I should think that about 3½ per cent is consumed in the neighborhood by the inhabitants.

*Enright and others.*—A large quantity, the poor fishermen chiefly subsist on it. Little or none sold fresh, except by parties fishing for the merchants.

*La Perrelle.*—The inhabitants being mostly fishermen, the amount is considerable. But little sold fresh.

*Boudin.*—A large quantity. But little sold fresh.

*Price.*—About 300 qtls. of Codfish, and 500 bbls. of Herrings are consumed in Cape Rosier township. None sold fresh.

*Vigneau.*—Except Herring and some Mackerel, but little fish is consumed in the vicinities of the fisheries here. Other than those very little is sold fresh. Know nothing of the consumption in Canada.

*Chrasson.*—A tolerably large consumption of fish takes place here. But little is sold fresh except Herring and Mackerel.

*A. Cormier.*—From 1,500 to 2,000 bbls. Herring are used here. Some 2,000 bbls. of Mackerel, and of green and dry Cod. But few fish are sold fresh except Herring, which sell at one shilling per 200 lbs.

*Grenier.*—The consumption of fish in the vicinity of the fishery is very great, as it constitutes the principal food of the fishermen.

*Delany and others.*—Some 2,000 qtls. of fish are consumed here. We do not sell any in the fresh state. We send 3,000 or 4,000 qtls. to Canada.

*J. W. I. Fox.*—It is difficult to say what amount of fish is consumed in the neighborhood of the fishing grounds by the inhabitants; it is very large no doubt, as it forms the chief food of the fishermen and their families during the fishing season, as well as a

large quantity being salted for winter use. I should think fully 1,500 bbls. Herring, 500 qtls. Codfish and 200 bbls. Mackerel, besides shellfish such as Lobsters, Clams, &c, consumed here annually.

*Bourque and others.*—Fish consumed 3,000 bbls.

*Eden.*—Very little fish consumed near fishing grounds by inhabitants.

*Painchaud.*—The quantity consumed here is very great. The fishermen live in great part on fish in a fresh state. Herring is sold in the Spring to foreigners in a fresh state, and the Americans export it to the United States to be smoked. Canada is not a market for that fish.

*Whalen.*—Very little.

*Dimock.*—It is difficult to answer the first part of this question. Considerable quantities are made use of by the fishermen and the inhabitants; about half of the catch being sold in a fresh state. Cannot state what quantity is sold in Canada.

*Hon. J. Ferguson.*—A great many fish are consumed in the neighborhood of the fishing grounds, but the quantity is unknown. About one half the Herring taken are sold in a fresh state, and seven eighths of the pickled fish, probably, sold in Canada.

*Heney.*—There are about 300 qtls. of dried fish and quite a large lot of pickled and smoked Herring consumed every year in our Parish. About 2,500 bbls. sold in a fresh state.

*J. & S. Leonard.*—The quantity consumed at home cannot be correctly estimated. Large quantities are sold in a fresh state, chiefly to U. S. traders.

*D. W. Stewart.*—Fish constitutes the principal food of the inhabitants near the fishing stations. The quantity sold fresh is limited, except to the Salmon boilers and ice preservers. This trade will no doubt increase with the facility for sending to market.

*Robertson and Hickman.*—Think about 250 bbls. used fresh in the neighborhood and sold in a fresh state.

*Ch. Cormier and Bourgeois.*—I believe that 10,000 bbls. of the salted article are consumed in the County and 2,000 bbls. in a fresh state, while about 15,000 bbls. are sold fresh.

*R. Cole.*—Cannot say what quantity is consumed, but the greater part is shipped to the United States and foreign countries.

*McLaughlin.*—Fish is the principal consumption with us, and large quantities are sold in a fresh state.

*Tory.*—Can only answer in general terms. A large quantity consumed by inhabitants. A few sold fresh. A large portion is consumed in the Dominion.

*Challoner.*—Fish principally consumed.

*Hemlon and Fride.*—About a twentieth consumed in the Province; very little sold fresh. Have no idea what is sold in Canada.

*A. Macdonald.*—About 800 bbls. of pickled fish and 600 qtls. of Cod and Haddock are consumed annually in the neighborhood of this district. About the same quantity sold in a fresh state. Cannot tell how much is consumed in Canada.

*Tremain.*—1000 bbls. fish, principally Herring, consumed in this neighborhood, and 500 qtls. dry fish. Very little sold in a fresh state. The greater portion shipped to the United States; 5,000 bbls. consumed in Canada.

*Ruggles.*—Fish form a standing dish in the neighborhood of the fisheries by the inhabitants; none sold fresh; know nothing about consumption of Canada.

*Donovan.*—Large quantity consumed by inhabitants; very little sold fresh, and the principal part taken to ports in Prince Edward Island and Canada.

*J. V. Stewart.*—The greatest proportion of the fish taken here is kept for home consumption; a small proportion only is exported to the West India, and the United States. None sold fresh.

*Perry.*—Think about one tenth consumed in the neighborhood; Halibut are packed in ice fresh and exported to Boston *via* Yarmouth.

*Pewolf.*—Probably seven-eighths are consumed at home, and about 10 per cent of these used fresh.

*Thurber.*—Small part sold fresh. Nearly half are marketed in the Dominion. Home consumption small.

*Corbet.*—About 800 bbls. consumed by inhabitants near fishing grounds. None sold fresh.

*J. Ross.*—Little or none. None sold fresh, but exported to Halifax.

*Hatfield.*—Chiefly consumed in the Dominion.

*Sargent.*—Very small quantity sold fresh.

*Farnsworth.*—All that are caught.

*McNeill.*—Could not state. What quantity is consumed fresh is generally used by fishermen and farmers. Many of the fishermen sell their fish to the merchants fresh.

*Bell.*—A good deal. Seaports and interior.

*Sellon.*—Very little sold in a fresh state in this County, and very little sent to Canada.

*Ratchford.*—No more than are required by the parties catching them.

*Starr.*—A large portion of the Shad taken in the County are consumed here; about one fourth of them are sold fresh. The remainder are shipped to St. John, N. B. and the United States.

*Kavanagh.*—A large quantity. Not sold in a fresh state. A great quantity.

*Irish, Kidston & Co.*—500 bbls. Herrings and 500 qtls. Codfish. Not any sold fresh.

*W. Ross & McAulay.*—Herring is largely used by the inhabitants, and some Codfish. Very few of any kind sold fresh.

*Wylde.*—Herring and Codfish are chiefly consumed by the inhabitants; all others are shipped to Canada, United States, and West Indies.

*A. M. Rudolf.*—Large quantities. Not a great deal in a fresh state except in towns and villages. The quantity consumed in Canada must be very great.

*Question 7.*—How much dried or pickled fish, the products of our fisheries, is consumed in Canada, and what quantities and kinds are exported to foreign countries, and to what countries?

*Answers of—*

*Dumaresy.*—Dried Codfish, put up in tubs or drums is exported to Brazil and West Indies; loose Codfish is exported to Italy, Spain, Portugal, and small quantities to ports in the Adriatic; Herring to the United States and West Indies.

*LaPerelle.*—Am not prepared to give statistics of the quantity of dried and pickled fish consumed in Canada. It is however very limited comparatively, and seldom brings a remunerative price,—perhaps as I stated before, principally caused by the careless and slovenly way in which it is sent up and which must affect speculation. Dry fish is exported to Spain, Portugal, Italy and Brazil, and also to the West Indies.

*Price.*—About 1,500 bbls. of pickled fish and 300 qtls. of dry Cod is consumed in Canada from the township of Cape Rosier, and about 12,000 qtls. of dry Cod is sent to the Mediterranean.

*Vigneau.*—Pickled Herring, a little Mackerel, large Cod dried, and large and small Cod green, are consumed in Canada, selling at Quebec and Montreal. Dried Cod and Seal skins are exported to Halifax, N. S. Large quantities of Herring are annually taken by vessels from the Bay of Fundy and United States, yielding no profit to the locality where taken.

*Chrasson.*—But few cargoes of Herring, Mackerel, and green Cod are consumed in Canada. The dry Cod, and quantities of Mackerel are exported to Halifax.

*Baudin.*—The dried Cod is exported in great part to Europe and Brazil.

*A. Cormier.*—Some 7,000 qtls. are exported to Halifax whence they are transhipped to the West Indies.

*C. C. Fox.*—The following is a statement of the quantity and kinds of fish, the product of the sea fisheries, exported from the whole County of Gaspé, (exclusive of the Magdalen Islands) during the two years ending 30th June, 1867 and 30th June, 1868:—

## YEAR ENDING 30TH JUNE, 1867.

Whence Exported.	Dry Codfish. cwt.	Dry Haddock. cwt.	Dry Ling. cwt.	Whale, Seal, and Cod Oil. Gals.
Portugal.....	12,889.....	.....	307.....	.....
British West Indies.....	782.....	217.....	338.....	.....
Italy.....	7,156.....	.....	.....	.....
States of Church.....	3,750.....	.....	.....	.....
Spain.....	22,590.....	.....	.....	.....
Brazil.....	9,667.....	497.....	.....	.....
Great Britain.....	10,191.....	67.....	.....	1,105
Total to Foreign Countries .....	67,025.....	781.....	645.....	1,105

## TO PLACES WITHIN THE DOMINION.

Dry fish. cwt.	Whale, Seal & Cod Oil. gals.	Herring. bbls.	Pickled Salmon. bbls.	Green Cod. dfts.	Pickled Cod. bbls.	Other. Value.
18,128.....	47,000.....	3,112.....	301.....	2,010.....	1,994.....	\$2,200

## YEAR ENDING 30TH JUNE, 1868.

Whence Exported.	Dry Codfish. cwt.	Dry Haddock. cwt.	Dry Ling. cwt.	Whale, Seal, & Cod Oil. gals.
Brazil.....	9,229.....	73 .....	.....	.....
Great Britain.....	5,175.....	.....	.....	9,780
British West Indies.....	2,878.....	163.....	.....	.....
Italy.....	17,898.....	.....	.....	.....
States of Church.....	3,755.....	.....	.....	.....
Spain.....	10,202.....	.....	.....	.....
Total to Foreign Countries.....	52,229.....	233.....	.....	9,780

## EXPORTED TO PLACES WITHIN THE DOMINION.

Dry Codfish. cwt.	Whale, Cod, & Seal Oil. gals.	Herring. bbls.	Pickled Salmon. bbls.	Green Cod. dfts.	Pickled Cod. bbls.	Other. Value.
16,152.....	22,300.....	2,537.....	931.....	4,943.....	607.....	\$1,800

The failure in whaling and fishing accounts for the diminution of oil and Codfish. Part of the dry fish and oil is re-exported from Halifax.

*Delany and others.*—2,000 to 3,000 qtls. of dried fish are consumed in Canada. About 1,000 of the same, and 3,000 to 4,000 bbls. of Mackerel are sent to Halifax.

*J. W. I. Fox.*—I cannot venture to say how much of the different kinds of fish is consumed in the Dominion; of the quantities mentioned in my answer No. 3, as being exported hence the present year, (1868,) 14,450 bbls. of Herring were sent to the United States, 5,000 bbls. to Prince Edward Island, and the remainder, viz: Cod, Mackerel and Oil, to ports in the Dominion.

*Riverin.*—The quantity of dry fish consumed in Canada is 500 quintals. That exported, about 9,500 quintals, is sent to Italy, Naples and Brazil. Of the quantities of Salmon, Trout, Mackerel and Herring, I have no knowledge as it is sent to America.

*Sirois.*—Very little of our salt Cod is consumed in Canada; it is generally exported to foreign countries as Spain, Italy and South America.

*Eden.*—The Customs clearance from different ports, or Dr. Fortin's Report would be the best informant.

*Painchaud.*—Dry Cod is exported to the West Indies, Barbadoes, Ponce, &c., as also Herring salted in bbl. without brine, on account of the climate.

*Whalen.*—Dry Codfish to home market.

*Dimock.*—Cannot say how much, but very little of the dried Codfish is consumed in Canada, Codfish being the principal kind exported to foreign countries, the West Indies and South America.

*Vallée and others.*—The dry fish is generally exported to the Mediterranean and the West Indies. The green fish and oil we ourselves carry to Quebec, where prices vary very much; Herring from \$4 to \$5 per bbl. and oil from 2s. to 2s. 6d. per gallon.

*Hon. J. Ferguson.*—The exportation of dried and pickled fish being confined to the ports on the eastern seaboard of the County, cannot state the quantity shipped thence for consumption in Canada. Dried Cod is exported to Italy and Brazil.

*Matthews.*—Am not prepared to state the amount consumed in Canada. The greater part of all kinds caught is exported to the United States. A few cargoes of Cod, Haddock, Hake, Mackerel, and pickled Herring are shipped to the West Indies.

*Heney.*—Cannot say whether there is any dried or pickled fish the product of our fisheries consumed in Canada direct from our Province. The greater part of all our fish is sold in United States markets, and these are sold, (a good part of them) to parties in Montreal and Canada West.

*J. & S. Leonard.*—United States markets, mostly.

*D. W. Stewart.*—Quantity consumed in Canada must be large. The kinds usually exported are Herring, Salmon, Mackerel and Codfish. Places, Great Britain and United States.

*Robertson.*—About one fourth of the fish caught consumed in Canada; balance exported United States.

*Hickman.*—About one twentieth part of the fish caught consumed in Canada; balance exported United States.

*Ch. Cormier & Bourgeois.*—The quantity exported to the United States, Nova Scotia and England amounts to 10,000 bbls.

*R. Cole.*—There are very few dried fish exported from the County of Westmorland. The pickled fish, except what is wanted for home consumption, is shipped to the United States.

*McLaughlin.*—Full three fourths of our fish are exported to the United States.

*Snell.*—The greater part to the United States, West Indies and South America; a small portion sent to Europe.

*Tory.*—Cannot answer without searching public offices.

*Challoner.*—All sent to Halifax.

*Hemlon.*—Very few dry fish sent to Canada; about one fourth of the fat Herring and none of the poor Herring nor poor Mackerel. A few fat Mackerel, and all the other fish of the County are sold in Halifax or Cape Canso, and then exported to the several countries;—large Cod to the United States, fat Mackerel, and Pollock, and poor Mackerel to the West Indies, Small Codfish and Haddock to Brazil and Malaga.

*Pride.*—Very few dried fish; about one fourth of the fat Herring are exported to Canada. Mackerel are sold in Halifax, and thence exported to the United States and West Indies. Poor Herring, Cod and Haddock the same, but are also exported to Brazil, Malaga and other places.

*A. Macdonald.*—Cannot state amount sold in Canada. None exported from this port to foreign countries.

*Tremain.*—About 5,000 bbls. pickled fish, and 3,000 qtls. dry fish consumed in Canada; the balance exported to foreign countries, principally the United States.

*Ruggles.*—Fish taken here are exported to the United States and West Indies; principally to the former country.

*Donovan.*—Cannot tell the amount sold in Canada, as large quantities leave the fishing grounds direct. The countries dry fish are exported to are Italy, Spain, Portugal, and Jersey.

*J. V. Stewart.*—No fish sold here.

*Perry.*—Large Cod (dry) are exported to Boston—say about 1500 qtls. Other kinds are principally exported to the West Indies, *via* Yarmouth.

*Dewolf.*—Once in two or three years from 50 to 80 bbls. are exported to the United States.

*Thurber.*—Half the annual catch of all kinds is exported to the United States and West Indies.

*M. Macdonald.*—There were last year shipped from this port to Canada about 4,000 packages pickled Herring and Mackerel, and about 8,000 bbls. Mackerel to the United States.

*Dilmars.*—Pickled, dried and smoked exported to the United States and West Indies.

*J. Ross.*—Some pickled Herring consumed in Canada; Codfish, Haddock and Alewives exported from Halifax to the West Indies and other countries.

*Hatfield.*—Chiefly consumed in the Dominion.

*Sargent.*—Exported principally in bulk and barrels to United States direct, and to West Indies via Halifax, in boxes, casks, and barrels.

*Mine.*—About 800 qtls. dried fish exported, and 2,000 bbls. Herrings.

*Campbell.*—Unknown.

*Farnsworth.*—None to foreign countries at this port.

*McNeill.*—Much of our fish is consumed in the Province; Codfish and Haddock, (dried) are exported to the West Indies; Mackerel to the United States.

*Sellon.*—Dry Codfish, Hake, Pollock and some Herring are sent to the West Indies; Mackerel, Herring and Codfish to the United States.

*Ratchford.*—None exported to foreign countries.

*Kavanagh.*—Cannot give quantities. Codfish and Haddock are sent to Brazil and West Indies.

*Irish, Kidston & Co.*—Not any fish shipped to Canada. Sold in Halifax and United States.

*W. Ross.*—The most of the fish caught on this coast are purchased by the merchants of Halifax and generally find their way to the market of the United States, West Indies and South America. The States is the best market for our Salmon, fat Mackerel and large Codfish, if we only had free trade with that country.

*McAulay.*—All our fish are shipped to Halifax, and are sent by the merchants there to South America, West Indies and United States. The latter was formerly our best market and would be good yet if we had free trade with them.

*A. M. Rudolf.*—Large quantities of both dried and pickled fish consumed in Canada. None exported to foreign countries except a small quantity at times to the Western States.

*Question 8.*—State the prices of the different kinds and qualities of fish at or near the fishing grounds; the prices when prepared for exportation and when delivered in the markets to which they sent, respectively?

*Answers of—*

*Dumaresy.*—The price of the different kinds of fish, of late years has varied much through competition. Codfish, when prepared and ready for market has been from 16s. to 22s. per qtl.; Haddock, 10s. to 12s.; Ling, 11s. to 13s.; Halibut, 15s. per bbl.; Mackerel, (not inspected) 25s. to 40s.; Herring, 10s. to 12s.; Salmon, \$12 per bbl., and 3½d. to 5d. per lb. fresh. Prices at market,—Cod, 18s. to 23s. sterling; Haddock, 13s. to 14s. currency; Ling, 14s. to 15s.; Halibut, 15s. to 20s.; Mackerel, 20s. to 45s.; Herring 7s. 6d. to 20s.; Salmon, \$14 to \$15, and fresh, 10 cts. to 30 cts. per lb.; freight to be deducted.

*Enright and others.*—The prices vary; are never stationary. Last year we got 18s. per quintal; this year it appear from rumour we are to get much less.

*La Perrelle.*—Dry fish being the staple product of the County, the price varies much according to qualities, which are kept separate for the different markets. The price paid here the last two seasons was for first quality, on an average \$4 to \$4.25, and in some instances as high as \$5.25 was paid, and as low as \$3 for inferior quality; but such prices can no more be supported for reasons which I may explain further. Severe losses have been sustained by exporters; the Norwegians having now come in competition in our

own markets have brought down prices to a ruinous extent, apparently overstocking the markets so that many thousand quintals of last season's catch remain unsold in every European market, and some must become a total loss. We have ourselves some on the way which we do not expect will pay one third of the cost. It has become impossible for any exporters from this country to compete with the Norwegians, who can produce the fish at half the price of ours, owing to the extraordinary expense we are subject to in carrying on the fishery here, whilst in Norway they do it at little or no expense.

*Price.*—We are receiving 14s. per quintal for dry Codfish, 15s. per bbl for Herring, and 28s. for Mackerel.

*Vigneau.*—Herring is sometimes worth \$1.20 per 200 lbs, Mackerel \$4, Cod 14s. per qtl. Herring when ready for exportation \$2 per bbl, Mackerel, \$5.50, Cod 15s. The price is uncertain. Herring when sold, 7s. 6d. to 10s.; Mackerel \$4.50 per bbl.

*Chrasson.*—The prices vary with the markets of the Antilles and the Provinces. Cod is generally worth 14s. to 15s.; Herring, 10s.

*A. Cormier.*—Cod is worth 12s. to 15s. when ready for export; it is worth in Halifax from 12s. to 17s. 6d. generally, but is said to be lower this year.

*Grenier.*—Dried Cod first quality, \$4; second quality, \$3.00; third quality \$2 per quintal. Salmon sells at \$12, Mackerel at \$6; Herrings, first quality, \$3, second quality \$2 per bbl.

*Delaney and others.*—Cod here \$2.40 to \$2.80; in Halifax, \$3.20 to \$3.60. Mackerel in Halifax, \$7, \$8 and \$10, for numbers 3, 2 and 1.

*J. W. I. Fox.*—Codfish generally fetches from \$3 to \$3.50 per cwt. in the way of barter for goods, here called Trade, and perhaps 25 per cent less for cash, when ready for shipment. Herring about \$2, per bbl.; Mackerel from \$6 to \$10, per bbl., and pickled Codfish \$2.50 per draft of 224 lbs.; Cod and Seal Oil, 50 cents per gallon. The market at port of delivery varies; it frequently happens that fish do not bring more than at the port of shipment, the profit to the shipper being that on his goods when paid for in trade, and that is sometimes considerable.

*Riverin.*—Dry Cod produces from 15s. to 25s. per quintal; Halibut from 15s. to 20s. per quintal; Salmon from \$12 to \$18 per bbl.; Trout from 25s. to 35s; Mackerel from 30s, to 40s, and Herring from 15s. to 20s. per bbl.

*Sirois.*—The Salmon sent in its fresh state to Quebec is sold here for 5c. per lb. The price of Cod varies a good deal more. For four years past it has been 20s. per qtl. for inspected.

*Eden.*—Price of fish varies; some seasons much higher than others; is in general guided by the price paid in foreign ports.

*Painchaud.*—Herring in barrels is here worth \$2; Cod 14s. to 15s. per 112 lbs,—I mean the small, for the large is worth more than \$4; Mackerel, \$5 per bbl.; Oil, 2s. 6d. per gallon. In the United States No. 1 Mackerel sells for \$20 to \$25 per bbl.

*Whalen.*—They give on the coast from 15s. to 18s.

*Dimock.*—Codfish is worth from \$1.60 to \$3.10 according to quality; Salmon 5 and 6 cents per lb. fresh; Herring \$2 per bbl.; Mackerel \$5 per bbl. near the fishing grounds.

*Hon. J. Ferguson.*—Prices fluctuate, being governed by the catch.

*Matthews.*—Prices vary; at present (June) they are as follows: Cod \$3 to 3.50; Pollock, \$1.50 to \$1.75; Hake, \$1.25 to \$1.40; Haddock, same as Hake; Mackerel, from \$6 to \$14, according to quality.

*Heney.*—The prices of fish last year were nearly as follows: In our own market, dry Cod, \$3.50 to \$4 per quintal; Pollock, \$1.75 to \$2; Haddock, \$1.25; Hake, \$1.50; Quoddy Herring, \$2.50 to \$3 per half bbl; other pickled Herring, \$3 to \$3.50 per bbl.

If sold in the United States market: dry Cod, \$6 per quintal; Pollock, \$2.75; Hake \$2; River Herring, \$6 per bbl,—if sold in half barrels, \$3.50 per half barrel; pickled Cod, loose, per bbl, \$2.75; pickled Haddock, loose, per bbl, \$1.50; smoked Herring, per box, scale, 35c; No. 1, 20c.

*J. & S. Leonard.*—The prices vary greatly; at some seasons they are very low, and at others fishermen are well remunerated.

*D. W. Stewart.*—The prices of round fresh fish usually fluctuate with the catch and the season. For Herring, in spring, 50 cts. to 70 cts. per bbl.; fall, \$1 to \$1.20; Salmon 6 cts. to 7 cts. per lb. throughout the season; Mackerel, 50 cts. per doz, and Cod \$1 to \$2 per draft.

When cured and packed ready to ship, spring Herring may be quoted at \$2, per bbl. Summer or fall Herring will realise \$4; Salmon, packed in ice, 10c. to 12c. per lb; in cans, 20c. and pickled, \$10 to \$16 per bbl.; smoked, 25 cts. per lb.; Codfish, \$2 to \$3.50 per quintal. When sent to market on speculation the price will be governed by the demand, and frequently will not cover costs and charges.

*Robertson.*—Shad, about 5c. each on the ground, and about \$3 per bbl. salted. Dried Cod 3½c. per lb; Haddock, Pollock, &c. 3c. per lb.

*Hickman.*—Shad, about 5cts. each on the ground; \$8 per bbl. salted.

*C. Cormier & Bourgeois.*—Fresh Salmon fetch from 60 to 70 cts. each fish; Cod \$3. per quintal; Mackerel from \$2 to \$4 per bbl. and other fish in the same proportion.

*R. Cole.*—Shad generally net from \$4 to \$5 per half bbl.

*McLaughlin.*—Fresh Herring from nets average 60 cts. per hundred and pickled do. in bbl. about \$2.50; Smoked in boxes about 12½ cts. per box; Dry fish, \$2.50 per quintal.

*Snell.*—Near the fishing grounds Cod are worth \$5; Pollock, \$2; Haddock, \$1; Hake, \$2.25 per quintal of 112 lbs. Halibut, \$4 per hundred lbs.; Pickled Herring, \$4 per bbl.; Smoked Herrings 25 cts. per box for first quality and 15 cts. for second. Lobsters, 3 cts. each in New York; dried Codfish, \$6.50; Hake, \$2.75; Pollock, \$2, and dried Haddock \$3 per qtl.; Pickled Herring \$8 per bbl.; Smoked do., 40 cts., and 25 cts. per box for first and second qualities respectively. (The New York prices given are American currency.)

*Tory.*—Prices vary: Salmon \$8 to \$20; Trout, \$4 to \$8; Alewives, \$2 to \$4; Shad, \$3 to \$5; Halibut, \$3 to \$4; Mackerel, \$4 to \$20; Herring, \$3 to \$5; Perch and Smelt, \$2 to \$3; Eels, \$3 to \$5 per bbl.; Codfish, \$3 to \$5; Haddock, \$2 to \$3; Pollock, \$1.50 to \$2.50; Hake, \$2 to \$2.50 per quintal. Black fish and Dog fish are caught for oil; oil is also extracted from the livers of Codfish, Pollock and Hake, and is worth 40 cts. to 70 cts. per gallon. Prices in general are as high upon the fishing grounds as in the market, the merchant or trader making his profit off the goods given in exchange. When cash is paid a deduction of about 20 per cent. is made.

*Challoner.*—Cod \$2.50 per qtl. fresh; Salmon average \$14; Mackerel, No. 1, \$9 to \$10; Nos. 2 and 3, from \$5 to \$6 per 200 lbs.

*Hemlon.*—Cod, large, \$3.50; small \$3; Haddock, \$1.40; Pollock, \$1; Mackerel, No. 1, \$10; No. 2, \$6; No. 3, \$5.25; poor Herring, \$3.25; fat Herring from \$3 to \$4, when prepared for exportation but sold in Halifax market, weighed and branded at the fishing establishments by County Inspectors; 200 lbs. in each cask.

*Pride.*—Cod, large, from \$3.50 to \$4 per quintal; small, \$3; Haddock, \$1.50; Pollock, \$1; Halibut, \$3 per bbl.; Mackerel, No. 1, from \$8 to \$10; No. 2, \$6; No. 3, \$5; poor Herring, \$5.50; fat, \$5 to 4; per bbl. These prices are when prepared for Halifax market at the fishing grounds.

*A. Macdonald.*—No. 1, spring Mackerel, \$6; No. 1, fall ditto. \$10; No. 1, Herring, \$4; No. 1 Alewives, \$3; Codfish, \$3; Haddock, \$2; these are the general prices at our markets.

*Remain.*—Herring, spring 50 cts.; Summer, \$2; Mackerel, No. 1, \$10; No. 2, \$8; No. 3, \$5; Codfish, small, \$2.50 qtl.; large \$3.50; Haddock, \$2; Hake, \$1.80; Halibut, 5 cts. per lb.; Seal oil 60 cts. per gal.; Black fish oil, 50 cts.; Seal pelts \$1. Prepared for exportation: Herrings, spring, \$2; summer, \$4.50; Mackerel, No. 1, \$15; No. 2, \$12; No. 3, \$8; Codfish, small, \$3 qtl.; large, \$4 to \$5; Haddock, \$2.50; Hake, \$2.25; Halibut, 10 cts. lb.; Seal oil, 70 cts. gallon; Black fish, 60 cts. When delivered in market about the same prices, some times above and often below.

*Ruggles.*—Dried fish vary from \$1.25 to \$2 per quintal; pickled Herrings from \$4 \$2.50; Mackerel and Shad from \$10 to \$18 where shipped. When marketed seldom realise more than freight, on the former of 15 cts. per qtl., the latter 30 cts. per bbl. when shipped to the United States; to the West Indies 30 cts. on the former and \$1 on the latter.

*Donovan.*—Mackerel, No. 1, per 200 lbs. \$12; No. 2, \$8; No. 3, \$6; Codfish, large, per qtl. \$4; small, \$3; Haddock, \$2.50; inferior, \$2; Salmon, No. 1, per 200 lbs. \$18; No. 2, 14; No. 3, \$10; Herring split per bbl. \$4; round, \$3.

*J. V. Stewart.*—Cod, \$2.50 to \$3; Haddock, \$1.50 to \$2; Pollock, \$1.50 to \$2; when prepared for exportation.

*Perry*.—Prices paid here for fresh Halibut average about 3 cts. per lb.; Dry fish about \$2.50 per 100 lbs.

*Dewolf*.—Shad exported to United States realises there from \$9 to \$11 per bbl. in gold. At home they sell for \$4 per hundred, fresh, or \$9 per bbl. cured.

*Thurber*.—Markets fluctuate so that it is impossible to answer correctly.

*Corbet*.—On and near fishing grounds: Mackerel, average of Nos. 1, 2 and 3, \$8; Cod, \$3; Haddock, \$2.50; Hake, \$1.75; Herring, \$3. In market: Mackerel, average, \$8.50; Cod, qtl., \$3.50; Haddock, \$2.75; Hake, \$2; Herring, \$3.50.

*M. Macdonald*.—Prices at fishing grounds vary with the catch, as they do in market.

*Ditmars*.—Hook fish, \$1 to \$1.50 per 100 lbs.; when prepared, \$2, \$3 and \$3.50; when delivered, \$4 to \$5, varying according to catch. Herring, unsalted, \$1 to \$1.25 per bbl.; when pickled, \$3.50, \$4 and \$5. Smoked, 60 cts. to 70 cts.; in market 75 cts. to 90 cts. per box.

*J. Ross*.—Codfish, \$2 per qtl.; prepared, \$4; Haddock, \$1.50; prepared \$3; Alewives \$1 per bbl; prepared, \$3; Mackerel, prepared, \$10; Herring, \$2; prepared, \$3; Salmon, prepared, \$18.

*Hatfield*.—Cod, \$4; Pollock, \$3; Haddock, \$2 per 100 lbs; Shad, \$8 and Herring \$4 per bbl.

*Nicolson*.—Alewives, \$4 per bbl.; Herring, \$4; Cod, \$4 per qtl.; Mackerel according to number 1, 2 or 3.

*Sargent*.—Seldom sold fresh. Cured are worth \$3 to \$3.50 for Cod; Pollock, \$2.50; Haddock, \$2 per qtl.; Mackerel No. 3, \$5 to \$6 per bbl.; Herring, split, No. 1, \$4.

*Mine*.—Codfish at the market \$3.50; Herring, \$3.

*Campbell*.—Local markets only supplied.

*Furnsworth*.—Cod, \$1; Pollock, \$2.75; Herrings, \$3.50.

*McNeill*.—General value, prepared for exportation: dry Cod, per qtl, \$3, to \$3.50; Haddock \$1.50 to \$2; Mackerel per bbl, No 3, \$1 to \$5; No 2, about \$6; No 1, \$8 to \$9; Halibut, about \$2.

*A. Bell*.—Cod, \$3; Herring, \$3; Mackerel, \$6 to \$10; Seal \$2; Halibut \$1.

*Sellon*.—The purchase here and sales abroad are governed by the abundance or scarcity.

*Ratchford*.—Prices vary. None prepared for exportation.

*Starr*.—Shad \$4 to \$5 per hundred fresh, and from \$7 to \$10 per bbl, salted and ready for exportation, and about \$14 per bbl. in Boston.

*Kavanagh*.—Codfish \$3; Haddock, \$1.80 to \$2.

*Irish Kidston & Co*.—Prices vary according to demand abroad.

*W Ross*.—At the fishing stations, Herring in bbls is usually worth \$4, Spring Mackerel about \$5, Salmon from \$12 to \$14, and Cod fish about \$3 per qtl. As to the price in foreign markets those are secrets of trade which the exporters keep for their own special benefit.

*McAulay*.—The general price of Herring is \$1 per bbl, and spring Mackerel \$5, but when we had free trade with United States spring Mackerel brought \$7 per bbl, Fall Mackerel \$8, Salmon \$12, and Codfish, \$3 per qtl. The poor fishermen lose \$2 per bbl. on pickled fish they ship to United States.

*Wyld*.—The prices on the fishing grounds are ruled by the prices in the foreign markets.

*A. M. Rudolf*.—Codfish from \$2.50 to \$3.50 per quintal; Herring from \$3 to \$4 per bbl.; Mackerel from \$5 to \$7 generally, and when delivered in foreign markets 50 per cent above those prices.

*Question 9.* Are some of those fisheries in a backward state, and if so what obstacles impede their development, and what means are required to foster them?

*Answers of—*

*Dumaresny*.—The Mackerel fishery is in a very backward state on all our coasts, and that valuable fish abounds plentifully on all our fishing grounds; but very few are taken for carrying on this fishery requires a certain amount of capital which fishermen do not,

possess, nor will any of our capitalists undertake to venture any risk in it, by a great mistake or miscalculation. It is very certain since American capitalists fit out from their shores and come to ours and make large fortunes in this fishery, that it would pay our capitalists as well. If a bounty was offered, sufficient for an encouragement, by giving a certain sum per barrel over a certain quantity of barrels, I do believe the Mackerel fishery would be attempted. It is the same with Halibut of which we have an abundance; very few killed, and no trade opened for that fish here, and what few are exported are so badly cured that they are hardly saleable; this owing to no inspection before shipment.

*Enright and others.*—The fisheries in general are in a backward state, and are failing fast; within the past twenty-five years they have failed 200 per cent. Cause: Large number of American fishermen operating in the Gulf—1500 to 1600 schooners of from 40 to 120 tons and crews from 10 to 20 men. These are engaged in Cod and Mackerel fishing using troll or bultow lines, each line provided with 600 to 1000 hooks which destroy the mother fish on their way to the spawning grounds. If government do not prohibit this kind of fishing, fisheries will be exhausted before 10 years.

*La Perrelle.*—In my opinion the fisheries (say the Cod) have been carried on too extensively to be now a remunerative employment; it is now positively certain that those engaged in it are in a continual state of beggary. The catch per man is declining year by year; in this part of the county the average catch of a boats' crew, (two men) may be set down at 70 cwt. dry fish, which includes all the catch, leaving 35 cwt. per man, on which he has to maintain a family and pay expenses of boat and rigging of which the original cost is not under \$80, besides nets, seines and warm clothing &c. How to foster and encourage the fisheries will be shown in some of the forth-coming answers.

*Baudin.*—The fisheries are pretty well kept up. The way to improve them is to encourage the fishermen.

*Price.*—They are in a backward state. Fish being destroyed by troll lines.

*Vigneau.*—The fisheries are generally backward in consequence of deficiency of means among the fishermen and the advancers. A bounty for the kind and quantity of fish taken is necessary.

*Ghrasson.*—A large bounty to help the outfitting of good vessels.

*Maloin.*—The Americans who come to fish in these waters are a great injury to us. They pass the limits fixed by treaty, and even enter our bays or come within about six arpents of the shore. There they take Mackerel with line and seine. They cause incalculable loss to the Gaspé fisheries. Our fishermen are thus rendered unable to take any Mackerel. The most successful fishermen here took but ten barrels of this fish. Of late the American fishermen, when fishing for Cod in the waters of the St. Lawrence, near or rather within Gaspé, make use of troll lines. This is a great injury to the inhabitants of Gaspé, who derive their sole support from the produce of the fisheries. This mode of fishing is causing a visible decrease in the number of Cod. The Americans prepare their fish on board their vessels, and the offal is thrown into the sea. In consequence of this, the fish remain at a greater distance from the coast. Lines of this kind should be prohibited, in the interest of our Canadian fishermen. Otherwise the yield of the fisheries must greatly diminish.

I am of opinion, as are many of the Gaspé fishermen, that Codfishing should not commence before the beginning of June.

*A. Cormier.*—Our fisheries are generally in a backward state. Lack of capital on the part of traders; the high price of materials and of salt which is never bought direct from the manufactories are the reasons. A bounty would be the only means of indemnifying the fishermen.

*Grenier.*—Part of our fisheries are in a very backward state in consequence of the establishment among us by foreign traders of fishing establishments. Their system of buying and paying is the first cause of the backward state of the fisheries. They have the advantage of fixing the price of their commodities which is fair, but they also fix the price of fish which appear to me unfair, as persons dealing with them must both buy and sell at their price.

*C. C. Fox.*—The Mackerel fishery is not followed, but as the only obstacle is the disinclination of the fishermen and others to invest in it, no government action would be

efficacious. Mackerel fishers could obtain a bounty under the "Fishery Act" of the late Province of Canada, but I never heard of a single vessel being put on in consequence.

*Pourier.*—Yes.

*J. W. I. Fox.*—The Mackerel and Herring fisheries are in a very backward state; the obstacles that impede their development are the want of properly fitted vessels and boats, which the inhabitants here have not the means of procuring. There being no merchant here having enterprise sufficient to fit one out, whilst the Americans and others come to our shores and take fish in immense quantities, our islanders are quietly looking on, and not one of their vessels have they employed in this business. Nor do they own a seine capable of taking a cargo, and in fact were it not for the Americans and others who come here in early spring, many of our islanders would not have a barrel of Herring salted for winter use.

I am of opinion that if the Government would give a bounty upon each bbl. of Mackerel caught in vessels and boats fitted expressly for this fishery, many more would embark in it.

*Bourque and others.*—Our fisheries are in a backward state on account of no encouragement.

*Riverin.*—Three fourths of our fishermen are behind hand in their circumstances, and many of them no longer able to carry on their fishery ought to have their debts paid and to be allowed by the Government one fourth of their yearly expenses. Here I do not speak of the great houses of business who send off their fish to foreign countries, but only such as employ from 10 to 20 or 30 hands, who sell all they catch and ought to be encouraged.

*Sirois.*—The Codfishery has fallen off a good deal within the last three or four years owing to the decrease of the fish itself, which if it continues will cause the fishery to be discontinued, unless the Government should give it aid.

*Painchaud.*—All the fisheries of these Islands are in a backward state. I know of no other means than the encouragement of fishermen by means of bounties for fish of the first quality, inspected as such; or else by allowing a bounty for a certain quantity, say for a barge and two men, a bounty on the fish taken after the first 50 qtls. at so much per cent. (See 16.)

*Dimock.*—Cannot say that any of the fisheries are in a backward state, except the Salmon, which is improving fast under the present protection law. Should the spear be disallowed this branch will in a few years resume its former position. All that is now required to make our fisheries the best on the continent is encouragement from Government in the shape of bounties.

*Vallée and others.*—The bounty is in our opinion an absolute necessity as a means of development; for many persons are desirous of purchasing vessels which are now much wanted. In fact many are without means of support for want of vessels; but if bounties were granted these parties would make up their minds to purchase, in fact the building of three schooners has been determined upon.

*Hon. J. Ferguson.*—The fisheries in this neighbourhood are not considered to be in a backward state.

*Heney.*—There is a falling off every year in the quantity of fish caught. Most of the fishermen say that this is owing to troll fishing. When trolls are fished, hand-line fishermen can do nothing within a mile of them. It also destroys all the spawn fish.

*J. & S. Leonard.*—All branches backward. Capital and reciprocity wanted to forward business. Weirs are a great injury as they destroy large quantities of small fish.

*D. W. Stewart.*—None of the fisheries here are fished to their fullest extent, except the Salmon fishery, and that is overdone. I attribute this to want of means, a market, and enterprising capitalists.

*Robertson & Hickman.*—Fisheries in a backward state for want of capital.

*C. Cormier & Bourgeois.*—In order to improve the fisheries of the County of Kent these should be a quay built at Point Sapin (Fir tree Point) which would be useful for commercial purposes, and also, (with a light at the extremity) for a harbor of refuge.

*Mr. Laughlin.*—At North Head, Grand Manan the fishery is falling off; net setting illegally may be its chief cause. The law of 1831 revived might improve this fishery.

*Snell.*—Pollock do not seem so plentiful as formerly, owing I think to the practice of

seining the young Pollock for oil; in many instances the bodies are thrown away after taking out the livers.

*Tory.*—None are as productive as heretofore. Mackerel are injured by the destruction of them in the spawning season, and the feeding of them in the Gulf with salt bait by the fishing vessels. Codfish are destroyed by set lines or trolls, which take the large and mother fish; wherever that system is carried on the hook and line fishing has to cease. Salmon are driven from the rivers by closing up the streams with nets &c, and spearing, also by milldams, no opportunity being given them to ascend to their spawning grounds. Alewives are also seined and otherwise taken during their spawning season. If proper regulations were made and carried out I do not doubt that the good effect would soon be felt.

*Hemlon & Pride.*—Yes. Herring fishing, usually the greatest source of revenue, has during the past two years proved almost a total failure, I believe an account of the obstacles, there being no harbor regulations to prevent the setting of nets. Nets remain sunk in the bottom from week's end to week's end,—only hauled to pick out the fish and then let down again, which prevents the fish getting into the harbor. This is done by vessels from Halifax County, and others; they set their nets across the entrance like a fence. They also lie at anchor and throw their offal overboard, poisoning the water and preventing the fish from coming in. A stringent law, with heavy penalties is required to prevent nets from being kept set over Sunday, and to compel vessels to carry their offal above high water mark. Some think an armed vessel should be sent to enforce the law, if enacted.

*A. Macdonald.*—All our fisheries are in a more or less backward state on account of nets being left set in the day time inside and outside the entrances of our bays and basins. Troll lines are ruining our Codfishery.

*Tremain.*—They are. Better boats and tackle required, and more enterprising men. By prohibiting bultow lines with heavy penalties for infringement and regulating the time for catching Herring, with a good officer to supervise and regulate the setting of nets &c, &c., as well as all matters connected with the fisheries,—who could always be on the ground with power to settle disputes and prevent the encroachment of the more able and presisting fishermen upon the weaker.

*Ruggles.*—Yes. Require Government aid in bounties.

*Donovan.*—The fisheries are in a very backward state, fishermen being destitute of means cannot provide themselves with necessary boats, gear, and vessels. The system of barter carried on between the merchants and fishermen, coupled with credit to a large extent, is ruinous to both.

*J. V. Stewart.*—The fisheries here are in a backward state; should be fostered by bounties.

*Perry.*—The greatest obstacle to the extension of the fisheries here is the want of better harbors of refuge, and aid in repairing and improving our breakwaters.

*Thurber.*—The fisheries in this County are generally well developed.

*Corbet.*—Encouragement in shape of bounties to fishermen, and prevention of encroachment by foreign vessels on fishing grounds, or arrangement by which fish may be admitted into United States markets free of duty, or on payment of a small *ad valorem* duty.

*M. Macdonald.*—The fisheries along the coast of Inverness are backward, chiefly on account of bad harbors, and the Americans giving encouragement to the more hardy and expert of our young men to engage with them.

*J. Ross.*—Yes. Salmon and Alewives. Spearing, sweeping and unlawful weirs, and want of a good Inspector.

*Hatfield.*—The fishermen are poor and not able to build vessels fit for the business of fishing.

*Nicolson.*—Very backward, and bounty by all means necessary.

*Sargent.*—All our fisheries for the past year have been in a backward state, partly owing to the scarcity of fish, but principally in consequence of the abrogation of the Reciprocity Treaty with the United States.

*Mine.*—All of them are in a backward state, and I think a bounty would revive them, particularly the deep sea fisheries.

*Farnsworth.*—Yes. The fishermen are engaged at other work to a considerable extent.

*McNeill.*—The fisheries are in a backward state. Cannot state the particular impediment to their development.

*Sellon.*—Are in a backward state; for three seasons the catch has not been remunerative. The large number of American fishermen on the Banks and in the Bays catch a large proportion of the fish to our injury.

*Kavanagh.*—Bounties.

*Irish, Kidston & Co.*—Want of larger boats and vessels and a better market keeps our fishermen poor. Steam communication with the west is much required to carry our fish fresh into market.

*W. Ross & McAulay.*—A little class of fishing craft properly fitted out, and free trade, would much improve the fishery on this coast.

*Wylde.*—The Mackerel fishery has been very unsuccessful.

*A. M. Rudolf.*—The fisheries some times fail,—cannot state the cause.

*Question 10.*—What kind of boats and vessels, with their number and tonnage, clear from ports in your County, to engage in the fisheries; and what kinds and number of vessels are required to carry the fish by them caught, to market?

*Answers of—*

*Dumaresy.*—The kind of boats engaged in the fisheries are made, generally, of cedar wood planking and birch timbers; their length of keel is from 20 to 23 feet, 7 to 8 feet beam, no deck, same shape at both ends, or nearly so; reckoned to be very safe in heavy winds and sea. 1674 Boats and about 1559 Flats are engaged in the fisheries. The kind of vessels are schooners of from 20 to 70 tons. There are 23 schooners employed, Madeline Islands not included. The kinds of vessels employed to carry the fish into market are from 70 to 300 tons. Those of 70 to 130 tons are considered to be the best size.

*Enright and others.*—The number of schooners engaged in the different branches of the fisheries out of this County, is to my knowledge from eighteen to twenty. They vary in size from 15 to 75 tons. The other craft engaged are boats of which I cannot give the number, but they must amount to some thousands. Schooners or vessels best adapted to carry fish to market would be vessels after the American model and of about 130 tons or less. Of that kind of vessels it would require 20 to 25 in good years past, but not near that figure now.

*LaPerrelle.*—The fishing boats are from 22 to 25 feet keel, well suited for the shore fishery. They are open and undecked, but as they have now to go seven or eight leagues from land, larger vessels would suit best, but in default of harbours they must be satisfied with using small ones. In most of the Coves of this County the landing is rough and they have to be hauled up to the bank very often, especially with the wind from seaward. There are no schooners or decked vessels fishing from this County, or if any, they go to the North Shore. The number of vessels employed taking fish to Europe from this County, may be stated at about twenty-five of 70 to 140 tons burden.

*Price.*—Six schooners, averaging about 45 tons each, and 118 boats. The township would require 6 brigantines to take the fish to market.

*Vigneau.*—Twenty-two vessels sails annually from the Magdalen Islands about the commencement of April, to engage in Seal hunting—a dangerous pursuit,—and resume the Codfishing in June, continuing till the end of September. Size of vessels ranges from 20 to 50 tons. The fish being bought here in great part by traders, but few are necessary to convey it at market.

*Chrasson.*—Some 20 or 22 vessels leave our ports yearly for the Seal hunts and sea fisheries. They vary from 20 to 52 tons measurement.

*A. Cormier.*—20 to 25 of 20 to 50 tons each carry on our fisheries in the Gulf. They carry their own fish to market in the fall, for their own account or for their traders. This is a source of some little profit which should not be affected by the bounty system.

*Delany and others.*—25 schooners of 40 to 50 tons and some 300 boats. About 40 schooners of same size would be required to carry the fish to market.

*J. W. I. Fox.*—The boats used in the fisheries are open whale boats of from 18 to 25 feet keel. The vessels are small schooners of from 20 to 50 tons register. These vessels number 22 sail, registering about 800 tons, and in which the fish are conveyed to the markets of Halifax, Quebec, Montreal and P. E. Island at the close of the fishing season.

*Bourque and others.*—Fishing boats 230; fishing vessels, 22.

*Riverin.*—One schooner of 35 tons, one of 22; two of 19 and 25 in the spring, and at the close of summer about five others of from 50 to 80 tons. The owners export all they take except what is taken by the barges.

*Sirois.*—L'Islet possesses but few schooners for fishing. The ordinary tonnage is from 30 to 50 tons. The fish is generally sold at Gaspé.

*Eden.*—The vessels that usually clear for the fishing grounds are schooner of from 20 to 70 tons burden. The vessels that carry the fish to the foreign markets are from 70 to 200 tons burden.

*Painchaud.*—The vessels in use and the only ones adapted, are barges for the shore, and schooners where there is a harbor. Of barges there are 150 to 200; of schooners about a score. The latter are badly rigged for want of means since the bounties have been withheld. Cables of 150 to 209 fathoms are needed, costing at Halifax \$100 to \$150. The measurement ranges from 30 to 40 tons. To export the produce of our fisheries to foreign countries, schooners of 150 to 200 tons are necessary.

*Whalen.*—At present ours are very good.

*Dimock.*—Do not know precisely the number of vessels and their tonnage that clear from the Port of New Carlisle, which comprises the whole County, but at least twenty-eight square rigged vessels with a tonnage of 3,900 tons are cleared annually with fish by the firms of C. Robin and Company and Le Boutillier Bros. they being the two largest firms of fish merchants in the district of Gaspé.

*Vallee and others.*—There are in this locality 12 vessels of from 30 to 40 tons each.

*Hon. J. Ferguson.*—Upwards of 650 open boats averaging six tons each engage in the fisheries but do not clear from Customs. Vessels ranging from 40 to 200 tons are employed carrying the fish to market.

*Matthews.*—Boats from 13 to 22 feet keel of a very superior quality to the number of about 500 are used, and decked vessels from 10 to 130 tons each to the number of about 80 are engaged in the fisheries; and the same kinds of boats and vessels, though in some cases larger, carry the fish to market.

*Heney.*—Open boats from 12 to 20 feet keel, manned by two to three men and boys each. There are about 120 of these employed in the deep sea fishery in our parish. Number of vessels engaged in deep sea fishery is about 22 measuring about 550 tons. These vessels carry from four to ten men each. There are also two vessels of 75 tons each belonging to and owned in our parish, but under American papers, and held in Eastport, engaged in the fisheries. There have been this year three vessels of about 75 tons each engaged in the Herring fishery at the Magdalen Islands. Fish are taken to market by the vessels in which they are caught. In addition to the above there are about 30 boats engaged in weir fishing: two men in each boat.

*J. & S. Leonard.*—Many small boats are used. Vessels are of a poor class with small exceptions.

*D. W. Stewart.*—Carval (?) built schooners, rigged boats from 10 to 24 tons are here used for deep sea, and flats and cobels for shore fishery 12 to 15 of the former are fitted out here annually. The larger carry the fish to market coastwise and other vessels carry them abroad, but none have hitherto been specially employed for that purpose solely.

*Robertson.*—Boats, (open) of from 3 to 8 tons used for drifting for Shad; one vessel of about 22 tons used in Codfishery. When exported, sent in vessels with other descriptions of cargo.

*Hickman.*—Boats from 3 to 8 tons used for drifting for Shad. No vessels built especially for fishing. Exported in vessels of different sizes with other kinds of cargo.

*C. Cormier & Bourgeois.*—The kinds of vessels which leave the ports of this County for the fishing grounds are barges and schooners to the number of 200, more or less.

*R. Cole.*—The boats are from 18 to 22 feet long, and will carry about 4 or 5 tons weight. They are taken to market in schooners and brigantines.

*McLaughlin.*—Fish taken from Grand Manan to market in vessels varying from 10 to 50 tons burden.

*Tory.*—Whale boats and schooners of from 25 to 100 tons are used, and the largest of the latter and other coasters carry the fish to market. As to number I cannot answer positively, but think about 4,000 boats and 100 schooners.

*Challoner.*—All boats at Aspy Bay, about 40 in number; carry on an average about 5 qtls. fresh.

*Hemlon & Pride.*—Boats used are from 18 to 25 feet keel, open, and schooners from 20 to 60 tons. Number not known. The same vessels generally carry their own catch to Halifax, some to the United States.

*A. Macdonald.*—Five vessels of 150 tons, this season from this port; also 150 boats of from 1 to 4 tons. At times these vessels carry their own fish to market, and traders do the same. Merchants ship by other coasters,—all schooners.

*Tremain.*—No record has been kept, but from 200 to 300 annually clear for the fishing grounds; principally for the Cod, Mackerel and Seal fisheries. Small vessels of about the same number carry the fish to market.

*Ruggles.*—Vary from the schooner of 50 tons to the small boat of 12 feet keel. The former number about 30 of an aggregate of 600 tons.

*Donovan.*—The vessels engaged in the fisheries are from 20 to 50 tons; generally of a very inferior description and badly found.

*J. V. Stewart.*—There is but one vessel cleared for the deep sea fisheries from this District; 47 tons register; carries her own fish to market.

*Perry.*—Boats and vessels from 2 to 20 tons, 45 to 50 in number. Aggregate, about 250 tons.

*Dewolf.*—Open boats only used, of say, 16 feet keel, and about 15 in number.

*Thurber.*—Every variety of boat is used, and vessels from 12 to 40 tons. The number of each is large. Vessels from 20 to 100 tons are required for carrying; am not prepared to give the number.

*Corbet.*—Vessels of from 20 to 100 tons; whale boats having two sails and other smaller boats. About 7 vessels and 25 boats generally fish out of this port. Same vessels generally carry fish to market.

*M. Macdonald.*—12 vessels from this port this spring. Total tonnage 420. Total crew 96 men; also about 25 boats with crews of 4 men each.

*Ditmars.*—Row and sail boats. Number, say, 40. Fish are generally shipped in small lots. Vessels 90 to 130 tons.

*J. Ross.*—Schooners and whale boats. Port of Margaree and Cheticamp,—20 schooners, 600 tons, boats 80 tons. The same vessels that catch the fish.

*Hatfield.*—Small boats without decks; about fifty in all.

*Nicolson.*—Hardly any vessels going fishing from this port this year.

*Sargent.*—Undecked boats with two or three sails, 800; Registered vessels of 25 to 70 tons, about 140; schooners of about 50 to 70 tons are best for carrying fish to market. The greater part of the registered vessels do not fish on our shore grounds, but go to the banks off shore.

*Mine.*—Boats about 5 tons and smaller, and vessels about 50 to 70 tons; and about 100 tons to carry to market.

*Campbell.*—None.

*Farnsworth.*—Boats are open, and fish only in the immediate vicinity.

*McNeill.*—Fishermen from this County use small boats generally. Do not know if any vessels or schooners of any size engaged in fishing. Our fishermen are generally poor and poorly equipped. They fish on a small scale.

*A. Bell.*—Clear in Halifax, generally.

*Sellon.*—In schooners from 50 to 65 tons for the banks, Labrador and bay fishing; sail boats not decked, and whale boats for shore fishing.

*Ratchford.*—None.

*Kavanagh.*—No vessels clear from this County for the fisheries.

*W. Ross & McAulay.*—Boats of from 15 to 22 feet keel, and small vessels are used in fishing. Coasting vessels carry these fish to Halifax market.

*Gordon.*—First class buckie boats 33 feet keel, 13½ ft. beam, 5 feet deep, half decked, full bows, round tumbling out stern, deep keel, clear shear lugger-rigged with 8 oars and manned by 9 hands.

*Wylde.*—The shore fishery of Nova Scotia and Cape Breton is conducted in boats of different sizes from the whale boat to the carriage of 100 barrels. Fish are taken to market in vessels of from 50 to 150 tons.

*A. M. Rudolf.*—Clinker built boats from 18 to 20 feet long, with two men,—sometimes three and four. Vessels from 40 to 80 tons, with from six to twelve men, built chiefly of spruce and tamarac. The vessels belonging to Nova Scotia engaged in carrying fish to foreign markets are from 70 to 150 tons generally; those belonging to Newfoundland are larger.

*Question 11.*—How many men belonging to your County are engaged in the fisheries, and are they expert, industrious, and hardy? State also, what branches of the fisheries they are engaged in, and what kind of fishing they understand best.

*Answers of—*

*Dumarscy.*—There are 5,439 men engaged in the fisheries, not including the Magdalen Islands. They are expert and hardy; understand the Codfishery best, also the Whale fishery.

*Enright and others.*—The number of men engaged in the fisheries out of this County is from nine to ten thousand. They are very expert, industrious and hardy. Some are engaged in the Whale fishery, others in the Codfishery. All are well acquainted with their own branch.

*La Perrelle.*—I cannot state the number of men employed in this County in the fisheries, but may safely say that all the population is more or less engaged in it, either in fishing or curing. Each boats' crew consists of two men who are expert and hardy when obliged to exert themselves, but as to being industrious, they are not generally so; having been brought up from father to son to depend on the fishery they have no taste for any other branch of industry. And now that Codfishing has continued failing for some years past, it has become an impossibility for the most of them to live by that profession. Poverty therefore has grown to an alarming extent, and consequently they have become spiritless and useless settlers, and apparently many must fall to be a burthen on the County. As servants they cannot be recommended. But very few indeed are better circumstanced, and these are settlers of British origin, born in the country; but the most industrious are new settlers.

*Baulin.*—The men are generally engaged in the Codfishery exclusively. They are expert and hardy.

*Prier.*—354 men are employed in the Codfishery in this Township. They understand Cod fishing best.

*Vigneau.*—About 200 man the vessels, the remainder fish in boats except at the most, half a dozen who devote themselves exclusively to farming. The fishermen are expert, industrious and hardy. They excel in the Codfishery, and in Seal hunting on the ice. For some years they have set nets for Mackerel, with some success, especially last year.

*Chrutson.*—Some 200 men form the crews of the vessels, the others man the fishing boats, two men to each.

*Cormier.*—Some 200 men man the vessels, the remainder fish in boats except some half dozen who are devoted to farming. They are expert, industrious and hardy, when they receive encouragement. They excel in Cod and Seal fishing. Within the last few years they have used Mackerel nets with success, particularly last year; this year there has been nothing caught.

*Grenier.*—Most of the men in our County are engaged in the fishery. They are generally expert, industrious and hardy. Best acquainted with Codfishery.

*Pourier.*—600 men.

*Delany and others.*—At least 350 men. They are generally expert, industrious and hardy. Excel in Seal, Herring, Cod and Mackerel fisheries.

*J. W. I. Fox.*—About 800 men belonging to these islands are employed in the fisheries. They are expert, industrious and hardy, but lack enterprise, and require example. They are excellent fishermen but indifferent masters of voyage. They best understand deep sea Codfishing and Seal fishing on the ice, but having no knowledge of navigation do not navigate out of their own waters.

*Bourque and others.*—2,000 men. They are. All branches.

*Rivierin.*—About 50 men of the County are engaged in the fisheries, bold, hardy persons; best accustomed to the Codfishing.

*Sirois.*—The County sends out yearly about six or seven hundred fishermen, who principally take Cod, either off Gaspè or Labrador. They are for the most part, hardy, bold and industrious.

*Eden.*—Cannot say the number of men employed. Please refer to Report of Overseer of Fisheries for this bay, sent lately to Department of Marine and Fisheries.

*Painchaud.*—The entire population of these islands is engaged in the fisheries. The fishermen are expert, industrious and hardy. The Americans pay them high wages when they can obtain their services,—as much as \$35 a month in gold, but they only employ them for a month or two—the fishing season.

*Whalen.*—Over 5,000. They are hardy men. Codfish, Herring and Mackerel.

*Dimock.*—Over 400 men belonging to this County are engaged in the fishery, (although not exactly within the limits thereof, but are engaged by the fish merchants that are established therein,) the greater part of whom are expert and hardy. They follow and are best acquainted with Codfishing.

*Vallee and others.*—About 140 to 150 who go out to fish, but there are others who remain out of employment. They are most expert in Seal fishing which takes place in the spring.

*Hon. J. Ferguson.*—Upwards of 3,100 men are engaged in the fisheries, and generally speaking are expert, industrious and hardy. They find employment in the Cod, Herring and Oyster fisheries which they understand thoroughly.

*Matthews.*—About 2,500 men are employed in our fisheries, and for industry, expertness, ability to endure fatigue and exposure, and an understanding of all that relates to the branch of business in which they are engaged, they are equalled by few, and certainly excelled by none in the world. They are engaged in net, weir and line fishing, and understand all equally well.

*Heney.*—About 475 men and boys in our parish. Are all industrious and hardy. Most of them employed in deep sea fishery and Herring fishery; all understand every kind of fishing well.

*J. & S. Leonard.*—Cannot state number. Large numbers go to the United States for employment. They are engaged in, and understand all branches of fishing, and are industrious and hardy.

*D. W. Stewart.*—Each of the boats employ 3 to 4 men who are necessarily expert and hardy, but not so industrious as they might be. The shore fisheries employ but one man to a sett of nets, who, if faithful, must be industrious, and who attends to nothing else during the fishing season.

*Robertson.*—About 100 men. Yes. Shad and Codfishing.

*Hickman.*—100 men. Yes. Shad fishing generally.

*C. Cormier & Bourgeois.*—About 1,000 men. They are skilful, industrious and hardy. They take chiefly Salmon, Cod, Mackerel, Herring and Gaspereaux, besides exceptionally Trout, Eel &c.

*R. Cole.*—About 300 to 400 men and boys, who are generally hardy and industrious.

*McLaughlin.*—About 350 men of Grand Manan are engaged in its fishery and they are "expert, industrious and hardy."

*Snell.*—They are "expert" &c;—understand shore and bank fishing.

*Tory.*—6,000 men and boys, a portion of which are expert, industrious and hardy. Most of them engage in all the branches at the different seasons. Line, net and seine fishing is understood best.

*Calloner.*—Eighty men.

*Hemlon*.—Would suppose about 2,000. They are expert and hardy; some very industrious, others altogether the contrary. Cod, Haddock, Mackerel and Herring. They understand Cod and Herring best.

*Pride*.—As near as I can judge 2,500 to 3,000. They are chiefly expert and industrious, and generally hardy. They understand the different branches of Cod, Mackerel and Herring fishing.

*A. Macdonald*.—About 300 men in this District. Yes. Principally engaged in net fishing; some trolling.

*Tremain*.—About 5,000 men—expert—industrious as a general thing, and hardy. They are engaged in all the fisheries I have enumerated in answer 3, and are expert in all.

*Ruggles*.—Six hundred; are expert and industrious. Engaged in deep sea and Herring fisheries.

*Donovan*.—Suppose there are 5,000 men in the County engaged in fishing. They are. Make excellent seaman; are engaged in fishing on the banks, North Bay, and in boat fishing on the coast.

*J. V. Stewart*.—Only 11 men constantly. Others fish in small open boats occasionally.

*Perry*.—About 150 men. They are. Cod and Halibut fishery principally.

*Dewolf*.—50 to 60 persons, farmers, mechanics, &c. Hardy and industrious.

*Thurber*.—12 to 1,500 men; are generally expert, industrious and hardy. Mostly engaged in hand line fishing.

*Corbet*.—About 200 men belonging to this locality, a large number of whom fish in foreign vessels. They are, in general. Some engage in one branch, some in more. In general they understand the Mackerel fishery best.

*M. Macdonald*.—300 men, this port; hardy and expert. Understand well the Herring, Mackerel and Codfishery, in which they are engaged.

*Ditmars*.—About 75; industrious, hardy. Hook and weir, adapted to either.

*J. Ross*.—Men belonging to Margaree and Cheticamp number between 400 and 500. Industrious and hardy. Engaged in fishing Cod, Haddock, &c.; understand Codfishing best.

*Hatfield*.—About 100 men. Are very industrious and hardy. Line and seine fishing.

*Nicolson*.—Our young men are very expert and hardy. They make good fishermen.

*Sargent*.—About 2,000, and for expertness, industry and hardiness, will compare favorably with any in America.

*Mine*.—Three fourths of the inhabitants of the County are engaged in fishing, and they are industrious and hardy, but often get poorly paid for their labor, and often can barely get a living,—indeed some cannot. Understand Cod fishing best.

*Campbell*.—Only a few partially employed.

*Farnsworth*.—At this port about 18. Line fishing and drift nets. Weirs are unsuccessful of late years.

*McNeill*.—Cannot state the number. Depends on the catch and inducements, as also the necessities of the population. Many of our fishermen follow farming as well as fishing; all who follow fishing attempt to cure the different kinds of fish mentioned in my answer No. 3.

*A. Bell*.—None better in the world. All.

*Sellon*.—Cannot state the number, but they are expert, hardy and industrious in any department of fishing.

*Kavanagh*.—Cannot give the number. Codfishery.

*W. Ross*.—For number of fishermen employed in the County see the census returns. Our fishermen understand both net and line fishing, and are hardy. The majority are industrious.

*M. Aulay*.—Our fishermen understand both net and line fishing and are expert, industrious and hardy.

*Wylde*.—Nearly all on the seaboard and many from the country are engaged in the fishery. They are expert, and some are industrious and hardy; they are chiefly engaged in taking Cod, Mackerel, Haddock, Herring and Alewives. They understand all these branches.

*A. M. Rudolf.*—A large number. They are. They understand Cod and Herring fishing best.

*Question 12.*—Are the seines, nets, and fishing gear in use, of the best description, and are the boats and fishing schooners employed built upon good models? Would not the circulation of models of superior boats and vessels from port to port be a proper means to improve them?

*Answers of—*

*Dumaresy.*—The fishing gear in general use is as good as can be made; the fishing boats are, I think, well suited for the fishery, but the schooners are very inferior and bad models. The circulation of models of superior vessels would certainly be the proper means to improve.

*Enright and others.*—The lines, nets, and other fishing engines in present use, are far from being of the best material or quality, but we have to pay as if the best. The fishing boats are constructed upon very good models, answering the purpose very well. The schooners could be built upon an improved scale, and made much more accommodating, particularly for the Mackerel fishery.

*La Perrelle.*—The fishing gear of all descriptions used is of the very best material, and I see nothing to improve therein.

*Baudin.*—Fishing apparatus is of good quality, and boats constructed upon good models.

*Vigneau.*—To have good outfits, nets, seines, &c., as well as good vessels, a high bounty should be granted, and good markets, such as those of the United States, should be opened by Reciprocity.

*Price.*—Seines, nets and fishing gear are not of the best description, but are such only as fishermen can get from the merchants here, and for which they make them pay very high prices. Fishermen generally build their own boats.

*Chrasson.*—They have very few seines or nets. The vessels are poorly built. Under the bounty some improvement was exhibited, but things have been going back for the last couple of years. This year distress has prevailed. The best plan would be to have a good and sufficient bounty; then we should have good vessels.

*A. Cormier.*—The best means would be to grant a high bounty and open good markets, such as those of the United States, by Reciprocity.

*Grenier.*—The seines and nets in use are the best adapted for our purposes, and the boats and schooners are built upon the best models.

*C. C. Fox.*—The fishing gear is the best procurable, and the Gaspé fishing boats are better adapted to the Gulf fishing than any I know, but the schooners are very inferior, being always built by the fishermen themselves, who have no opportunity of inspecting the newest style of ships. This would be remedied by the circulation amongst them of superior models.

*Pourier.*—Yes.

*Delany and others.*—The seines, &c., in use are good. The boats are built upon good models, but not the schooners. The circulation of models, and the granting of bounties for building, would be effectual.

*J. W. I. Fox.*—Very few seines, nets or other gear are of the best description. The boats and vessels are built upon fair models for fishing, and good for Seal hunting. Yet I am of opinion that better could be circulated, and would be a useful improvement.

*Bourque and others.*—None of the best description.

*Riverin.*—The seines, nets and other tackle are good, as well as the boats and schooners, except those used in the Mackerel fishery. Other and better vessels are required. The visits they make to other Ports may tend to the improvement of the models upon which they are built.

*Sirois.*—Nets and seines good. For some years past our fishing boats have been much improved.

*Eden.*—The seines, nets and fishing gear are of the best description, and the boats of

the best models for a rough coast. Much improvement is required in the models of the schooners carrying on the Whale and other fishery, compared with the American fishermen. Models of schooners in the different localities would be of much service to parties wishing to build.

*Painchaud.*—The seines and nets are all of good quality. The schooners are of good quality and built upon good models for the Cod fishery, but not for the Mackerel fishery. The schooners are ill provided with fishing cables: without these they cannot keep their position on the banks like the French, who have one or two on board (these being cheaper in France). The sending of a schooner built on a good model would be useless to the fishermen; they have not the means of imitating it.

*Whalen.*—They are good.

*Dimock.*—The seines, nets and fishing gear are all of the best description, as are also the fishing boats. The schooners in use are not of the best models. A circulation of models of superior vessels would be beneficial, and the proper means of improving them.

*Hon. J. Ferguson.*—The boats and fishing gear in use are of the best description. Boats and schooners are substantially built upon models adapted to the business in which they are employed.

*Matthews.*—The fishing gear in general is of good description, and our boats and vessels are considered of the very best models, and I am doubtful if there be any necessity for change, or room for improvement in this department.

*Heney.*—All the nets and fishing gear are of the best description, as are the boats in general, also, and well adapted for the various kinds of fishing. Some of the vessels are of inferior models and old fashioned, but answer every purpose for the fishing business. Others are built on good models and are fast sailers. The most of these vessels are purchased in the United States and registered here,—made British.

*J. & S. Leonard.*—Seines, nets and gear are of best description; boats also, but vessels are very poor and inferior.

*D. W. Stewart.*—Have not sufficient knowledge or experience in the matter to suggest improvements in fishing gear or models of boats. They are considered good by the owners, who are ambitious to excel.

*Robertson and Hickman.*—Nets and fishing gear, best description. Boats, best models.

*C. Cormier and Bourgeois.*—They are.

*R. Cole.*—The nets, &c., are of the best materials imported from Europe. There are no schooners. I think the models of the boats might be improved.

*McLaughlin.*—All good except the vessels, which are not such as can receive commendation.

*Snell.*—They are of the best description and the boats and schooners of the best models. The latter are divided into five classes, viz: 1st class, 22 feet keel; 2nd class, 20 feet; 3rd class, 18 feet; 4th class, 16 feet; and 5th class 14, feet. The majority are finished and fitted like pleasure boats.

*Tory.*—Seines, nets and gear very good, but might be improved. Boats and vessels are built upon good models, which are exchanged whenever an improvement can be made.

*Challoner.*—Fishing gear good description; no seines. Always room for improvement. Exhibition of superior models and patterns will in time cause improvement.

*Hemlon.*—Good. Boats good; schooners are also good but not so good as those of the western Counties, such as Lunenburg, Queens and Shelburne, as they have the American models, and many of their men go in the Gloucester vessels which beat the world for fishing. Do not think any improvement could be made by the circulation of models; still they might be some.

*Pride.*—Nets, &c., generally fair but not the best material; boats and vessels are considered fair models, but not so good as those of Counties to the westward of Halifax. Some improvement could be made.

*A. Macdonald.*—On account of the failure of the fisheries these few years past, fishermen are so very poor that they are not able to get proper gear. Their nets and seines are very bad. Boats and schooners are of good models, but superior models would improve them.

*Tremain.*—Very fair description, not the best; boats and schooners built upon good models, but the circulation of models of superior boats and vessels would be very desirable, and, I think, an excellent mode to improve them.

*Ruggles*.—Seines, nets &c, of the best description. An interest manifest as far as means will admit, to improve in models. Encouragement from Government desirable.

*Donovan*.—Answered in No. 9. Good model of boats much wanted.

*J. W. Stewart*.—No seines in this district. A small description of nets, only, used here.

*Perry*.—Nets and gear mostly of the best description. Boats and vessels are from good models, but it is admitted that the circulation of good models might improve them.

*Thurber*.—Seines nets &c.; Yes. Boats and vessels, good models. Think an improvement might be affected by a circulation of superior models.

*Corbet*.—Yes, generally. Boats and vessels generally as good models as any built in the Dominion.

*M. Macdonald*.—The best description of nets and seines are used, and no better vessels or boats can be found in Nova Scotia than those belonging to this port.

*Ditmars*.—Seines and nets not much used except for sweeping in weirs. Boats good. A circulation of good models might be beneficial.

*J. Ross*.—Fishing gear not of the best. Inferior models for schooners; boats fair. Superior boats and vessels, a great improvement.

*Hatfield*.—Boats are good models, and answer purpose for which they are built.

*Nicolson*.—Wants an inspector to look after fishing gear in use. Schooners and boats are pretty fair, but want improvement in model.

*Sargent*.—Pretty good.

*Mine*.—Seines, nets, &c, of best description, and boats and vessels of best models and description.

*Campbell*.—Few nets used. Nothing but small boats required.

*McNeill*.—The seines, nets &c. are on the whole, inadequate, as also boats, &c. There is room for improvement. Think a circulation of improved models would be a boon as well as an improvement.

*A. Bell*.—Yes. La Have vessels are unsurpassed in America.

*Sellon*.—The fishing gear in use is very good. Our fishing vessels are built from good models and are fast sailers; they compare very favorably with American schooners in style, safety and speed.

*Kavanagh*.—No seines used; good nets. Boats are built on good models.

*Irish, Kidston & Co*.—Boats of poor quality. Sending models would be of no benefit, as the means are required, not the models.

*W. Ross*.—The seines and nets used are good, but the boats and vessels admit of large improvement. No doubt but a little class of vessels, properly fitted up is what is most required to make our fisheries prosperous and successful.

*McAulay*.—The seines and nets used are good. A little class of fishing craft, well fitted in is just what our fishermen require.

*Wylde*.—Seines are not much used; nets and hook and line are chiefly in use. The boats and vessels are much better than formerly, but might yet be much improved.

*A. M. Rudolf*.—Seines and nets of the best description. Models of vessels good; no better any where.

**Question 13.**—Do the fishermen make good sailors, and are they, and should they not be instructed in navigation?

**Answers of—**

*Dumaresy*.—Fishermen make good sailors, but have no education in navigation, and no means of getting any on this coast. Some means should be given them during the very long winters to avail themselves of that education.

*Enright and others*.—Fishermen would make the best sailors in the world. They are not instructed in navigation but should be; it would be a grand move for the poor fishermen.

*La Perrelle*.—Fishermen generally make the best of sailors, and some have acquired a knowledge of navigation; they are also noted for their patient endurance of hardships

at sea. Have no doubt that if some local instruction in that art were afforded them, that it would increase a taste for sailing.

*Baudin & Stors.*—Would make excellent sailors, and ought to be taught the art of navigation.

*Price.*—Generally make good sailors. Do not see the use of their being taught navigation.

*Vigneau.*—They make good and intrepid sailors, and constant danger makes them hardy. A little instruction would make them master mariners.

*Chrasson.*—The fisheries turn out good sailors. The crews of the boats, after a voyage or two in vessels, became as expert as the others. A school of navigation in each island or locality might be useful for forming skilled navigators.

*A. Cormier.*—Yes. A little instruction would make them skilled seaman.

*Grenier.*—Make good sailors. Are not taught but should be, and would then make much better mariners.

*C. C. Fox.*—The fishermen of the coast possess all the elements of which good sailors are made, and their instruction in navigation, of which they know nothing, would not only materially benefit them, but would lay the foundation of a marine that would be a source of power to Canada.

*Pourier.*—Good sailors. Should be instructed.

*DeLany and others.*—They do. Would become skilled seamen if schools were established.

*J. W. I. Fox.*—Generally make very good sailors; they are not generally instructed in navigation, but should undoubtedly be so, as well as in practical seamanship.

*Bourque and others.*—Good fishermen and sailors. Navigation schools necessary.

*Riverin.*—Yes, make good sailors generally. We have no means of acquiring instruction during the season of navigation.

*Sirois.*—Of the whole number of the fishing population, one half would make excellent sailors if they were instructed in navigation.

*Elen.*—Fishermen make good sailors, but should be instructed in navigation.

*Painchaud.*—Fishermen make the best of sailors. It would be well and very praiseworthy to teach them navigation. Most advantageous to Quebec, where foreigners have the advantage of Canadians, the former having learned the nautical art in England or elsewhere. The establishment of three schools, at Quebec, at Halifax and at St. John, N. B., could not fail of success, and the object is one of national interest in the Dominion.

*Whalen.*—Very good sailors; there should be a good school for their instruction.

*Dimock.*—Yes, but should be instructed to make them good serviceable men.

*Vallée and others.*—They do. The best way to learn is by practice.

*Hon. J. Ferguson.*—Generally make good sailors but are ignorant of navigation. If intended for mariners, they should be instructed, but it is a question whether anything beyond an ordinary education would increase their usefulness as fishermen.

*Matthews.*—It is admitted that our fishermen make the very best of sailors; they are employed all over the world, and command the highest wages whenever known. If a knowledge of navigation were more general many more of them might rise to positions of consequence and importance than already do.

*Henry.*—Fishermen in our Parish and County make the best of sailors and command higher wages than any other class of seamen. They should be instructed in navigation; quite a number of them are so, and are masters of ships and other vessels.

*J. & S. Leonard.*—The best of sailors. Very few understand navigation.

*D. W. Stewart.*—Fishermen in general make good sailors, and it is an acknowledged fact that from their experience in boisterous weather and consequent heavy seas, they become the best helmsmen. The knowledge of navigation would fit these to take charge of a foreign going vessel, while the use of the chart might serve them coastwise.

*Robertson & Hickman.*—Fishermen generally make good sailors.

*C. Cormier & Bougeois.*—The fishermen would make good sailors, but would need to be taught navigation.

*R. Cole.*—The fishery is an introduction to seamanship, but navigation is not required.

*McLaughlin and Snell.*—Our fishermen as sailors are unsurpassed. A knowledge of navigation would be of much benefit.

*Tory.*—Make good sailors ; are not, but should be instructed in navigation.

*Challoner.*—Make good seamen. Do not require theory of navigation.

*Hemlon and Pride.*—Generally make best of sailors. Are not instructed in navigation, but such instruction would be of great benefit.

*A. Macdonald.*—Make good sailors. Should be instructed.

*Tremain.*—Excellent. Very few instructed, but should be, by all means.

*Ruggles.*—Best of sailors. Should be instructed.

*Donovan.*—Good sailors. If educated and instructed in navigation it would be of great benefit to them.

*J. V. Stewart.*—Make good sailors, and should be instructed. Night schools in winter should be encouraged for that purpose.

*Perry.*—Are nearly all good sailors. Should be, and some are instructed in navigation.

*Dewolf.*—A few become first class sailors and would doubtless be the better of a knowledge of navigation.

*Thurber.*—Many of our fishermen rank with the first sailors of the world, and a large proportion of them are considered good navigators.

*Corbet.*—Fishermen generally make good sailors, and a knowledge of navigation would be a great benefit to them.

*M. Macdonald.*—Invariably good sailors. Very few understand navigation, which no doubt, would tend to selfreliance.

*Ditmars.*—Some do. No instruction ; it would be serviceable.

*J. Ross.*—Good seamen, but require instruction in navigation.

*Hatfield.*—They do. Are not navigators ; better they should be.

*Nicolson.*—In general are good sailors and anxious to learn navigation, if there was a school to encourage them.

*Sargent and Mine.*—They do. Should be instructed.

*Campbell.*—None employed constantly at the business.

*Farnsworth.*—Yes, generally. Are not instructed in navigation.

*McNeill.*—Many of them are intrepid. Think if they were properly instructed they would make good seamen as well as navigators. Many of them are employed by the Americans in charge of their fishing schooners, after a few years absence from this their native Province.

*A. Bell and Sellon.*—Yes.

*Kavanagh.*—Make excellent sailors. I think so.

*W. Ross & McAulay.*—The best sailors spend their younger days in fishing, and fishermen make the most hardy and expert sailors. Navigation is not necessary for our coast fishing, but sailors who aspire to promotion should have a good English education and a good knowledge of navigation.

*Gordon.*—Those who follow fishing in decked vessels, after some experience on board square rigged vessels will undoubtedly make good seamen. Even the rudiments of navigation would render them more intrepid when out of sight of land.

*Wylde.*—They make the best sailors, but should be properly instructed.

*A. M. Rudolf.*—Good sailors generally. Would be better if instructed in navigation.

**Question 14.** How far are the present arrangements with the United States to be considered fair and just towards our fishermen, and what are the best means to prevent encroachments upon our fishing grounds by Americans ?

**Answers of—**

*Dumaresy.*—The American fishermen are allowed to fish too close to our shores, and it is not with one schooner (or sailing vessel) that encroachments upon our fishing grounds by Americans can be prevented. The best means to protect our fishermen would be by the employment of two small steamers of good speed, thereby enabling them to run from

one place to another speedily, and not be away from one harbor three or four weeks at a time, as it is at present.

*Enright and others.*—I am not aware of the conditions of the treaty between the United States and the Dominion, or the Imperial Government, or if there exists any; but I would say that Americans should be kept away altogether if possible. If not, and the treaty gives them a right to fish the deep sea fishery, or otherwise, the troll should be entirely forbidden; if not, the fisheries are ruined forever. There is no other way to protect the fisheries or the fishermen against the encroachment of the Americans; and every fisherman, whether belonging to the Dominion or not, should also be prohibited from fishing as above stated. There should be a law to this effect, and carried into execution rigorously, and then we may expect the fisheries to multiply, not one hundred fold, but a thousand fold.

*La Perrelle.*—We can attach no blame to the Americans for taking advantage of what the law allows them to do. It is, however, a positive fact that they are helping to drain our Gulf of Codfish, fast. It is a very insignificant punishment to them to be prevented from fishing within three miles of the shore, as there is no inducement for them to come within that distance. Fish in most places keep farther out. The adoption of troll lines, with which they cover our banks and follow the fish on the spawning grounds, is certainly injurious, and no more effectual means could be adopted to cut off the generation of fish. I, with others, have constantly cried against this cowardly way of fishing, which, notwithstanding, has become general. The Americans—I mean the practical men—(fishermen), freely admit that there is no better way to utterly destroy a fishing bank, and will tell you that they do so because it is allowed. The fish caught by that means are of the largest size, and such as suit their markets, where they are encouraged by bounties, and besides, always sure of realizing a fair price for it. We have not the same encouragement, but have to pay heavy duties wherever we export, except Quebec, which can hardly be called a market. The price of fish at Quebec will fall from one day to another from \$4 to \$1½, if two or three cargoes arrive together. I have also known French fishermen to frequent our shores unmolested.

*Baudin.*—The mother country, by her first treaty with the Americans, allowing the latter to fish in the Gulf, ruined our fisheries and fishermen. Absolute exclusion of the Americans being impossible, existing arrangements with the United States appear to me tolerably equitable.

*Price.*—My opinion is that the Americans are not kept far enough from shore.

*Vigneau.*—With the like means of outfit and providing everything necessary for the fishery, we might rival the success of our American neighbors. This would require an ample bounty, which is in all cases an indemnity to the advancer.

*Chrasson.*—A Reciprocity Treaty with the United States would be of advantage, as also the license system, if license fees could be collected without much expense. The money should be expended on our own fishing vessels.

*A. Cormier.*—With the same means of outfit we could compete with the Americans. We require an ample bounty, which in point of fact is nothing but an indemnity to outfitters.

*Grenier.*—To protect our fisheries from encroachments of Americans, it would be necessary to prevent them from fishing on the banks, as by so doing they prevent the Cod from approaching our shores.

*Delany and others.*—We consider the arrangements unjust. The Americans now take fish in our bays and close under our shores. The employment of a sufficient force would be one of the best means of protection.

*J. W. I. Fox.*—The present arrangements with the United States may not be considered fair; yet so far as these Islands are concerned very little injustice is at present felt, for were it not for the Americans many of our fishermen would suffer, as they find employment with them in early spring at the Herring fishery, when provisions are scarce and labor much needed; and as very few of our people are engaged in the Mackerel fishery, very little injury is done to them; on the contrary they procure bait, hooks and lines for boat fishing, which they could not obtain elsewhere. The treaty of 1818 gives them liberty to fish unmolested around the Magdalen Islands.

*Riverin.*—The present arrangements with the United States seem to me to be just and equitable in the interests of both parties. But for the protection of our fishermen we

ought to have a steamer with sufficient force to protect them against encroachments by Americans.

*Sirois.*—With respect to the arrangements with the United States, it is my opinion that the Government ought not to allow the Americans to fish in our waters. That being prevented, I am convinced we should witness the return of the Cod and the Mackerel to our coasts. These are my reasons: The Americans who fish in the Gulf use nearly all deep sea lines, which fishermen call trolling. By this means they take all *mother fish*. Moreover, they throw overboard all the offal, which furnishes abundance of food for the Mackerel and prevents them from approaching the shore, and so keep our fishing boats unemployed.

*Painchaud.*—The treaties with the United States are prejudicial to us and to our fishermen who fish in boats, for the reason that just three miles from shore the fishing banks are situated: there the Cod is found; there the Americans have a right to come and fish, and there all fish together. I speak of other parts, for at the Magdalen Islands the Americans have rights under a ruinous treaty. What injustice! or what ignorance! This has been entailed upon us by diplomatists in England, and we feel it every day in the year. I know of no remedy, and think we shall be but too happy if the Dominion grants no further privilege here or elsewhere to the Americans who seek to encroach. Let the system of making them pay \$2 a ton be maintained, but make them pay! (Hitherto two-thirds of them pay nothing and escape us) unless they consent to an advantageous Reciprocity Treaty. One is urgently necessary for Halifax and for the benefit of all our fishermen in the Gulf.

*Whalen.*—They ought not to be allowed to fish in British waters.

*Dimock.*—I do not see how our fishermen can complain of the present arrangements with the United States, as long as the Government prevents encroachments. In my opinion a fast steamer in the service would be requisite to make the protection complete.

*Valée and others.*—We think the Americans should not be allowed to fish in the Gulf because it is prejudicial to us.

*Hon. J. Ferguson.*—The present arrangements with the United States operate to the disadvantage of our fishermen. Protection by armed vessels should be afforded, in order to prevent foreigners from encroaching on their fishing grounds.

*Heney.*—The present arrangements with the United States are not considered fair and just, since the Reciprocity treaty has been stopped. All American fishermen fishing on British grounds take their fish in free while we have to pay duty on our fish, or smuggle them into the United States market. The best means to prevent encroachments by Americans in the County of Charlotte is to have a good fishery officer, one who is not afraid to carry out all the fishery laws and regulations, and who is acquainted with the fishing vessels and boats of our American neighbors. The fishery officer should have a good boat, or small vessel with two or three men, to cruise along the fishing grounds and see that no encroachments are made. The overseers of the fishermen in each parish should be made to see that no violation of the fishery laws or regulations is made by the fishermen.

There should be a Warden or overseer at the southern head of Grand Manan, who should remain there constantly during the spawning season.

*J. & S. Leonard.*—There is nothing fair nor just, as they have all our fishery privileges and we have nothing in exchange. Reciprocity is most needed.

*D. W. Stewart.*—I have no suggestions to make on this subject.

*Robertson and Hickman.*—Reciprocity would encourage our fishermen and prove the best means to prevent encroachments.

*C. Cormier & Bourgeois.*—The best means of protecting our fishermen from encroachments by Americans would be to oblige the latter to pay high for a license to fish in Canadian waters.

*R. Cole.*—Our fishing grounds are not encroached upon by Americans, but a Reciprocity Treaty would be a great advantage to the business.

*McLaughlin.*—The present arrangements with the United States are neither fair nor just for us. A \$4 license tax per ton on American fishing vessels, rigidly enforced would be the best means to prevent encroachments.

*Snell.*—They do not seem fair. There are two American boats on the fishing

grounds to one of our own. Small steamers to cruise on the grounds and keep the Americans outside the 3 mile line would best prevent encroachments.

*Tory.*—Arrangements with the United States considered very unfair; the Americans are allowed to catch fish in British waters, and carry them into our markets, and we are obliged to pay them heavy duties, which in some instances amount to prohibition. Also, fishing supplies are imported into the Dominion duty free for the benefit of our fishermen, and in many cases those supplies are purchased by the Americans, (being cheaper owing to the duty), which reduces the articles in quantity and makes them dearer to our people.

There are two remedies that I would suggest. First, the fitting out of small but fast steamers to guard the fishing grounds. Secondly, if a bounty was granted to our fishing vessels, to make it one of the conditions that each vessel should keep a record of all the encroachments by foreign vessels committed within their knowledge, and give such information on the first opportunity to an armed cutter which would be cruising on the fishing grounds.

*Challoner.*—United States or French fishermen should be kept outside of demarcation line. Small steamers or gunboats.

*Hemlon.*—We do not like to have to pay so heavy a duty on our fish and have so little in return. In this County we have no need to prevent encroachments by Americans who have no need to come on our fishing grounds, but fish on the banks 60 miles off. All the trouble is in the North Bay Mackerel fishery where their vessels are so much better, and better fitted than the N. S., vessels that ours cannot compete with them. Many of the American skippers are Nova Scotians; they have every encouragement from their government and owners.

*Pride.*—Do not consider present arrangement fair toward our fishermen. They find the Mackerel so late in the Bay that on the return of the fish in the fall the weather is so stormy that they cannot catch them in nets or seines. We cannot export our fish to their (U. S.) markets on account of the heavy duty. About one half do not pay license for fishing.

*A Macdonald.*—The Americans are ruining our seine and net fishery. In my opinion it would be as well to allow them free access to our Bay, or else keep them away altogether.

*Tremain.*—Very unjust. The American fisherman by paying a small fee comes in shore, catches our fish and gets it to market nearly free of duty. It is true that our fishermen pay no fee for the privilege of fishing, but when the fish are caught, they, as a general thing, have to export them to the United States where they are met by a duty of \$2 on the barrel, and a corresponding amount on dry fish, giving the American fisherman a five fold advantage. In other words, to place our fishermen on an equal footing with the Americans, they should be required to pay a tonnage fee of \$10. The best means to prevent encroachments would be to send five or six well manned and armed schooners, built after the American model, to cruise over the fishing grounds and seize every trespasser.

*Ruggles.*—Under Reciprocity provincials were satisfied; now the Americans have the advantage. A vigilant guard by a Revenue vessel propelled by steam, should be established in the Bay of Fundy as early as the 1st April.

*Donovan.*—United States fishermen do not interfere with our fishermen on this coast. In my opinion a moderate license fee of \$1 Canada currency, per ton, should be collected by all collectors at first port they enter in the season when fitted out for a fishing voyage, without regard to their making an entry.

*J. V. Stewart.*—In justice to our fishermen the Americans should be totally excluded from the British fishing grounds so long as they impose a duty on our fish. Encroachments should be prevented by the confiscation of their vessels, if caught trespassing.

*Thurber.*—Present arrangements generally considered unsatisfactory, and those of the old Reciprocity Treaty much desired.

*Corbet.*—Considered very unfair. Cannot advise any mode of preventing encroachments other than by efficient vessels and force.

*M. Macdonald.*—Present arrangement with United States is unfair to our fishermen, and the cheapest and best way to prevent encroachments is to authorise every master of our vessels to seize the Americans when found fishing within the limits.

*Ditmars.*—Cannot say. Reciprocity, I think.

*J. Ross.*—Best means, heavy duty per ton.

*Nicolson.*—The only way is to give our young men bounty against the Americans, so as to compete.

*Mine.*—They should be kept at the required distance from the shore for the benefit of our small boats, by some forcible means.

*Campbell.*—Cannot answer this.

*Farnsworth.*—The opinion here is that Americans have no right to fish in the bay. The best means to prevent encroachments is to keep a cutter in the bay.

*McNeill.*—Think that under Reciprocity with the United States there was more amity and good feeling between the American fishermen and ours than did or will exist with protection measures. I never could understand injury to our fisheries accruing from Reciprocity. Now, former friends will regard each other as enemies.

*A. Bell.*—An imposition upon the Provinces. Keep them off.

*Sellon.*—Not either fair nor just to our fishermen without Reciprocity as it was, and to include our right to sell our vessels in the United States.

*Starr.*—The present enormous duty of \$2 per barrel, that our fish pay in the United States market, is the principal cause of complaint in that quarter.

*Kavanagh.*—To compete with Americans.

*Irish, Kidston & Co.*—The arrangement with the United States is not just. It is my opinion that unless American fishermen are prevented from fishing in our waters, it is immaterial whether they fish in shore or off, as the quantity of bait here, and number of trolls set, either turn the fish off or keep them from the shores.

*W. Ross.*—The present arrangements are very injurious to the fishing interests of Nova Scotia. Reciprocity would make all right, but failing this American vessels should be compelled to keep outside of our fishing grounds. If the Dominion, with the aid of Great Britain, is neither able nor willing to protect the fishing rights of our people, then the sooner we all become Americans the better.

*McAulay.*—Very unfair for our fishermen. The Dominion should prevent American vessels from fishing on our fishing grounds.

*Wylde.*—They are not just.

*A. M. Rudolf.*—The best protection would be armed vessels.

**Question 15.**—How far could successful Seal fishing be conducted in the Gulf of Saint Lawrence and from the coast of Nova Scotia?

*Answers of—*

*Damarey.*—The Seal fishery on the south shore of the St. Lawrence is not of much importance.

*Enright and others.*—Cannot answer. Seal fishing not carried on here.

*LaFerrelle.*—Cannot give any opinion respecting the Seal fishery, except to say that it will in my opinion always prove an uncertain branch; it is a game of chance.

*Vigneau.*—The success and encouragement of Seal hunting or fishing requires a bounty.

*Chrasson.*—Small screw-boats, such as are used in Newfoundland, would be infinitely better for Seal hunting. But a large bounty would be necessary, for their engines would cost a great deal.

*A. Cormier.*—A bounty is required for the encouragement of Seal fishing. The bounty should be \$4 per ton for vessels of 50 tons up to 100, and one shilling per quintal for cod taken by boats or small craft.

*Pourier.*—No protection.

*J. W. I. Fox.*—I am of opinion that the Seal fishery in the Gulf of St. Lawrence could not be conducted with any degree of certainty of success, from the coast of Nova Scotia or elsewhere, more than is at present met with. If it be true that the Seal deposit their young upon the ice on the north shore of the Gulf, it must be always uncertain when that ice can be met with, as the Gulf is so firmly packed in the month of March when the young seals are dropped, that it is generally impossible for a vessel coming into the Gulf

between Capes Ray and North to pass up beyond the Bird Rocks; therefore they must wait until the winds and currents drift the whelping ice (as it is called), down to them, by which time the young seals have taken to the water. It is then very uncertain where to find them, and if formed, must be in small numbers and always difficult to approach within gunshot.

*Bourque and others.*—By having vessels built for that purpose.

*Painchaud.*—Nothing more than at present can be done at Seal fishing with our schooners. Steamers are in use in Newfoundland.

*Vallée and others.*—Our fishing generally extends from Belle Isle to Scatari.

*Honorable J. Ferguson.*—Few seals appear on this coast, and the inhabitants are unacquainted with the mode of killing them. Cannot therefore say how far successful seal fishing could be conducted in the Gulf and from the coast of Nova Scotia.

*Heney.*—No Seal fishing carried on in our parish.

*D. W. Stewart, Robertson and Hickman.*—Not prepared to answer.

*C. Cormier and Bourgeois.*—Seal fishing is not carried on in the waters of the County of Dundas.

*Tory.*—Could be carried on as well from Nova Scotia as from Newfoundland.

*Challoner.*—Very doubtful fishery.

*Hemlon and Pride.*—Has been tried and proved a failure.

*A Macdonald.*—I believe if Seal fishing were carried on upon a proper scale it would be successful.

*Tremain.*—To any extent.

*Ruggles.*—Cannot give any information.

*Donovan.*—Do not think Seal fishery could be carried on successfully from the County of Richmond.

*Dewolf.*—Know nothing about the Seal fishery.

*Corbet.*—There could be no Seal fishery prosecuted along these coasts.

*M. Macdonald.*—Could not be prosecuted from this port with success.

*Ditmars.*—Know nothing respecting the Seal fishery.

*J. Ross.*—To a very limited extent.

*Nicolson.*—Am not aware; has not been tried, to my knowledge.

*Campbell.*—Cannot give this information.

*McNeill.*—Never knew of any being successful from the coast of Nova Scotia.

*A. Bell.*—Don't think it would pay.

*Sellon.*—Seal fishing was not successful and is now very doubtful.

*Kavanagh.*—Yes, from this port.

*W. Ross.*—Seal fishing to be successful in Nova Scotia requires to be fostered. Vessels would require to leave in January for the western coast of Newfoundland and up as far north as possible, then our vessels would be in the same position as those of that Province. Would require to fit out from St. John's during the winter. Several of our vessels from Cape Breton have made successful voyages by following this method.

*McAulay.*—By the time vessels should be in the ice on the Gulf of St. Lawrence it is very hard for them to get up as far as they would require to, but some vessels both from Cape Breton and Nova Scotia have made very successful voyages.

*Wyld.*—It has never been followed as a branch of our fishery.

*A. M. Rudolf.*—Don't think it would be successful. They are not found there in sufficient numbers.

**Question 16.**—Are bounties to fishermen desirable, and if so what is the best mode of making them extend to boats and vessels and the different kinds of fish?

**Answers of—**

*Dumaresy.*—Bounties to fishermen are certainly desirable, but should not be paid as heretofore on the tonnage of vessels. It should extend to all fishermen so far as industry deserves it. If the bounty was paid in the manner following, *i. e.*, so much per quintal on Codfish over and above 50 quintals, not allowing any bounty on less than 50 quintals, the

most industrious would be encouraged. The fisherman risking his life in an open boat should certainly be encouraged by a bounty as well as those going in schooners. Moreover, none of our schooners have ever been sent with crews to fish on the fishing grounds, but were sent into harbors where their crews were sent out to fish in boats, while other fishermen, fishing in 40 to 60 fathoms from them, could not get any bounty, simply because they had not been taken to that fishing station by a schooner that did not go freighting. A liberal bounty should be offered on Mackerel to encourage that fishery.

*Enright and others.*—In my opinion, and this is the opinion of all intelligent and well disposed men, the Government should grant a bounty to the fishermen in general. Why not give it to those who fish in open boats as well as those that fish from schooners? If there is any preference it ought to be in favor of the boat man. Men who expose their lives in open boats 22 feet long, 7 feet broad, and 3 feet deep—the most numerous class of fishermen on this coast, go regularly from 20 to 30 miles from the land to fish night and day, exposed to wind and storm and a raging sea; some half naked and many in a manner half starved. They are further exposed at night when drifting for bait, to be run over by ships and steamers in whose track they lay, and all this toil and danger is very frequently for nothing. These are the men that I think are deserving of the bounty, and it is to be hoped that the Government will grant it not only for future years, but for this year also.

*La Perrelle.*—Bounties to fishermen are certainly very desirable, but not in the partial manner heretofore given, say to schooners only, while the shore fishermen, or those exposed in boats remained neglected. The fish of the latter still stands unrivalled for its quality, but proves insufficient for the support of those engaged in it. The fish caught in vessels is of an inferior quality and only tends to bring down the high name borne by the Gaspé cure at the market. Unfortunately the boat fishermen are taxed with such heavy expenses to prosecute their branch of industry, that they cannot live by it.

If a bounty were allowed, it should only be to parties who make fishing their main dependence, or to none whose catch would be under 30 cwt. per man, of dry fish, caught during the season. This would create emulation and leave idlers out. Payment should be made on the production of a receipt showing that he has sold that quantity.

*Price.*—I do not see that bounties to fishermen are desirable, and I think that if the money given for bounties was applied to other purposes, as repairing school houses in poor localities, and assisting the poor it would do more good.

*Vigneau.*—The premium or bounty should be at least \$4 per ton for vessels, and one shilling per quintal for Cod taken in barges or other small and less expensive boats.

*Chrasson.*—Bounties are indispensable here in view of the scarcity of capital for the outfit of vessels and boats. They should be \$4 per ton for sailing vessels, and \$6 for boats of five or six tons, or else a bounty of so much per quintal for fish caught.

*A. Cormier.*—The bounty should be \$4 per ton for vessels of 50 to 100 tons, and one shilling per quintal for Cod taken by boats or small craft. But in order to diminish the number of boats, (which do not form good seamen), smacks of five or six tons, fitted out so as to enable the crews to spend the night on the fishing grounds, might be subsidised by a bounty of \$6 per ton. This would be a means of forming expert seamen. The fact of the fish being salted at once on board, would improve the quality so as to compensate for the shilling per quintal. The fishermen by living permanently on board, would economise in food, be better fed, and have less hardship.

*Grenier.*—Bounties should be given to encourage the fishermen. The best way would be to give the bounties to the fishermen taking the most Cod, and to those preparing it the best.

*C. C. Fox.*—In my opinion the policy of bounties to fishermen is of very questionable value. When given according to the tonnage of the vessel, the amount divided among the crew is not generally large enough to incite them to extra action, or to induce them either to catch more, or make better fish; and if a sum large enough to be an object to the fishermen be given per quintal on all fish caught, the amount required would be so large as to be highly objectionable to tax-payers of other classes.

*DeLaney and others.*—If bounties be granted they should be in proportion to the quantity of fish taken.

*J. W. I. Fox.*—Bounties are no doubt desirable if the public funds would admit, yet great objection may be raised to them owing to the latitude for fraud, which must always

exist in the system. If they were given, it should be on the quantity taken, and not on the tonnage employed.

*Bourque and others.*—Bounties desirable on each quintal of merchantable fish caught in boats or vessels.

*Riverin.*—The bounty is frequently awarded to schooners worth scarcely anything. These are moored in the Bay for the season, and being obliged by law to have a certain number of men, sometimes they consist of at least one half children, or men who are scarcely better. It is the vessel which earns the bounty, and earns as we may say nothing. The best way of distributing these bounties would be according to the number of hands and the quantities of the different kinds of fish taken by the fishermen.

*Sirois.*—The best encouragement to the fishermen would be in my opinion, a kind of bounty granted for each quintal of dry, or each barrel of salted fish, provided of course that the fishermen should have complied with the By-laws appointed by the Government. When bounty is granted to boats only, none can profit by it but those who possess means of procuring boats.

*Eden.*—It would be well to give a bounty to the fisherman that catches 100 quintals of fish, and proportionably above this during the season, but in no other way, as before the hard working man derived no benefit from the bounties given.

*Painchaud.*—Bounties! they are abolished! as are the free ports. It is thought that in two or three years favorable results as regards the fisheries can be obtained. No system of protection is worth anything if a larger term is not fixed. I have always condemned bounties to schooners calculated upon their tonnage. It is better to base it upon quantity, as in France, at so much per cent over and above a certain quantity of fish taken and exported, to be divided between the advancing dealer and the fisherman, be the vessel what it may, whether schooner or boat,—say over 50 quintals taken by two men in a boat, or 200 quintals by eight men in a schooner, allowing so much per cent as bounty. Or imitate the French system.

*Whalen.*—To allow something per quintal, to encourage the fishermen.

*Dimock.*—Bounties to fishermen are desirable. It is my opinion that such should not be confined to large fishing vessels, but extended to the best fishermen in small boats. Bounties paid to vessels fitted out for fishing should be on the catch of fish, and not per ton as at present.

*Vallee and others.*—They are absolutely necessary, more especially for the seal fishery which involves the greatest risk. A schooner was lost last spring, and others met with serious disasters. The bounties should be granted to the vessels, for without vessels nothing can be done.

*Lesperance.*—The encouragement of fishermen by bounty should, in my opinion, be extended in the following manner; every boat owner fishing on shares should receive two shillings a quintal, of which he should pay over one shilling to those fishing on shares for him for each quintal of cod taken by that boat; if the boat owner employed men on wages to fish for him the whole of the two shillings a quintal should be paid to him to enable him to pay his fishermen better.

The owner of schooners engaged in the Cod, Whale or Seal fishery should receive twenty shillings a ton measurement, after taking out a license from the collector. The schooner should be reported four months afterwards to receive a certificate entitling the holder to the Government bounty. Schooners which only fish for three months should only receive a bounty of fifteen shillings a ton.

The fishery having deteriorated during the past five years, the bounty is a matter of the utmost necessity to the end that our fishermen may be encouraged to remain in Canada instead of expatriating themselves.

*Hon. J. Ferguson.*—It is questionable whether bounties to fishermen are desirable or beneficial; but if the principle be admitted as correct, I consider the best mode of applying it would be to give a bonus to the boat or vessel catching and curing the largest quantity of fish in any one season, regard being had to the manner of curing and the tonnage of the craft employed.

*Matthews.*—My opinion is that a certain bounty should be paid to each man who caught a stipulated number of quintals of fish each season.

*Henry.*—Bounty to fishermen is desirable. The best mode of distribution would be

on the barrels and quintals caught by each man in vessels or boats, with a small additional bounty on each boat and vessel actually employed the whole season in the fishery. Each person claiming a bounty should be required to make oath of the quantity of fish caught.

*J. & S. Leonard.*—Bounties are a nuisance. Light houses, fog whistles and buoys are most required.

*D. W. Stewart.*—Bounties to fishermen would be acceptable, no doubt, but likely to fall into the hands of the successful fisherman, while the unsuccessful, although equally industrious and at similar cost would be left to bear his disappointment unrewarded.

*Robertson and Hickman.*—Think bounties on catch the best.

*C. Cormier & Bourgeois.*—It would be well to grant a bounty, and the best plan in dispensing it would be to give so much per barrel or quintal, and that according to the quality of the fish.

*R. Cole.*—A bounty would no doubt be very desirable, but at the same time might have a tendency to increase the business so as to break up the schools of Shad too much.

*McLaughlin.*—A bounty on fish taken by boat fishing to meet the high duty imposed by the American customs until a Reciprocity Treaty would be renewed, would be desirable and just.

*Snell.*—Bounties to fishermen are desirable and should be given according to the class of boats or vessels, first class drawing the highest bounty. On fish, so much per quintal, barrel and box.

*ory.*—Bounties would give new life and vigor to our fishermen. I think the best way would be on the quintal of dry fish and on the barrel of pickled fish. Codfish and Mackerel would be the only fish I would give bounties upon.

*Challoner.*—Our fishermen cannot compete with those who have bounty. Vide 14th answer.

*Hemton.*—Desirable. Would recommend bounty be given per quintal and barrel caught by vessels or boats. This is the general opinion.

*Pride.*—Would recommend that bounty be given per quintal and per barrel so that fishermen of small means would derive a benefit from it. If bounty were given per ton large vessels would have a monopoly of it, and small boats not toned would get none.

*A. Macdonald.*—Desirable. In my opinion, should be extended according to quantity of fish which each boat or vessel would take during fishing season.

*Tremain.*—Yes; with proper safeguards that the bounties are actually earned, and that those who earn them actually receive them. How to distribute bounties is a difficult problem to solve. I should think by a classification of boats and vessels by the fishery supervisor, and a bounty given according to the class of boat or vessel, and the number of barrels and quintals caught and cured, to be paid on the certificate of the supervisor, would be the most equitable way of distribution; no boat or vessel to receive a bounty unless a certain quantity caught.

*Ruggles.*—Bounties if properly conducted may very much encourage fishermen. If established should be upon quintal; on all boats under 20 tons to the operative. On all larger vessels one third to the vessel and the balance as on smaller boats, to the crew. This would stimulate to engage a larger class of vessels.

*Donovan.*—Bounties would be of benefit for fitting out of vessels if paid direct to the owners of vessels or fishermen employed on board.

*J. V. Stewart.*—Bounties to fishermen are very desirable and would have a very salutary effect; the best mode would be to grant a certain sum per ton.

*Thurber.*—Bounties very desirable, and should be given on all kinds of fish at a certain amount per cwt, to be invariably paid to the party who catches and cures the fish.

*Corbet.*—Very desirable. Would recommend that it be given according to the quantity or value of fish taken in boats or vessels.

*M. Madonald.*—I think Fishing Societies on the principle of Agricultural Societies in each County giving prizes to the most successful boat or vessel would be better than a bounty.

*Ditmars.*—Bounties would, I think, induce more persons to engage in hook fishing, fixing the same upon quantity taken.

*J. Ross.*—Bounties are desirable.

*Hatfield.*—They are, and my opinion is that they should be paid on quantity caught and not on tonnage, for boats would receive no benefit were that the mode of payment.

*Nicolson*.—Bounties very much desired for encouragement.

*Sargent*.—Bounties to registered vessels fishing for Cod would be desirable, one half to the owners of the vessels, the other half to the crews, as the expense to the owner in fitting out a vessel for deep sea fishing is much greater in proportion than for boats.

*Mine*.—Bounties would materially assist the fishing interest, and I think should be on the quantity caught, more especially the deep sea fishery.

*Campbell*.—Cannot give the information.

*Farnsworth*.—I think not.

*McNeill*.—Our fishermen are strongly in favor of bounties. Could not suggest mode. Perhaps a certain sum per quintal or bbl. over a certain number, would stimulate the greater exertion.

*A. Bell*.—So much per quintal, &c.

*Sellon*.—Bounties are desirable, and in my opinion, should be given to the vessels and boats employed in fishing.

*Ratchford*.—They are. On the quantity caught and on Cod and scale fish.

*Kavanagh*.—On Codfish, by the quintal on boat fishing, and by the ton on vessels.

*Irish, Kidston & Co*.—Bounties are required, and boat fishermen should have the benefit as well as bankers.

*W. Ross*.—For Seal fishing the bounty should be on the tonnage, but on other fish on the catch, that is the French system, thus doing equal justice to the shore and deep sea fisheries.

*McAulay*.—Bounties are very desirable. The best mode would be so much per quintal of Codfish and per barrel of pickled fish, the same for long shore as for deep sea fishermen.

*Gordon*.—By a system similar to that of Scotland, and a rigid inspection by competent officers, the Government paying the whole or part of the expense, the products of our fisheries would compete successfully in the markets of the world, and exceed the supply from all other quarters.

*Wylde*.—Bounties are desirable, but lead to imposition. I cannot suggest mode of appropriation.

*A. M. Rudolf*.—Not desirable.

*Question 17.* Would not an expenditure for the improvement of harbors of refuge be of greater benefit to the fishing interest than the same amount given in bounties?

*Answers of—*

*Dumaresq*.—The County of Gaspé has several harbors requiring improvements.

*Enright and others*.—The improvement of harbors or places of refuge would not be so advantageous as the bounty, because one twentieth of the fishermen would derive no benefit from that.

*LaPerrelle*.—This County being without harbors with the exception of Gaspé Basin, which as a fishing station is altogether useless, nothing therefore can be done to improve them. But small artificial harbors could be made at comparatively little cost in the vicinity of the fishing grounds which would prove most beneficial to the fisheries, and indeed there could be no better encouragement to the fisheries than this, as it would enable the fishermen to get larger crafts to prosecute the bank fishery and in the meantime cure the fish in the same manner as at present. The reason of not possessing larger boats is explained in answer to question 10. This and bounties should not be lost sight of by the Dominion if it be desirous to encourage the fisheries on this coast.

*Laudin*.—The bounty would be preferable.

*Price*.—There are no harbors of refuge needed in this locality.

*Vigneau*.—Improvement of harbors is of but secondary importance. The small vessels used can enter and depart with ease. Only foreign vessels, or those of large tonnage require this improvement and ought to bear the cost of it.

*Chrasson*.—The improvement of the harbors is urgently required in the interest of foreigners whose vessels are larger than ours. But they should themselves defray the cost.

*A. Cormier.*—Our vessels are small, and harbor improvements are needed rather for foreign vessel than ours.

*Grenier.*—Improvement of harbors being unnecessary here, we prefer the giving of bounties to any expenditure for that purpose.

*C. C. Fox.*—Most certainly. The benefit of cash bounties must depend on the character of the recipient, but no recklessness can deprive the fishermen of the advantage of harbors of refuge.

*Pourier.*—Protection.

*DeLany and others.*—We would prefer that the money should be spent in the improvement of our harbors of refuge rather than in bounties.

*J. W. I. Fox.*—An expenditure for the improvement of harbors of refuge would, I think, be of equal benefit to the fishing interest generally as the same amount paid in bounties.

*Bourque and others.*—Improvement in harbors of refuge would be of greater benefit than bounties.

*Riverin.*—The condition of harbors of refuge is good everywhere among us as it is on the north shore.

*Painchaud.*—*Everything that may be done will be useless* if the two harbors of these islands, Amherst harbor, where are situated the customhouse and the courthouse and gaol, and House harbor, are not improved. On this depends the future of these islands. This is most important. As to Amherst harbor, I do not say—dredge it,—but merely blast the rocks which close the entrance and prevent foreigners who are afraid of them from coming in. Were the harbors improved the prosperity of the island would be well marked, whereas now we are receding. Shall such a place as this be allowed to go to destruction for want of sending an engineer to remove or blast a mere rock some 50 feet in circumference, which threatens to destroy the prosperity of some 3,000 souls? for with the harbor a sit is the place is going to nothing, and if the rock were removed hundreds of foreigners would flock to the harbor, and trading houses would be established at Amherst. Foreigners are compelled to go to Canso to refit and for refuge, and thence flows prosperity and trade. Let it be remembered that from here Gaspé is out of the way of all foreigners. The improvement for which I ask ought not to inspire fear; the cost would not exceed \$2,000 if done by contract. If not, why instead of sending provisions to Labrador to persons in need no doubt, and spending money on colonization roads, are not these moneys saved for the improvement of our harbors? the money would be much better and more usefully expended. Here we live by the fisheries and the harbors are to us a matter of vital importance. As to roads the population will always be obliged to maintain them and to open new ones; roads are of secondary importance in these islands. In a word if the government does nothing for our harbors we may give up all and I say do nothing (? else) for it would be a pure loss. The harbors are the point of departure, on them all else depends; therefore begin at the root and then look to the rest.

*Whalen.*—Yes; it would be a greater benefit.

*Dimock.*—In my opinion, fishermen in this County would prefer the bounty.

*Vallee and others.*—Harbors of refuge are not needed in the coast as plenty of good harbors exist. It would be better to spend the money in bounties.

*Hon. J. Ferguson.*—The calling of a fishermen is a dangerous one, and attended frequently by loss of life; any expenditure therefore having for its object the construction or improvement of harbors of refuge would be a boon to that hardy race, and a greater benefit to the fishing interest than an equal amount granted in bounties.

*Matthews.*—In my opinion bounties are more desirable than an expenditure in harbors of refuge, as we have good harbors already, both in number and quality.

*Heney.*—I think an expenditure for harbors of refuge would be of more benefit to fishermen and coasting vessels than a bounty.

*J. & S. Leonard.*—Harbors are of more benefit.

*D. W. Stewart.*—Harbors of refuge not needed in this vicinity.

*Robertson and Hickman.*—Would recommend bounties.

*C. Cormier and Bourgeois.*—The improvement of harbors of refuge would not be as beneficial as bounties.

*R. Cole.*—The fishery does not require any improvement in harbors.

*McLaughlin.*—Harbors of refuge although desirable would not prove of such utility as a bounty at present. Four dollars a ton tax on American vessels, and a bounty of the same amount to our vessels would increase our tonnage 500 per cent and drive foreign fishermen from our shores.

*Portier and others.*—Owing to the total absence of the means of communication by steamer or Railway, great delay is frequently incurred by travellers from the port of Caraquette or Shippegan to any of the ports of P. E. Island for other ports on the Straits of Northumberland, and by fishermen on their way to the Gulf of St. Lawrence during the prevalence of the long N. E. gales when it is impossible to round Miscou Point; but if the straits of Grand Shippegan were deepened so as to be made navigable for vessels under 100 tons the difficulty would be entirely obviated. Besides, the deepening of this passage would shorten by not less than 40 miles the distance from this place to the aforesaid ports of P. E. Island and the Straits of Northumberland. We therefore recommend, that in place of granting bounties for fish, the money be expended in deepening the narrows of Shippegan so as to afford additional facilities for commerce and the fisheries.

*Snell.*—In some instances.

*Tory.*—Not in this County, as the harbours for vessels and places of refuge for boats are numerous along its coasts.

*Challoner.*—It would. Would also create a very great improvement in fishing boats; they would be larger and decked, and having a proper shelter to run into would remain out longer. At present boats have to be sufficiently light to be hauled ashore in gales from eastward. Breakwaters to make shelter for boats would be sufficient.

*Hemlon.*—The harbors of refuge are as good as can be made. There is hardly a distance of five miles on this coast without a harbor. It would be a fruitless expenditure to attempt to make harbors where Providence has blessed us with excellent ones already. Give us the bounty instead.

*Pride.*—Providence has furnished us with good harbors. I do not see that they need any improvement.

*A. Macdonald.*—Not in this District, as our harbors want no improvements.

*Tremain.*—By all means; this is very much required in this County. This is the only harbor of refuge on this side of the Island of Cape Breton, along a coast of 120 miles in extent, and this harbor wants improvement sadly. Unless something is done to improve it, the fisheries that are now most valuable will soon be valueless for vessel fishing. Other harbors along the coast could also be improved, but this is the most available for fishermen and trade generally.

*Ruggles.*—Harbors of refuge would increase the number of small boat fishermen, but it is doubtful if it would prove to the advantage of the business.

*Donovan.*—There are some harbors on this coast that would be of immense benefit to fishermen if made safe.

*J. V. Stewart.*—Bounties preferable as by that means, the remedy would be applied to the root of the disease at once.

*Thurber.*—The harbors of refuge are generally safe and commodious throughout the County.

*Corbet.*—An expenditure for the improvement of harbors would be more beneficial.

*M. Macdonald.*—The improvement of harbors on the coast of Inverness would be of much greater benefit to the fishing interest than a bounty.

*Ditmars.*—I think not.

*J. Ross.*—Improvement in harbors the greatest interest.

*Nicolson.*—This harbor wants a light.

*Sargent.*—The coast of Nova Scotia abounds in good harbors.

*Farnsworth.*—I think so.

*McNeill.*—Don't know of any permanent good the expenditure of money in harbors of refuge in the neighborhood of the fishing grounds in this County would be. There are some places where such are required, but I think the fishermen would prefer bounties.

*A. Bell.*—Bounties best.

*Sellon.*—I think not.

*Ratchford.*—Not in this locality.

*Kavanagh.*—I think not.

*Irish, Kidston & Co.*—On some coasts improvements would be more advantageous, especially on our coast as it is entirely destitute of shelter from the northward.

*W. Ross and McAulay.*—One or two harbors of refuge would be of great service on this coast, but bounties would be a more general benefit.

*Wylde.*—We do not require harbors of refuge; plenty of them are accessible at all times.

*A. M. Rudolf.*—Think it would.

**Question 18.**—State the different manners in which fish are taken, and give your views as to whether fishing with "bultow" or troll lines is injurious, and if so, in what way? State also, your opinion as to whether injury is caused by throwing offal or "gurry" overboard, with any suggestions to remedy the evil, if it be an evil.

*Answers of—*

*Dumaresy.*—With the exception of fishing with bultow there can be no objection, but bultow or troll lines are in my opinion very injurious. I have visited fishing establishments where large quantities of Codfish were brought on shore which had been caught by troll lines, and without exception every fish was full of hard roe, and not a fish in one instance in a quantity of 13 quintals by one boat, weighed less than 20 lbs. By these troll lines, small or medium sized fish are very rarely caught; those caught are the mother fish which lay in the bottom in their spawning beds. (Large quantities are being caught this season.) If this way of fishing is allowed much longer, our Codfishery must become ruined. The American fishermen have owned themselves, that it is a ruinous way of killing Codfish, but they do it simply because they are not prevented. I do not think that by throwing offal or gurru overboard any injury is done.

*Enright and others.*—The different ways of catching Codfish are, with hand line, bottom line, and Cod seine. The hand line is the only proper way to fish. The bottom line, or bultow, and seine are both destructive fishing engines and should be entirely forbidden. Troll or bultow lines are used by the Americans, each line being provided with 600 to 1000 hooks; with these they fish in very deep water, far away from the shore, intercepting and catching the mother fish on their way to the banks and shoals before they can spawn. Very few escape them, and thus not only the parent fish, but the offspring also are destroyed. If Government don't prohibit this kind of fishing, in less than two years the fishery will be exhausted and there won't be a fish in these waters to be caught. Schooners fishing on the banks should not be allowed to throw garbage or fish heads overboard on the fishing grounds. They should carry it off to very deep water or bring it ashore.

*La Perrelle.*—This question is partly answered in my reply to question 14 by my remarks on troll lines. In respect of throwing offal or gurru overboard, my impression is that it does not cause any serious evil.

*Baudin.*—Our fishermen take the fish with the hand line. Experience has clearly shown that the Americans by troll lines have ruined the banks most abounding in fish, and have clearly reduced our fishermen to their present condition of want and need. As to the fish offal I have never believed that any mischief resulted from it. I have fished for 45 years, and have never seen cause to alter that opinion.

*Price.*—Fish are taken here with hand lines, also with troll lines, but troll lines are very injurious as they take all the mother fish. Throwing offal overboard is also injurious to Codfish.

*Vigneau.*—Troll lines should be prohibited; they have ruined our fisheries. Know nothing of the effect of throwing fish offal into the sea; it would be very difficult to prevent the practice.

*Chrasson.*—Herring are caught here with net and seine; Mackerel with nets in June, and afterwards with jig line; Cod with hand lines. Trolls or set lines should be prohibited; they ruin the fishing. In the Gulf it is almost impossible not to throw the offal into the sea in deep water, when the currents soon disperse it and scatter it over the bottom. I see no injury to result from it here.

*A. Cormier.* Troll lines have ruined our fisheries.

*Grenier.*—Cod are taken by means of hand ground lines, which are to be recommended as the best. The throwing of offal into the water should be forbidden. It would be better to put it upon the land instead of allowing it to be wasted upon the beach.

*C. C. Fox.*—The fishermen I have spoken with are almost unanimous in their disapproval of "bultow" lines, but the Canadian fishermen argue "Most of the banks are outside the three mile limit, if we are prevented using these lines, foreigners will still do so, and thus the fishery will be ruined all the same, and *we shall suffer the most.*"

*Delany and others.*—The use of troll lines should be prohibited. None but large fish are taken in this way and reproduction is prevented. The throwing of offal overboard should be punished by fine and imprisonment.

*J. W. I. Fox.*—Fish are taken with hook and hand lines, seines and nets, and occasionally set lines are used by our people. The Americans and Nova Scotians use both to a great extent. Bultow, troll, or set lines are considered very injurious, as they destroy all the large, or mother fish when coming into shoal water to spawn in the spawning season. The throwing of gurry on the fishing ground is no doubt injurious, yet I can hardly offer a suggestion as to the remedy of the evil, as it is impossible for vessels fishing in the middle of the Gulf to come in shore daily to deposit it on land. It has frequently occurred to me that a strong water tight tank or tanks could be built fore and aft in each fishing schooner, from keel to two or three feet above deck, similar to the pump well of vessels carrying grain cargoes, fitted with tight combings and hatches, and into this tank or gurry room the fish offal could be deposited, and a chemical agent employed on board to decompose the bony matter, by which means a valuable manure would be saved, and might when occasion required be brought on shore, or barreled. Tanks of this description, one abaft the main mast and another before, or near the foremast, would not occupy much space, and would contain a large quantity of matter. The mass would, of course, settle down as decomposition progressed, by which much space would be saved.

*Bourque and others.*—Fish are taken with hand lines, and nets. Troll lines are injurious for this reason, they destroy the mother fish. It is very injurious to the fishing grounds to throw the gurry overboard.

*Riverin.*—As to the various methods of fishing with the deep sea line; Our fishermen sometimes lay out as much as 60 fathoms where there is no current; if there was a current it would carry the lines so far that they would never reach the bottom. There are lines called German lines secured at the two ends, these carry sometimes as many as 1,500 hooks and are usually hauled up twice in a day. These commonly take large Cod, Halibut and other large fish. The offal of fish does no harm provided it be thrown along shore, or so far from the mouth of a large river that it be not carried out to sea. The greatest injury in my opinion is done by vessels fishing on the banks, far from shore which throw the offal into the water and so ruin the Cod and other fishing. For this I can suggest no remedy.

*Sirois.*—The various methods of taking fish are with hurdles, faggots, seines, nets, and lines. Of these the deep sea lines for trolling ought to be prohibited, the reason for which I have already stated (14). I do not see any reason to forbid the throwing of offal into the sea, near the shore, but on the fishing ground it is different, there it should be strictly forbidden as it is generally thought to have the effect of sending away the fish.

*Eden.*—Cod fishery carried on in the usual way with hook line and sinker. Bultow or troll lines should be abolished as ruinous to the fishery. Americans should not be allowed to use them.

*Puinchaud.*—Cod is taken with the hand line. Troll lines are and should be forbidden, but at three miles from shore, that is just where they ought not to be. That fatal three mile line! In your fishery regulations say nothing about it; say three marine leagues if you will, and then you will be listening to the dictates of common sense. See No. 14 on this subject. The troll line is forbidden because it takes the mother Cod, but how prevent it from being set? To allow the inhabitants to cut them appears to me to be admissible, and that they are ready to do and often do here. The throwing out offal appears to be prejudicial. It is difficult to find out the guilty parties. I see no remedy for it.

*Whalen.*—Not to be allowed to split any kind of fish on the banks.

*Dimock.*—The most of the Codfishing in this County is done by line and hook, very few troll lines being used. I do not think the latter injure the fisheries. If throwing offal or "gurry" overboard is an injury little or none is done here; the fishermen bring their fish in shore where they are split and the head and offal used as manure or left for the pigs to feed on.

*Vallee and others.*—Troll lines should be absolutely prohibited. They destroy all the spawning fish.

*Hon. J. Ferguson.*—Cod and Mackerel are taken with hook and line; Herring with nets. "Bultow" or troll lines are injurious inasmuch as they catch all the "mother fish;" they are used exclusively by United States and N. S., fishermen. The throwing of offal or gurry overboard is objectionable; it should be either landed or deposited close in shore.

*Matthews.*—Fish are caught by lines in from 30 to 55 fathoms water; Herrings, near the shore in from 10 to 15 fathoms, and in weirs in two or three fathoms; some of these weirs are dry at low water. Fishing with troll lines is very detrimental to the fisheries; all sorts of fish and all sizes are caught. The lines in most cases are left so long that the larger kinds of fish devour those upon them, or the bodies drop off on the bottom which frightens the remaining fish from the ground. In short, if allowed to continue, they will destroy the fisheries as they have heretofore in every case where they have been allowed. The throwing of gurry overboard, is fully as injurious for the same reason, *i. e.* it terrifies the fish and drives them away from the grounds. The only way which I see to remedy effectually this evil, is to appoint a Fishery Warden in each District whose duty it shall be to prevent these practices. Some portions of the County are provided for in this respect but the Parish of St. George is neglected. A whole range along the shore for a distance of 30 miles is without a Fishery Warden.

*Heney.*—The manner of taking Cod, Pollock, Hake and Haddock is by hand lines, so called with the exception of those who have violated the Fishery Regulations by troll fishing; but this troll fishing is mostly all for catching Hake. Trolls destroy the fishing wherever they are used, as they pick up all the large spawn fish and also kill very many which break off the hooks and die. Hake can be seen floating on the top of the water in considerable quantity where these lines are used, and it is the same with Codfishing. Fishermen can do nothing on the fishing banks with hand lines where these lines are used. Troll fishing should not be allowed in the Dominion. Gurry should not be thrown over board on the fishing grounds but should be brought to the "Gurry Grounds" and put there, or landed on the shore. Gurry left on the shore does not hurt the fishing only when weirs are fished, and no gurry should be allowed on thenoore in or near any weir.

*J. & S. Leonard.*—Bultows or troll lines are injurious as they keep the fish on the outer banks and do not allow them to come in shore. Nets and hand lines are the best engines for taking fish as they do not destroy the small fish. Gurry should not be thrown overboard on the fishing grounds as it destroys the fish.

*D. W. Stewart.*—It is thought that throwing gurry overboard on the fishing ground is injurious inasmuch as the heads and bones being indigestible, destroy the fish swallowing them.

*Robertson and Hickman.*—Generally, say, one half caught by set nets, the other by troll lines. Fishermen consider offal overboard injurious to fishery. Would recommend fine for each offence.

*Ch. Cormier and Bourgeois.*—The different modes of taking fish are with the seine, the net and other tackle beside deep sea lines, and the latter method ought not to be prohibited.

*R. Cole.*—The Shad are taken in nets of very small sized twine. At first the meshes were near five inches, and the fish taken in that sized meshes were very superior, but they have reduced them to  $4\frac{1}{2}$  inches, and some are making them still smaller which is calculated to take too many of the small size Shad, and will prevent them getting to their full growth.

*McLaughlin.*—They are taken by weirs, nets, hook and line. Bulltow or troll lines are not injurious as proved by this mode practiced on the coast of England. Fish offal or gurry thrown overboard is most injurious to the fishery, and Fishery Overseers should be directed to examine all vessels coming in from the grounds, and satisfactorily account how the offal had been disposed of.

*Snell.*—(Substantially same answer except would punish parties throwing gurry overboard by fine, imprisonment or both.)

*Tory.*—With seines, nets, weirs, hook and line and troll line; the latter is injurious as explained in 9th answer. Injury is caused by throwing offal or gurry overboard, when it is done the fish leave that portion of the fishing ground. It should be carried some distance off the fishing ground.

*Challoner.*—Hook and line, and nets. Bultow or troll lines are injurious, they hang so near the bottom and such long strings right across the run of the fish that as many are caught by and wounded in the body as take the hook. Trolls should not be allowed on in-shore grounds—should not be less than five miles off. Offal is injurious, but for their own sakes none of our fishermen would throw it on fishing grounds.

*Hemlon.*—Hand lines, trolls, nets and seines. The troll is in my opinion very injurious,—catches the mother fish on the banks where they deposit their spawn. Do not think hrowing gurry overboard injurious.

*Pride.*—Cod, Haddock, Pollock and Halibut are taken by the hand lines and trolls, Herring and Mackerel by nets and seines. Trolls in my opinion injurious—destroy mother fish on banks where they deposit their spawn. Throwing gurry overboard in a great evil, cannot suggest any remedy that could be carried into effect.

*A. Macdonald.*—By seines, nets, hand lines and trolling. It is believed that trolling has destroyed the Codfishery on the grounds in this County and everywhere else. When thousands of hooks are left out strung night and day in the fishing grounds it hurts and frightens the fish in another direction. Throwing gurry overboard is injurious also, but nothing compared to trolling. That each delinquent be made to pay a penalty is the only remedy I can suggest.

*Tremain.*—With nets and hooks. The bultow line is most injurious; it is resorted to in the spring of the year when the fish leave the deep water for the purpose of coming in shore to deposit their spawn. Myriads of them never reach the shore, being taken in their journey by these destructive lines, and thus countless numbers of fish that would otherwise have a being, are destroyed. Gurry and offal are also injurious,—penalties and a strict supervision are the only remedies.

*Ruggles.*—Deep sea fish have been in past time taken by hand lines; lately the Americans have adopted the bultow, the use of which is believed to very seriously affect the fisheries by fishing on the bottom, whereby all the large or mother fish, (so called) are taken. Garbage or gurry when thrown overboard on the fishing grounds, is believed to be an evil. We have a Provincial Act with a penalty for such violation, but it is seldom acted upon.

*Donovan.*—Hook and line, seines, nets; troll lines are also used; cannot say if they are injurious. Difference of opinion among fishermen respecting offal, whether injurious or not.

*J. V. Stewart.*—The common hand line; very few trolls are used. Cannot say whether injurious or not. Throwing gurry overboard is extremely so, and should be punished by severe fine.

*Devolf.*—Large proportion of the Shad taken in drift seines, some in weirs.

*Thurber.*—With hand lines, troll lines, nets, seines and weirs. Trolling is no doubt injurious; many fish are hooked and torn by trolls that are not taken, but must die. Offal thrown from vessels on fishing grounds and in coves of the shore where Herring resort is a great injury to the fishery. If existing regulations were strictly carried out, the evil would be entirely remedied.

*Corbet.*—Hook and line and by trolls, the latter very injurious, owing to the large fish being taken on them when about spawning.

*M. Macdonald.*—Seines, nets, hook and line and troll lines, the latter said to be injurious killing the large fish, &c. Throwing offal overboard also injurious, but I believe that the law against this practice is well observed. As a rule fishermen do not violate laws calculated for their benefit.

*Ditmars.*—Cod, Pollock, and Halibut by hook and line; Herring in weirs of stakes and brush; bultow not much used. Throwing gurry overboard, said to be injurious. Remedy,—fine.

*J. Ross.*—Hooks, nets, troll lines. Injurious, especially to mother fish. Fish offal injurious. Offal is thrown in the river and at mouth of the harbor; could be stopped if there were a good Inspector, which there is not.

*Hatfield.*—By our fishermen with hook and line, weirs and seine and drift nets. Bultow or troll lines very injurious, wounding the fish and driving them away from our bay so that we don't get one half we formerly did, and those caught are chiefly wounded.

*Nicolson.*—In these quarters bultow lines are injurious to fish; likewise gurry thrown overboard. Boxes should be used until vessel comes into harbor which is generally on Saturdays.

*Sargent.*—Cod, &c on the shore fishing are taken principally with hook and line, but on the deep sea fishing banks trolling is practiced to a considerable extent, and I think the practice injurious in one respect; many of the fish die on the hook at the bottom of the sea, and when a storm arises sometimes large quantities of troll are lost, and as the fish on the hooks die it has the effect of driving the fish off the grounds. The same injury is caused by throwing gurry overboard. It is an evil, but I cannot suggest any remedy. Mackerel and Herring are taken with net and seine.

*Mine.*—Cod caught with the hook. Think troll lines are not injurious, but offal thrown overboard very much so.

*Farnsworth.*—The Americans fish with troll lines at the mouth of the Bay, and are supposed to injure our fisheries to a large extent by so doing.

*McNeill.*—By nets, trolls, hooks and lines &c. Fishermen complain of trolls, also of throwing offal overboard. How to remedy it I cannot suggest, but think fishermen in general guard against it. Think it should be prevented, by law or otherwise.

*A. Bell.*—Catching the mother fish.—Not an evil.

*Sellon.*—By sounding line with lead, float line and trolls for Cod, Hake, Pollock, &c; by nets, hook and line for Mackerel; by seines and nets for Herring, and nets for Salmon and Alewives. Troll lines have been and are destroying the fish by taking the mother fish on the banks where they go to spawn. About 100 bbls of Codfish spawn or ova was brought to this place from the banks last summer, sent to Boston and sold for \$5 per 100 lbs. Great injury is caused by throwing garbage or gurry overboard. It drives the fish from the feeding grounds or harbors, and should be prevented by fines so high in amount that they would learn a lesson by paying it, and imprisonment for a second offence.

*Starr.*—Shad are taken in two ways, by stake nets set on the flats but not across the rivers, and by drift nets used with boats. I am of opinion that the latter method is very injurious to the fishery for two reasons: first, because of the positions they take in the mouths of the rivers at flood tide; secondly, because there can be no limit to the number of them that may swarm in the mouth of each river, thus breaking up the shoals of fish. I think there are also by far too many stake nets on the flats, and that there should be some regulations limiting the number. I would suggest that the whole Shad fishing of the County be placed in the hands of a Commissioner appointed by the Government, with authority to stop all drift nets in Minas Basin, because they cannot be regulated in any way. Also to lease at auction to the highest bidder for a term of years, (say five or seven) such grounds as could be used for stake nets without injury to the fishing interest and allow no others to be used.

*Kavanagh.*—By destroying the spawning fish.

*Irish, Kidston & Co.*—Spring Cod are taken with troll lines; Summer and Fall with hand lines. Troll lines are considered injurious as they turn the fish off the shore. Throwing gurry over is a great hurt to fishing grounds. This evil is hard to be avoided unless fishermen have principle to lead them to do right. An armed vessel would not prevent the evil, as they would take advantage of the dark nights and throw their gurry overboard without moving off the ground.

*McAulay.*—Codfish is taken by troll and lines, Herring, Mackerel and Salmon by net. The throwing of gurry overboard does a considerable injury, when thrown on the grounds, to long shore fishermen. Vessels on the fishing grounds early in May set their trolls and keep the fish feeding on the gurry they throw overboard, and thus spoil the shore fishing.

*Gordon.*—Bultow or troll lines were lately introduced by the French fishermen; it is a subject of controversy whether they are injurious or not. Throwing offal or gurry overboard in shoal water must be very injurious as it decomposes and drives the clean feeding fish off the ground. But the voracious Codfish will swallow the back bone of his

fellow, and must be injured if not killed as the result. I cannot suggest any remedy except making the offence a penal crime, and having offenders rigidly prosecuted.

*Wylde.*—The troll fishery is of great injury to the Codfishery as it catches up all the large or mother fish. The throwing of offal or gurry on the fishing grounds is condemned by nearly all fishermen.

*A. M. Rudolf.*—Fish are generally taken with lines and nets; I know nothing of bultow lines. Don't think offal thrown into the water can do any harm.

*Question 19.*—Are there any Oyster or other shell fisheries adjoining your County, and if so, what is their extent and productiveness and the quality of the fish taken?

*Answers of—*

*Dumaresy.*—None; but large quantities of lobsters could be had.

*Enright and others.*—No shell fish except a few clams.

*La Perrelle.*—There are no Oyster beds in this County or any adjoining it, nor is there any other shell fish worth noting.

Some years ago the trial was made by Commander Fortin of planting a bed of oysters in Gaspé Basin, but so far as I know it failed. My impression always was that it would be so; the ground is not adapted for the purpose from this reason, that the ooze in that harbor is formed of decomposed and stinking matter, which is against their propagation. The extensive harbor outside the Basin, being, I believe, of fine sand, would be a better place. They are fished on the coast of France at a great depth of water, consequently we have a stronger reason to produce them in this County in deep water, free from the winter ice.

*Baudin.*—Oysters are taken at Caraquette on the coast of New Brunswick.

*Vigneau.*—No Oyster fishery. Lobsters, clams and muscles are abundant, but are not exported.

*Chrasson.*—There are no Oysters here. We have clams and muscles; the former serve as cod bait, and some means might be found of preventing their destruction by foreign fishermen. Large quantities of Lobsters are to be found about the Islands. We do not take any.

*A. Cormier.*—We have no Oysters. Lobsters abound but we have none for export. The same applies to Clams and Muscles.

*Pourier.*—Caraquette Oysters.

*J. W. I. Fox.*—None.

*Bourque and others.*—The only shellfish are Clams of which 1,000 bbls., are used for bait.

*Riverin.*—No Oysters or other shellfish taken on the north shore.

*Painchaud.*—No Oysters here.

*Hon. J. Ferguson.*—There are Oyster, Clam, and Lobster fisheries in the harbors of Caraquette, Shippegan and St. Simon in this County, and Clams and Lobsters are found all along the coast. This branch of the fisheries has hitherto been productive and the quality good.

*Heney.*—There is no Oyster fishing in our Parish or County. Lobsters are taken in considerable quantities and sold mostly fresh in St. John, St. Andrews, St. Stephens and Eastport. There is one establishment in our Parish which puts up a considerable quantity of Lobsters in cans and ships them to St. John from which place they find their way to foreign markets.

*J. & S. Leonard.*—Lobsters are the only shell fish that are taken in any considerable quantity. They are plenty and not easily exhausted.

*D. W. Stewart.*—There are no Oysters yet discovered in this vicinity.

*Robertson & Hickman.*—Oyster beds at Shediac and adjoining County of Kent.

*C. Cormier and Bourgeois.*—We have an Oyster fishery, and other shell fish are likewise taken. The fisheries of this class are very extensive and profitable, the quality being excellent.

*R. Cole.*—There are no Oysters within thirty miles. They are taken on the north shore adjoining the north side of this County.

*McLaughlin.*—There is a productive Lobster fishery prosecuted by a McCook at Grand harbor, Grand Manan.

*Portier and others.*—Oysters are taken, within the limits of the County, and even in the upper part of Caraquette Bay, over a tract of about three fourths of a mile from east to west and of about the same from north to south, with certain intervals where no Oysters are to be found. This bed is now as productive as it has been at intervals for several years back; that is to say, some years within, say, the last twenty, the bed produced more than its present yield, but in several other years of the same period it produced much less. The superficial extent of the bed has considerably increased within the past fifteen or twenty years, though the increase cannot be said to have been regular from year to year. We therefore recommend that the regulations in force for several years past in relation to the said beds be continued, in as much as they constitute, if strictly enforced, the best means of preserving and improving the beds; that if at anytime hereafter it be deemed expedient to alter the said regulations and to prohibit the taking of Oysters on the said beds during one year or several consecutive years, such prohibition be made to extend, not to the whole, but only to a small portion of the said beds, in order to ascertain whether such prohibition would not be productive of injury to the public and cause the utter destruction of the Oyster, as in our opinion it probably would.

There are two other Oyster beds in this County; the Ameque bed in the Parish of Shipagan, which is now of little importance and in fact almost entirely destroyed or exhausted; the other which is more important and extensive than the Ameque, is at St. Simon in this Parish (Caraquette). The Oysters in this bed are large and fine, and, some fifteen years ago, the fall yield was 500 barrels of splendid Oysters, which were eagerly sought after in the markets of Quebec and Montreal. At present the autumn yield of equally fine Oysters would not reach 25 or 30 barrels. This cannot be accounted for except as a consequence of the bed having been dredged at all seasons of the year and sometimes even during winter, through holes made in the ice, and for several consecutive years.

*Tory.*—There are no Oyster beds in this County. Clams, Mussels and Lobsters are plentiful but are not taken for exportation excepting a small quantity of the latter which are put up in tins of about a pound each.

*Challoner.*—None in or about Aspy Bay.

*Hemlon.*—No Oysters;—Lobsters are the only shellfish.

*Pride.*—There are no Oysters, but there are Clams and Lobsters. They are sometimes eaten by the inhabitants, and sometimes used for bait to catch other fish. They are quite plentiful and of good quality, but there is no establishment in this County for making them productive.

*A. Macdonald.*—None in this district, but I believe Oyster beds could be formed here.

*Tremain.*—Yes, there are Oyster beds, but not extensive; the fish are good.

*Ruggles.*—No Oysters; some Clams, but not in sufficient quantity for a business.

*Donovan.*—Oysters in Bras d'Or Lake, near St. Peter's Bay, in small extent, and large quantities of Lobsters on the coast.

*J. V. Stewart.*—No Oyster beds in this district.

*Perry.*—Lobsters are abundant and might be made a profitable fishery.

*Dewolf.*—Clams are the only shellfish taken; none are exported.

*Thurber.*—The only shellfish of any note on the shores of this County are Lobsters and Clams. These are taken in very small quantities, mostly for domestic use.

*Corbet.*—There are some Oyster beds in little and big Tracadie harbors in this County about four and ten miles from this harbor, but the quantity is small; the quality is good.

*M. Macdonald.*—None near this port.

*Ditmars.*—Clams and Lobsters are the only shellfish taken; the former are plentiful.

*J. Ross.*—No Oysters.

*Nicolson.*—There are the finest quality of Oysters in this river; good beds, but no one to look after them.

*Sargent.*—Clams and Lobsters.

*Mine.*—Not any.

*Campbell.*—A few only for local wants.

*Farnsworth.*—Not in this vicinity.

*McNeill.*—Little or nothing done in that line. There are some.

*A. Bell.*—No Oysters. Lobsters, Scallops, Muscles, Clams, &c, abundant.

*Sellon and Ratchford.*—None.

*Kavanagh.*—Yes. Good quality.

*Irish, Kidston & Co.*—There are Oyster beds in Bras d'Or. Cannot say in what quantities, as there is no trade of any consequence in Oysters.

*W. Ross.*—There are several Oyster beds in Bras d'Or Lake and in other places in the County.

*A. M. Rudolf.*—There are no Oysters, but plenty of Lobsters.

*Question 20.*—Are the beds of Oysters as productive, and are other kinds of shell fish as plentiful as formerly? If not, what means should be adopted to prevent these fisheries from becoming exhausted?

*Answers of—*

*Baudin.*—The Oyster beds are becoming exhausted; the steps taken to remedy this appear to me effectual.

*A. Cormier.*—Some steps should be taken to prevent American, and especially French fishermen from taking our Clams. The latter take them from our flats. The fish should be allowed to grow, and the flats should be worked alternately.

*Pourier.*—Yes.

*J. W. I. Fox.*—None here; am unable to state.

*Bourque and others.*—No.

*Hon. J. Ferguson.*—The Oyster beds are not as productive as formerly and with a view to their preservation they are not allowed to be taken between 1st June and 1st September. My impression is that the grounds should be laid off in lots and fished alternately, and a fine imposed on persons selling undersized Oysters. This could be effected by the supervision of a Warden authorized to visit the grounds during the Oyster season in September and October when vessels are loading.

*Robertson and Hickman.*—Oysters beds not so productive as formerly; would recommend fishing at certain seasons of the year, only.

*Ch. Cormier & Bourgeois.*—The Oyster beds are not so productive, and other shell fish are not so abundant as heretofore. A proper restraint should be imposed upon the taking of shellfish during the dog days. In the winter, likewise, the refuse, shells, &c., ought not to be thrown out on the ice, where the young Oysters perish in great numbers.

*Snell.*—Lobsters and Clams are as plentiful as formerly.

*Tory.*—There were formerly Oysters here, but they have been destroyed; other shellfish are as plentiful as formerly. Oysters could be cultivated in this County.

*Challoner.*—Have apparently been at some time productive.

*Hemlon.*—Lobsters are as plentiful as formerly.

*Pride.*—Lobsters and Clams are as plentiful as formerly.

*A. Macdonald.*—Cannot make suggestions in the matter.

*Tremain.*—Yes.

*Ruggles.*—Answered in No. 19.

*Donovan.*—Oysters and shellfish are as plentiful now as for many years past.

*J. V. Stewart.*—No shellfish of any note in this District.

*Corbet.*—Do not think the beds of Oysters are as productive nor as plentiful as formerly.

*J. Ross.*—None.

*Hatfield.*—Few beds of Oysters, but taking or dredging in the winter will soon destroy them.

*Sargent.*—Great many Clams used as bait for Cod.

*Campbell.*—No.

*McNeill.*—Cannot state (definitely) any thing in reference to this.

*A. Bell.*—Plant beds along the sea coast.

*Kavanagh*.—Not to export them for sale.

*Wylde*.—No shellfish were ever taken in this County except a few Lobsters put up at Cape Canso.

*Question 21*.—State as near as you can, the quantities of shellfish exported from the fisheries adjoining your County, the markets to which they are sent, and the prices at the fishing grounds, and the markets respectively.

*Answers of*—

*A. Cormier*.—None exported. Formerly we sent salted Lobsters to Canada, but it did not pay. Clams are sold at St. Pierre and Miquelon, but we have no trade with the Colony.

*Vigneau*.—None exported.

*Pourier*.—Have no knowledge.

*J. W. I. Fox*.—None exported.

*Hon. J. Ferguson*.—Four thousand barrels Oysters are shipped annually to Quebec and Montreal, but no Lobsters.

*Robertson and Hickman*.—Cannot state correctly markets nor quantity.

*Ch. Cormier and Bourgeois*.—The quantity of Oysters exported is about 3,000 bbls., and they are sent mostly to St. John, N. B., and Canada. The price received by the fishermen is from \$2 to \$3 per bbl.

*Portier and others*.—About 2,500 barrels (63 gallons) per annum, nearly all exported to Quebec and Montreal.

*Snell*.—They are sent to England and Germany.

*Tory*.—None exported except a few Lobsters sent to the United States in tins of about 1 lb. each; value about 25 cts. each.

*Hemlon*.—None are exported from this County; a few from Halifax.

*Pride*.—There are none exported. Lobsters are sold fresh to the miners at from 2 c. to 5 c. a piece.

*A. Macdonald, Tremain, Donovan, J. V. Stewart, Dewolf, Corbet, Ditmars & J. Ross*.—None exported.

*Nicolson*.—Oysters in general realise from \$3 to \$4 per bbl.; Truro and Halifax are the markets they are principally sent to.

*Sargent*.—About 80,000 lbs. Lobsters preserved in hermetically sealed cans, and sent to Great Britain via Halifax; price 12½ cts. per can.

*Campbell*.—None.

*Sellon*.—A small quantity of Lobsters in cans is sent to the West Indies and United States.

*W. Ross*.—The Oyster trade is not followed here and only a few bbls. are sent to Newfoundland. Quite a trade could be made out of the Bras D'or Lake.

*McAulay*.—There is not a large quantity of Oysters shipped in this County, but all is exported to Newfoundland.

*A. M. Rudolf*.—They (Lobsters) are exported to all parts of the world.

## INLAND FISHERIES.

*Question 22*.—State your place of residence and your profession or occupation, and whether you have any practical knowledge in regard to the fisheries, and upon what fishing grounds.

*Answers of*—

*Cartwood*.—Division Court Clerk and Fishery Overseer. My replies have reference to the County of Bruce only.

*Hicks*.—I have a practical knowledge of the fisheries in my locality. The fishing grounds are chiefly in the waters of Lake Ontario and the Islands, viz:—Timber Isle, False Ducks and Main Ducks, Yorkshire Island and Gull Island, together with South, or Prince Edward's Bay, and Point Traverse, all in the eastern part of the County of Prince Edward, aforesaid,

*Kiel.*—Fishery Overseer since 1st January 1866; District from west boundary of Frontenac to the Town of Prescott. Have a knowledge of all that appertains to fishing.

*Crowley.*—I consider myself to have a fair practical knowledge in regard to the fisheries, having been engaged in the business for several years past.

*Myers.*—Fish on Lake Beach and Islands where I have a practical knowledge.

*Reaume.*—Fishing is my occupation. I have fished at different places, in the Rivers Detroit and St. Clair, and Lakes Erie, Huron and St. Clair, and am now fishing on Grass Island. It has been my sole occupation for 30 years past.

*G. Macdonald.*—Yes. Bay of Quinté.

*Chalmers.*—No practical knowledge.

*Kerr.*—I am at present Fishery Overseer of the Hamilton District, and my practical knowledge as such at present extends from Port Whitby on Lake Ontario to Long Point, Lake Erie.

*Lamirandière.*—I trade in furs and fish. The fishery here is called the Shibaonaning fishery.

*Thompson.*—My business is of a general nature, Farming, Milling, &c.

*R. Bell.*—No practical knowledge of professional fishing. Carleton place, County of Lanark.

*Davis.*—I have a knowledge of the fishing and fishing grounds in Haldimand County.

*King.*—No practical knowledge.

*Fraser.*—I have a little knowledge of the fisheries in this County,—Kent.

*Simpson.*—No practical knowledge.

*J. W. Taylor.*—No knowledge whatever respecting fisheries.

*Scott.*—My information respecting Inland Fisheries has been obtained from reliable sources by enquiry. Have no practical knowledge.

*Whitehead.*—No practical or theoretical knowledge.

*Coventry.*—I have made close observations upon fish all my life. Belonged to a Fishery Club in England.

*Elliott.*—Have no practical knowledge in regard to fisheries, but am guided by information received from parties engaged in fishing.

*Ferrier.*—Have caught a few fish, mostly on Stoney Lake, of late years.

*Nutt.*—I have full knowledge of all the fisheries in that part of Lake Champlain situated in Missisquoi County.

*C. C. Fox.*—I have lived for 11 years in the County of Gaspé and in addition to my personal observations have been in the habit of obtaining information from those engaged in the fisheries.

*Henderson.*—I have some knowledge of the fisheries of Missisquoi Bay.

*Pourier.*—Am a mariner of 20 years.—Bay Chaleur.

*Riverin.*—My profession is that of a navigator and fisherman. I have another pursuit.

*Eden.*—Harbor master and merchant.

*Whalen.*—Am well acquainted with the fishery.

*Mowatt.*—Have caught Salmon in the Restigouche River for 33 years until 4 years ago, and know their habits and spawning grounds from practical experience.

*Dimock.*—Have a practical knowledge of the Salmon fisheries on the Grand Cascadia River.

*Macfie.*—A practical knowledge for last thirty years.

*Hon. J. Ferguson.*—Refers to answer to No. 1.

*Harrison.*—Have a practical knowledge upon the St. John River and its tributaries.

*Stickney.*—School teacher, Farmer and Fishery Warden. My District includes the head waters of the south west branch of the Miramichi River, from the upper line of land belonging to the N. B. and N. S. Land Company, to its source.

*Hency.*—Am not practically acquainted with Inland fisheries.

*J. & S. Leonard.*—Have no knowledge of the Salmon fisheries.

*D. W. Stewart.*—Have very little practical knowledge of the fisheries or fishing grounds.

*Robertson and Hickman.*—No practical knowledge of the fishing grounds.

*R. Cole.*—Have some knowledge.

*A. Ferguson.*—Have been engaged among other matters in the Salmon fishing

business, in taking, salt-curing and exporting to provincial and foreign markets for many years.

*Wetmore.*—Knowledge very limited.

*Tory.*—Guysborough County. Some practical knowledge.

*Challoner.*—See Answer No. 1.

*Hemlon.*—Have not much knowledge of river fishing, only in Alewives.

*Pride.*—St. Mary's river, County of Guysborough. I have some practical knowledge; twenty years Salmon fishing in this river.

*McQuarin.*—I don't assume much practical knowledge of fishing.

*A. Macdonald.*—I have some knowledge of the fisheries and fishing grounds in this District.

*Tremain.*—Have some practical knowledge upon the fishing grounds in this County.

*Donovan.*—No practical knowledge.

*Lent.*—Farmer and river fisherman on the Tusket river and its branches.

*Thurber.*—I have some knowledge of the fisheries and fishing grounds of Bays of Fundy & St. Mary's.

*M. Macdonald.*—I have a practical knowledge of the fisheries on the whole coast of Nova Scotia, Prince Edward Island and Madalen Islands.

*J. Ross.*—Was for some time engaged in the fisheries. Fishing banks of the Province.

*Nicolson.*—Am not much acquainted with river fishery.

*Mine.*—Some little knowledge.

*Campbell.*—Only local.

*McNeill.*—Practical knowledge of fisheries limited.

*Jones.*—Limited knowledge of fisheries.

*Smith.*—Reside at Cornwallis K. C., am a Barrister of the Supreme Court, and have a practical knowledge of the inland fisheries of Nova Scotia and in this County, especially upon the rivers Gaspereaux and Cornwallis.

*Ratchford.*—Partridge Island River and Moose River in Parrsboro. Cannot say anything about other parts of the County.

*Gordon.*—See answer to question 1.

**Question 23.**—State the names of all rivers and streams in your County frequented by Salmon and other fish for the purpose of depositing their spawn, giving the different species of fish and the times of year at which they respectively ascend those waters.

*Answers of—*

*Cartwood.*—The Penetangore, Saugeen and Sauble are the only streams that discharge their waters into Lake Huron; they are of course supplied with numerous small tributaries. Salmon do not ascend any of them. Suckers and Pickerel and a few Sturgeon are the only fish that ascend those streams. All do so in the spring of the year, as soon as the snow has disappeared, generally in the month of May.

*Hicks.*—There is Black River that empties into South Bay; the fish that frequent it are Pike, Maskinongé, Suckers, Bass and other small fish. No Salmon have been taken in this locality for a number of years past. South Bay, Smith's Bay and some other small Bays abound with Pike, Eels, Perch, Sunfish, Mudcats and some Maskinongé. The Pike, Bass and Maskinongé come up the creeks and shoal places of the Bay about the 20th or 25th of April, and continue until about the 25th of May for spawning. In this locality the fishermen catch a great many Pike with nets under the ice in winter. The White fish and Salmon Trout are the only fish caught here for trade and commerce. They spawn in the fall, and Salmon Trout about the last of October or first of November. White fish from 18th to 28th November in shoal water along the lake, and on bars and shoals around the Island and at the mouth of some of the Bays.

*Kiel.*—There is no river of any consequence to which fish resort for breeding in the District from Amherst Island to Prescott.

*Reaume.*—Detroit river is the only one frequented by fish for the purpose of spawning. The different kinds of fish are similar to those in all the Lakes and Rivers in the Province. White fish, Herring and Pickerel are the kinds used for commercial purposes. White fish ascend the river from the beginning of October till about the 25th of November; Herring from 1st September till last of October, Pickerel from 1st April till 1st June, for the purpose of depositing their spawn.

*G. Macdonald.*—No rivers that run into the Bay of Quinté except River Trent are frequented by Salmon. The White fish close season is right. Spring fishing is about strictly enough prohibited in my opinion.

*Kerr.*—I have the honor to state, that on Lake Ontario, in my District, there are Lyon's Creek, Duffin's Creek, Rouge River, the Don, the Humber, and the Credit rivers. Except the Don, a few Salmon have latterly again made their appearance in those streams which are tributaries of Lake Ontario. Salmon go up these streams in the fall of the year to spawn, say in the month of October.

Suckers, Mullet, Pike, Pickerel and Bass go up the streams in spring; for the same purpose.

At Mimico, Oakville, Bronte and Port Nelson, Suckers, Mullet, Bass and Pickerel frequent the streams in spring for a like purpose. All those creeks are situated on what is known as the north shore of Lake Ontario, and are all tributaries to the Lake.

On the south shore of Lake Ontario, there is Burlington Bay, Dundas Marsh, Desjardins Canal, Dundas and Appleyarth's Creeks, and Big Creek, all emptying into the Bay before passing through the Burlington Canal into Lake Ontario, at Burlington beach.

*Creeks and Ponds.*—The 50, 40, 30, 20 and pond, the 18, 16, 15, and ponds, the 12 mile creek and ponds, the Welland Canal, the 8, 7, 6, 5, 4, and pond, the 2 and pond, Mile Creek and a number of minor creeks, all tributaries to Lake Ontario, are abounding with "*coarse fish*," particularly in spring when they ascend the streams to spawn; several of the streams and the ponds abound with fish all the year round. And thirty-five years ago the principal creeks on the south shore of Lake Ontario, as well as the rivers on the north shore, abounded with Salmon in which they spawned in the fall of the year.

At present, Burlington Bay is the great natural breeding place for fish. It is a mine of wealth to the Dominion in this respect, for Herring alone, which frequent the Bay in the month of November each year to spawn in the unprecedented numbers of millions. Other fish of the Herring tribe, Frost fish, Sun fish, Cat fish, and Changel Cat, Pickerel, three kinds, Doré, Bass, of six different kinds, Pike, Maskinongé, Perch, Mullet, Shiners, Suckers, Sturgeon, Eels, Eel Pouts, Ling,\* Sheep Heads, &c., &c., are always here, and are found in large quantities. Whitefish are always in Burlington Bay, and Salmon Trout occasionally. I devote a good deal of my attention to Burlington Bay, and the Department at Ottawa have given me great assistance to do so.

Salmon, thirty years ago, passed through Burlington Bay and spawned in Dundas Creek, and Big Creek; I regret to say they don't come any more.

A strict observance of the Fishery laws, will be the means of bringing Salmon back to all our streams again to spawn; and artificial breeding should be at once resorted to by the Fishery Department, at Ottawa. A strict observance of the Fishery laws is absolutely necessary, before artificial breeding of fish could be commenced to any extent.

Next in order, comes the Niagara River; mighty as its name implies. From the town of Niagara to Fort Erie this river is celebrated for Salmon Trout, White fish, two kinds, Catfish, two kinds, Sun fish, Bass, of six kinds, Doré, Pickerel of three kinds, Herring of three kinds, Eels, Eel Pouts, Ling, \* Pike, Maskinongé, Mullet of two kinds, Sturgeon, besides varieties of amalgamated fish in immense quantities. Two small Salmon were caught in the mouth of Niagara River this year; about ten pounds in weight each.

Then above Niagara Falls, to Fort Erie on the Niagara River, there is Black Creek, and the Chippawa Creek which empty their waters into the Niagara River. Up these streams rough fish ascend of the names and description given above, in the spring time of each year, to spawn.

The same description of fish are found above the Falls, at Fort Erie, as below the Falls, except Eels and Salmon. However Eels have within the past two years made their appearance in Lake Erie, they are supposed to have in this instance, ascended and descended and got there by the Welland Canal.

All the different description of fish herein enumerated have been caught, in Niagara River, below the Falls, at Queenston Heights, and all down the river to the town of Niagara. I may add for your information, that at Fort Erie, Pike are called Pickerel, and Pickerel are called Pike.

\* This fish is called "*Cusk*" in New Brunswick, where the liver of it is sold for half a dollar a pound as a delicious morsel of food.

On Lake Erie there is the Welland Canal and its feeder the Grand River. The Grand River is next in importance to the Niagara River. It abounds with a variety of fish such as Pike, Pickerel, three sorts, Herring, Bass, six varieties, Catfish, two sorts, Mullet, three kinds, the red sided, the broad, and common, Maskinongé, Sunfish, Suckers, &c.

In spring the greatest number of fish are found in the Grand River; they come there to spawn. All the year round, at present time, there is a plentiful supply in this river from Port Maitland to Galt, for angling purposes. Until the fishway was erected in the dam at Dunville by the Government this was not the case. The fish can ascend the Grand River to Mt. Heley.

The next stream of importance is Big Creek at the upper end of Long Point Bay. Up this Creek splendid Pickerel of three kinds, the yellow, the blue and sand Pickerel, ascend during the month of April, each year to spawn. They come there from Lake Erie, passing through Long Point Cut in great quantities. As soon as the fish entered Long Point Bay, near Port Rowan and this Creek, they were slaughtered every year with spears and torch-light without mercy, as long as a fish made its appearance there. The fishery laws, until "*I stopped it*" this year, were set at open defiance. It was a bad custom, practised and pursued from time immemorial. I shall finally put a stop to the wholesale slaughter carried on there next April.

*Chalmers.*—The Bay of Quinté, Napancee River, Mill Creek and Big Creek are frequented by White fish, Pike, Pickerel and other fish.

*Lamirandière.*—There are a great number of streams on the north shore of this lake in every one of which the Carps ascend; in twelve the Doré ascend also, and in six of them the Sturgeon ascends likewise to deposit its spawn.

The spawning time of the Doré lasts about a month; commences on the 15th April, in some places, and some other places it commences on the 1st May—the spawning time lasts about ten days. The names of the principal streams are Spanish, French, Serpent, Mis-saugué, Tessalon, Whitefish, Collin's Inlet, Meginadawany, Shawanaga, Perry Sound and Mashkas Rivers, &c., &c., &c.

*Thompson.*—The Grand River is the only one of importance in this County, and runs the whole length of it. It is navigable for lake crafts to Cayuga, the County Town, a distance of 22 miles from its mouth, thence for scows to the Town of Brantford, 28 miles further. This river abounds with Pike, Pickerel, Bass, Maskinongé and other coarse fish, Sturgeon included, which ascend in the spring to spawn.

*C. Bell.*—Rideau River and Lake; River Tang; River Clyde; Indian River; White Lake, &c. Pike, Pickerel, Black Bass, Suckers and others of less importance such as Chubb, Rock Bass, Sunfish, &c. The Suckers are the only migratory fish; they run up in May.

*Davis.*—There is only one river of importance in this County and it runs the whole length of it, viz: Grand River. It is navigable for lake crafts to the Town of Cayuga, 22 miles from its entrance into Lake Erie, thence for scows &c. &c., to the Town of Brantford 28 miles further. This river abounds with Pike, Pickerel and Bass, with Maskinongé and other coarse fish, Sturgeon included, which ascend in the spring to spawn.

*Haycock.*—The fishing in this neighborhood consists of only a few Speckled Trout and Black Bass.

*Farncomb.*—The only stream in this County frequented by Salmon for the purpose of spawning is a rivulet commonly known as Wilmot's Creek, about a mile from this place. The numbers have been gradually decreasing for many years. They commence entering the stream after the first rain storm, after the middle of September generally. The Mullet also enter for spawning during the month of June.

*Frazer.*—The rivers in this County frequented by fish are the Thames, Little Bear Creek and Sydenham River; also there are the River St. Clair and Lake St. Clair, which the fish ascend in the spring.

*Van Ingen.*—There are several small Speckled Trout streams which are fished at all times of the year for pleasure only. The River Thames runs through the County of Oxford, and empties into the River St. Clair.

*Simpson.*—No rivers or streams in this County are frequented by Salmon, but there are other fish, such as Pickerel, Carp, and Salmon Trout.

*Taylor.*—None here that I am aware of.

*Scott.*—There are no streams in this County frequented by Salmon, nor have there been for a considerable number of years. Formerly the rivers Credit, Humber and Don, also the Highland Creek and Rouge, abounded with Salmon. The only fish now frequenting these streams for the purpose of spawning are the Pike, Mullet and Sucker. It has been lately observed that a few Shad, (a valuable fish) have ascended the Humber as far as the first Dam (W. P. Howland's) but cannot ascend further, there being no fishway, and in the pools below, they are netted and destroyed. All the fish named above ascend the streams in April and May.

*Whitehead.*—Any amount of streams,—no names. Salmon avoid them.

*Anderson.*—The Detroit is the only river frequented by fish in this County during the spawning season, and in which fish are caught to any amount. There are no Salmon, Shad nor Eels in the waters of this County, and none above Niagara Falls. All other fresh water fish frequent these waters. White fish ascend the river to spawn from 1st October to about last November; Herring from 1st September to 1st October; and Pickerel from 1st April to middle of May. These are the principal marketable fish.

*Coventry.*—River Trent, Dean's Creek, Jones' Creek, Hagerman's Creek. These are all Salmon spawning streams if allowed to be so, and to be properly protected. The country is full of Trout streams, and Rice Lake, back of us abounds with Maskinongé, Bass, Perch &c. Salmon spawn from about the 20th of August till November in their natural state. Speckled Trout, found in creeks, the same. Maskinongé taken in Rice Lake commence spawning 1st April to 1st May, Bass and other fish the same. Lake Ontario abounds with Salmon Trout, White fish, Pickerel, Sturgeon, Herring and Eels. In the fall they ascend the creeks and spawn. In the spring quantities of Salmon are to be found, but are now scarce compared with what they formerly were.

*Elliott.*—White fish ascend the Detroit River, from the latter part of September until the middle of November.

*Ferrier.*—The principal rivers in the County are the Otonabee, Indian River, Burleigh, Jack's Creek, Eel Creek; the principal lakes, Stony Lake, Chemung, or Mud Lake, Jack's Lake and Eel Lake, together with a number of small lakes and streams. These waters all contain Maskinongé, Bass, Salmon Trout and Whitefish; the Bass and Maskinongé spawn about the latter part of April or beginning of May; Salmon-trout and Whitefish about the 15th or 20th of October.

*Dumaresq.*—Names of rivers and streams in the County of Gaspé: Grand Pabos, Little Pabos, Grand River, Barachois of Malbaie, St John's River, Douglastown, York, Dartmouth, Madelene, St. Anne des Monts. These rivers are all frequented by Salmon, Trout, Eels and other small kinds of fish. There are other small streams such as Little River West, Little River East, Ance au Beaufils, Griffin Cove, Fox River, Little Vallée, Grand Vallée and Mont Louis. These are frequented by Trout and Eels, not by Salmon, (except outside of the coves). Smelts are plentiful in all these rivers and streams. The Salmon ascend the rivers in the months of June and July, the Trout in July and August.

*Baudin.*—I refer to the reports of the Chairman of the Committee.

*Nutt.*—Pike River, which discharges its waters into Missisquoi Bay was formerly the resort of Pike Perch (commercially called Pike) in early spring for spawning purposes in vast numbers, until Dams were erected, and since then they are less in numbers and size. The spawning grounds of these fish are the fresh water streams in April and May. There is in Lake Champlain a fish known as Lake Shad; they are not Shad but Whitefish much superior to Shad.

*Henderson.*—No Salmon comes into this Bay. Pike River on the Canada side and Missisquoi in the United States form Missisquoi Bay, outlet, Lake Champlain. Missisquoi Bay is 8 miles long and 5 miles wide, 5 miles of the length being in Canada. The other rivers and streams I have a very limited knowledge of. The fish in Missisquoi Bay are Bass, Pickerel (or Doré), Maskinongé, Perch, Drumfish, Catfish, Beaverfish, Eels, Suckers, Mullet and Shad, or rather a Whitefish that comes into the bay to spawn about the 1st of October and leaves last November or 1st December.

*Parker.*—There is only one river at Freligsburg, which is called Pike River, a small stream navigable only for canoes and small boats. It empties into Missisquoi Bay 14 miles from Freligsburg and is entirely destitute of fish in consequence of the numerous milldams upon it, none of which have passes. A few years since this river was full of Trout, Black Bass, Pike and other fish. There are also the rivers Yamaska, a tributary of the Richelieu

and Rock River, near Missisquoi Bay, both of which are nearly destitute of fish from the same cause. The spawning season of Shad, Pike (or Doré,) Pickerel, Maskinongé, Perch, Mullet, Black Bass, Sturgeon and Eels, commences in the month of May in the spring, and the months of September and October in Autumn.

*Pourier*.—Restigouche, New Richmond, Bonaventure.

*Riverin*.—The Rivers Malbaic, Black River, Saguenay, St. Marguerite, Petit Saguenay, St. John, Grand Bay, Marsh or Mars, Little Bergeronne, Escoumins, Port Neuf, Bersemits, Mitishish, Godbout, Betore, Trinity, Little Trinity, St. Marguerite, Moisie, Trout, St. Jean, Mingan, Romaine, Metasguin and many others along the coast of Labrador, in all of which the Salmon and Trout ascend at nearly the same time; the Salmon from the end of July till the end of August, the Trout a little later.

*Sirois*.—The principal rivers on the North Shore frequented by Salmon and sea Trout are the Saguenay and its tributaries, the Escoumins, Port Neuf, the Bersemits, the Godbout, the Trinity, the St. Marguerite, the Moisie, Sheldrake, Thunder River, the St. John the Mingan, the Romaine, the Watchishoo, the Aguannus, the St. Augustine, the Natashquan. The Salmon and Trout generally ascend these rivers in June and July.

*Eden*.—The different rivers in this County frequented by Salmon and Trout are the York, St. John's, Dartmouth, Malbaie, Grand River, Little Pabos, Big Pabos, Port Daniel and the Magdeline. The time of ascending the rivers for the purpose of spawning is the months of June, July, August and part of September. The Salmon spawn about the last of October, then return to sea, leaving a few stragglers that remain in the tideway of the rivers during the winter season.

*Dimock*.—The following are the names of all the rivers in this County frequented by Salmon and Trout for the purpose of depositing their spawn, viz. Port Daniel, the easternmost river of the County. Nouvelle, Bonaventure, Grand and Little Cascadepia, and the Restigouche with the streams entering there into. Of all these the Grand Cascadepia is famed for the largest Salmon. They have been caught here of a weight of 54 to 60 lbs, and in one instance 4 feet 8 inches in length. The Salmon commence to ascend the rivers in the latter part of May and have been seen ascending in September, but the chief part of them ascend in June and July.

*Mowatt*.—The main Restigouche river and its branches, viz. Metapedia, Patapedia, Kedgewick, North Branch of Kedgewick, Upsalquitch, a branch in New Brunswick. The kinds of fish are Salmon, sea and river Trout, Whitefish, fresh water Suckers, (not used) and a few Gaspereaux at times.

Salmon ascend from last of May until 15th or 20th of September; sea fish nearly the same; a few Gaspereaux from 8th to 20th June—they ascend but a short distance. I think they are increasing, but water in this river is too clear for them. The first run of fish go to the lakes, 120 miles, drop down and spawn about 15th September; later fish spawn on the river from head of tide up, continuing until the ice runs in November.

*Macfie*.—Am of opinion that there are no Salmon in any of the waters of this County.

*Hon. J. Ferguson*.—The Nigadoo, a Trout stream; Teteagouche, Salmon and Trout; Middle and Little Rivers, Salmon and Trout; Main and Nepisiguit, Salmon and Trout in great numbers; Bass River, Salmon and Trout; Pokemouche, Gaspereaux; Traeadic, North and South, Salmon and Trout, Gaspereaux; Portage, Salmon and Trout. Salmon and Trout ascend these streams between the months of June and October, Gaspereaux in June and July.

*Harrison*.—Eel River, Meduxnakik, Big Presqu Isle, Beckaguimick, Little Presqu Isle, Mouquart, and Shiketchawk. Salmon, Trout, Perch, Eels, Suckers, Chub, and Gaspereaux. About from 25th May till 10th June.

*Stickney*.—My district includes the head waters of the south west branch of the Miramichi River. This is the only river in my district and the only tributaries are what are called the north and south branches, which form a junction 45 miles above Boiestown. To this point Salmon ascend, and also up the north branch to the falls, 13 miles, in the months of June, July and August, and frequently remain till the river closes in Autumn. Herring also ascend as far as Herring Lake in large numbers.

*Edgett*.—Salmon go up Salmon River in Alma, 8 or 10 miles, from July till November.

*D. W. Stewart*.—The Rivers Jacquet, Charlo, Restigouche, Upsalquitch, Metapedia and Tomkedgewick are all frequented by Salmon during the summer months, and for the

purpose of spawning, particularly in autumn. Some remain through the winter and descend to the salt water on the breaking up of the ice. Salmon Trout also ascend the fresh water streams in the summer for a similar purpose. Other fish I do not pretend to know anything about.

*Robertson and Hickman.*—Petitcodiac, Dorchester, Shepody, and Sackville rivers. Salmon scarce. Shad, Herring, Codfish, Haddock, Pollock and Gaspereaux. Codfish come in May; Shad in June.

*R. Cole.*—Small numbers of Salmon frequent the Petitcodiac and Dorchester rivers, which are branches of Shepody Bay, and the Sackville river which empties into Cumberland Bay. Large quantities of Gaspereaux run up that river into the lakes for the purpose of spawning, about the 1st of May.

*A. Ferguson.*—The rivers and streams in this County, Restigouche, resorted to by Salmon for the purpose of depositing their spawn, are the Jacquet and Charlo rivers falling into the Bay Chaleur, the Upsalquitch and Kedgewick, tributaries of the Restigouche proper. Salmon ascend all these rivers in the months of May, June, July and August. As early as the first week in June, Salmon are seen some eight to ten miles up the Kedgewick, say about seventy or eighty miles from sea. Salmon Trout, which are very similar in their habits to the Salmon, ascend all these rivers in the summer months and spawn in September and October. The Trout is a deadly enemy to the Salmon, following it to its spawning recesses and devouring the ova in the act of being deposited.

Caplin, Smelt and Tomcods are confined to the tidal waters of the Restigouche and Chaleur Bay. They enter largely into the living of the Salmon and the Codfish. Caplin and Smelt spawn in May, and the Tomcods in December and beginning of January with the water barely above the freezing point.

*Tory.*—Guysborough, Salmon River, Clam Harbor, Goose Harbor, White Haven, Dover, Larry's River, New Harbor, Isaac's Harbor, Country Harbor, Holland Harbor, Indian Harbor, St. Mary's East and West, Jegogin and Liscomb Rivers. Salmon, Trout, Alewives and Shad ascend these rivers, and are in the most of them from early in the Spring until late in the Fall.

*Challoner.*—North River, Aspy Bay. Salmon, September.

*Hemlon.*—Liscomb, Two Rivers, St. Mary's, Country Harbor, and Salmon River. These rivers are frequented by Salmon, Alewives and Trout; St. Mary's being the only good river for Salmon, and Liscomb for Alewives. Salmon begin to ascend about the 1st of May and continue till 1st September. Alewives begin about 15th May and continue till 15th June.

*Pride.*—Ekumsekum, Liscomb, Big and Little Jegogin, St. Mary's, Indian River, Country Harbor, Cole Harbor and Salmon River are frequented by Salmon, Trout and Gaspereaux. They begin to ascend the streams about the 1st of May.

*McQuarin.*—Middle River and Baddeck. The former is frequented by Salmon, Trout and Smelts, the Baddeck by Salmon and Trout only. Trout and Smelt ascend these rivers in May, and Salmon generally in August, toward the latter end of the month.

*A. Macdonald.*—Lower River, Inhabitant, and Little River are within the limits of this District. Alewives ascend in May, Salmon Trout and Eels in October.

*Harley.*—La Have, Mush-a-mush, Petite Rivière, and Gold River. Shad, Salmon and Alewives. April, May, June and July.

*Tremain.*—Margaree, frequented by Salmon and Alewives; Rivers Dennis, Inhabitants, Mabou and Whyocomagh, frequented by Salmon in small numbers.

*Donovan.*—Grand River, River Irial, River Inhabitants, River Moulin and other small streams. Alewives in the spring going to the lakes; Salmon in the fall and Trout constantly in the rivers and streams leading to the lakes, which are very numerous in this County.

*J. V. Stewart.*—There are no rivers nor streams frequented by Salmon or other fish in this District.

*Ferry.*—Salmon and Beaver Rivers. Salmon and Gaspereaux, May and June principally.

*Dewolf.*—The Gaspereaux is the only stream in this vicinity where Salmon, Gaspereaux and other fish ascend to deposit their spawn. Time, latter part of May and early part of June.

*Lant.*—Tusket and its branches, Salmon, Argyle, Pubnico and Bel Brook rivers, &c.

Alewives ascend all these streams, beginning 1st April and continuing till July. Salmon begin to ascend the Tusket and Salmon Rivers in March and continue till December.—Formerly a school in the Tusket River continued to ascend till after Christmas.

*Thurber.*—Rivers Sisaboo and Salmon. Salmon are the only fish ascending to spawn; usual time, the months of May and June.

*M. Macdonald.*—The rivers Margaree, Mabou and Inhabitants are frequented by Salmon, Alewives and Eels. The latter river is visited by Alewives and Eels early in May, and by the Salmon in July and September. For information on the rivers Margaree and Mabou see reports of Collector of Customs there.

*J. Ross.*—River Margaree and South Branch Margaree, frequented by Alewives, Salmon, Trout, etc. Time of ascending, May, June, July and August.

*Mine.*—Round Bay, Clyde, Indian Brook; Birchtown, Jordan River, Green Harbor and Shelburne. Salmon, Trout and Alewives ascend in May and June.

*Campbell.*—Tatamagouche and French Rivers. Salmon and Trout.

*McNeill.*—North River, Baddeck River, Indian Brook, Salmon and Trout. Time of year for depositing their spawn, from last of July till last of August.

*Jones.*—There were formerly a few Salmon in this river, the Sisaboo, but since Mills have been erected very few have been taken.

*Smith.*—The Rivers and streams in this County frequented by migratory fish, with their varieties are as follows: (1.) The Gaspereaux, a river of great beauty and rapidity, draining a vast amount of country, and presenting in a long chain of lakes unusual facilities for breeding fish. It is visited by Salmon in May and June, while the Grilse run in July. The Gaspereaux resort to it in April and the earlier part of May. The Smelt visit its lower waters in early May. (2.) The Cornwallis, frequented by Salmon in June and July, by sea Trout in April and June, by Shad upon the appearance of fireflies and the night hawk, and by the Smelt about the first of May. This river is extraordinarily sluggish, draining a level country, with a rise of about one foot per mile. (3.) The headwaters of the Annapolis River, whose sources owing to dams and illegal netting are not reached by breeding fish. (4.) The Dykes of Cornwallis are permeated by a number of streams, namely, the Perealt, Habitant and Canard. These are repaired to by Sea Trout in large numbers and of great size, the sluices affording ingress and egress. (5.) The Black River a tributary of the Gaspereaux, is visited by the fish of the parent stream, Smelts excepted. The falls however prevent access to its source. (6.) The "Kentville Brook" might be made valuable as a Salmon stream, it is a branch of the Cornwallis.

*Sellon.*—Port Medway River, Liverpool River, Broad River, Port Jollic and eastern side of Port Herbert river, Salmon are taken in Port Medway river early in March, but the fishing for Salmon in that and other rivers is said to commence in April. Salmon and Alewives are most abundant in June.

*Ratchford.*—Partridge Island River and Moose River in Parrsboro.

*Kavanagh.*—Mira and Big Loren. Spawn in October.

*W. Ross and McAulay.*—Baddeck River, Middle River, North River, St. Ann's, Indian Brook, Millpond Brook, North, Middle and South rivers, Cape North, are all frequented by Salmon during the fall months. Those who succeed in reaching the spawning grounds spawn there. The time they generally ascend is during the latter end of August, September and October, but sometimes regulated by the quantity of water in those streams.

*Gordon.*—1. Barney's River; 2. French River; 3. Sutherland River; 4. East River; 5. Middle River; 6. West River; 7. Little Caribou; 8. Big Caribou River; 9. Toney River; 10. River John. All these rivers have clear gravelly bottoms and are well calculated for the propagation of the Salmon and Trout tribe, and at a former period were teeming with fish. The Salmon may be observed early in the month of August playing in the brackish water at the mouth of rivers, the female fish some days in advance of the male, and congregate at the base of a dam in the fruitless attempt to ascend. Here the miller takes toll of them, and the adjacent residents take the residue if any are left.

*Question.* 24. Are the laws with regard to the close seasons, and against illegal netting and spearing, observed?

*Answers of—*

*Cartwood.*—Yes.

*Ricks.*—They are observed by the Overseers attending strictly to their duties, which I think they do.

*Kiel.*—The laws respecting the *close seasons* as well as other regulations of the Fishery Act are strictly observed. The fishermen find that it is really to their own interest to yield a ready submission to them.

*Crowley.*—I regret to have to inform you that the laws with regard to the *close seasons*, and against illegal netting and spearing have not been observed in this locality. During the close seasons of 1866 and 1867, fishing was carried on here immediately under the eye of Mr. Peter Kiel, the Local Officer, and that too by his own brothers-in-law. The statement can be easily proved. Illegal spearing on Pidgeon Island is also carried on every calm night, and this no doubt with the knowledge of the said Officer.

*Myers.*—No, they are not.

*Reaume.*—The laws respecting *close seasons* are well observed along the river, but the Trap Nets and Pounds near the entrance of the river are a great nuisance to the propagation of fish in this County. Their number and lengths are behind common justice, and something ought to be done to remedy the evil.

*G. Macdonald.*—They are not.

*Kerr.*—By some of the fishermen and many of the people they are strictly observed.—I regret however to state that a good many of the fishermen although repeatedly fined by me for contravention of the laws still set them at defiance in this respect.

*Chalmers.*—They are not observed.

*Lamirandière.*—The laws are not observed for the following reasons: the close season of the Doré in some years comes in force too soon. It is impossible to fish the Doré on account of the ice. The fishermen do not like to pay rent and not be able to fish. The close season of the White fish, if it was observed, would be an injury to the fishermen. After selling all their fish so as to get their winter supplies, the fishermen generally reserve the very last of fishing time so as to get a few barrels for their own use during winter, as it is about the 20th of November that all the fish buyers leave off these localities to go and dispose of them in cities. The close season for the White fish is of no use, as you will perceive by the following remarks: The shoals on the north shore are so extensive, some of them so exposed to all winds, and some, the bottom of which is honey-combed rocks, it is impossible to fish there with gill nets; so I say, without the least fear of contradiction, that on seven-eighth parts of shoals, White fish spawn unmolested. The size of the nets are all legal; the spearing is done yet by very few Indians, principally for their own use.

*Thompson.*—The law regarding the *close season* has been better observed this year than formerly, on account of numerous threats made by Justices of the Peace as to prosecuting seine fishers, and visits from Mr. Kerr, Fishery Inspector.

*R. Bell.*—Not generally, but to some extent.

*Davis.*—The law regarding the *close season* has been better observed this year than formerly. Other years these fish were taken in seines, and sold in wagon loads in the spawning season. This year, on account of numerous threats made by myself as to prosecuting the seine fishers, and a couple of visits from Mr. Kerr, Fishery Observer, the *close season* has been better observed.

*Furncomb.*—It is generally supposed that a good many Salmon are speared in Wilmet's Creek every year. I do not think that there is any illegal netting.

*Frazer.*—These laws are not generally known, and not observed. There is but little fishing done here.

*Simpson.*—They are observed to a certain extent.

*Scott.*—The *close seasons* are not observed. In years previous to this both netting and spearing have been practised throughout April and May.

*Whitehead.*—They cheat when they can.

*Anderson.*—The *close seasons* and the fishery laws are generally well observed.

*Coventry.*—I am afraid not. In the spring, on Rice Lake, when the fish are spawning, there can be seen on any night from 15 to 20 lights of parties spearing fish, the parties not being Indians.

*Elliot.*—The Inspector of Fisheries here is very particular in enforcing the law in this respect.

*Ferrier.*—They are not well observed.

*Dumaresy.*—Pretty well observed in the Rivers York, Dartmouth and Saint John; cannot say for the other rivers.

*Baudin.*—The laws are observed.

*Nutt.*—In the fall of 1867 a company of American fishermen, who had the previous year been operating in that part of Missisquoi Bay which is within the State of Vermont, but had been stopped by the enactment of a law in that State prohibiting the taking of White fish with pound nets, came and placed their nets in the Bay within the Canadian boundary, and opposite the Parish of St. George, where they carried on a destructive fishing business, and continued it until the lake froze up. This I consider a violation of the Fishery Act of 1865, if not repealed. If pound nets are allowed to be used, in three years we shall not have any White fish left.

*C. C. Fox.*—A certain amount of spearing goes on, but not sufficient to affect the fisheries materially.

*Henderson.*—There never was any attention paid to the *close season* until last season, when the parties were threatened; they left off fishing for a few days near the village, but kept on fishing in other parts of the lake all the same.

*Parker.*—Some years ago, I am informed, fish were much more plentiful than now, the cause of which is the illegal fishing with nets, seines and spears, carried on during the spawning seasons.

*Pourier.*—Yes.

*Riverin.*—I think they are pretty well observed on the great or main river, but there are many smaller streams on which, as there is no guardian, there is no sufficient watch kept; and there, I have heard that both nets and spears are in use unlawfully, to take the Salmon when about to spawn.

*Sirois.*—They are strictly observed in all the streams, as they are well watched by the guards.

*Eden.*—The law in general, well observed.

*Whalen.*—Where there are Overseers.

*Dimock.*—For other rivers than the Grand and Little Cascapedia, and the Bonaventure I cannot say, but as for these three rivers the Overseer has done his utmost to have the law regarded. All the violations that could possibly be found out were followed by successful prosecutions against the violators. Last season being the worst spearing was commenced on the Grand Cascapedia and Bonaventure Rivers, on the grounds that those so doing had as good a right to spear as the Restigouche Indians who had obtained license for spearing in that river. A complete watch was kept by the Overseer, night and day until eleven Indians and one white man were convicted and six canoes confiscated.

*Mowatt.*—Four years ago there were no laws observed, the river was poached upon at all times on the head waters or spawning grounds, by parties from St. John river, (to which parts of it is in close proximity,) and on the lower grounds by inhabitants and Indians; in consequence the Salmon were about extinct. Last year every net was licensed and observed *close time*, every Indian had a permit and a certain distance on the river, and no fish was disturbed in the Kedgewick or Patapedia. The nets in tideway also observed *close time* for the first, which resulted in a large number of fish spawning on the beds last fall, —much more than I ever expected to see.

*Macfie.*—They are duly observed.

*Hon. J. Ferguson.*—The laws with regard to the *close season* and against illegal netting and spearing, are enforced as far as the Wardens are capable of doing.

*Harrison.*—In my district they are well observed.

*Stickney.*—The laws against illegal fishing are not well observed; it being a wild district and there being no overseers of fisheries it is very difficult for the Warden to prevent illegal fishing. Spearing has been the principal way of killing Salmon; this is done by lumbermen and parties going over from the St. John river, there being no residents.

*Edgett.*—The law is entirely disregarded. Salmon are taken out as long as they can be eaten.

*D. W. Stewart.*—They are not observed. It is to be feared that illegal netting and spearing and violation of the *close seasons* are countenanced, if not encouraged.

*Robertson and Hickman.*—No regulations about seasons.

*R. Cole.*—They are observed.

*Wetmore.*—Salmon and Shad are taken during the months of June and July in this river, the latter in nets only, the former mostly with spears. But when the fish are allowed to be disturbed and nets strung across the river without restriction, and the fish prevented from passing up and down the same during the season of spawning they naturally become very scarce. There seems to be no person whose duty leads him to look after this section of the Province, therefore the fish are disturbed without hindrance.

*A. Ferguson.*—I believe the laws with regard to *close seasons* are strictly observed by licensed Salmon fishers,—the “fence time” from Saturday till Monday was only introduced into this County on 1st July last, and I have reason to believe that it has been rigidly observed. I look upon this “fence time” as of great importance to the trade, in further propagating the Salmon. The labor to the fishermen can be very much reduced by allowing them to lift the *bar net* only, without compelling them to lift the “swings” also, which in many instances is attended with much labor without a corresponding good, as no fish are taken in “swings” when the bar is lighted.

I cannot say of my own knowledge, but it is currently resorted that illegal netting, or drifting for Salmon is much resorted to above the tidal waters of the Restigouche by white people, and spearing by Indians.

*Tory.*—Laws are not observed, and are openly transgressed.

*Challoner.*—Not in the least.

*Hemlon and Pride.*—The law against netting and spearing is not observed.

*McQuarin.*—I believe the law is not observed. Spearing is very much indulged in. I am not aware of much netting.

*A. Macdonald.*—Very few of the shore fish ascend the rivers and the fishermen don't look much after them.

*Harley.*—No.

*Tremain.*—They are.

*Donovan.*—No attention paid to *close seasons* and illegal netting of fish carried on with impunity to an immense extent.

*Perry.*—Not very strictly observed.

*Dewolf.*—The laws are probably as well observed as in most places, doubtless there is some evasion.

*Lent.*—The fishery Regulations based on the Provincial Act are not sufficiently observed and enforced.

*Thurber.*—They are observed to some extent.

*M. Macdonald.*—Not observed at River Inhabitants.

*J. Ross.*—Carelessly observed, and greatly abused by spearing, sweeping and otherwise.

*Nicolson.*—There is no person to look after them.

*Mine.*—Illegal netting;—not observed.

*Campbell.*—Law enforced.

*McNeill.*—They are.

*Jones.*—There have been regulations made by the Sessions, but the interest of the people in the lumbering business has been considered of more advantage to the public than fish.

*Smith.*—The laws regarding *close seasons* are frequently broken, especially by Indians who spear large numbers in September in Cornwallis River. The Gaspereaux River is the scene of abominable poaching, illegal netting in all its varieties being the rule rather than the exception.

*Sellon.*—Our local law is defective, and has not been effectual in protecting fish.

*Ratchford.*—Not generally observed.

*W. Ross & McAnlay.*—The laws are not enforced.

*Gordon.*—No; but the very reverse.

Question 25. Are the dams across streams frequented by fish, provided with fishways or passes, according to law? If not, state the localities and the names of the delinquent mill owners; and suggest, if you can, any improvements in the fishways or passes in use.

Answers of—

*Cartwood.*—None are that I am aware of. On the Saugeen, there are only three mill dams in Bruce; *John Denny, Sailor and Company*, and *Wm. Hall*. On the Sauble, near

the mouth, there is a fall of about 14 feet, impassable to any fish. *John Street, Robert Young, H. M. Richards, and Luke Gardner* have mill dams on this stream. On the Penetangore, *Matt. Macpherson* and *Wm. Suttons* have mill dams. I have named the dams in the order in which they occur ascending the streams.

*Hicks*.—There are no dams in my locality that interfere with any of the fish mentioned in the Fisheries Act. There are no fishways.

*G. Macdonald*.—Do not know about River Trent.

*Kerr*.—I have the honor to state that the Grand River, the most important with dams in my district has no highways in any of the dams from Mount Heley to Caledonia, inclusive.

The delinquents are the *Grand River Navigation Company*, otherwise the *Municipality of the Town of Brantford*. I notified the Company's Secretary, Mr. Thomas Broughton, by order of the Fishery Department at Ottawa, to put in the fishways in the dams. My notice has not yet been complied with. I have reported the matter to the department at Ottawa.

Since the fishway was put in the dam at Dunville, anglers at Brantford and Galt don't complain of a scarcity of fish in the Grand River, at those places. But previously the people at those towns did complain.

The fish can at all times ascend the river as far as Mount Heley. Last spring, however, the fish got up as far as the town, or dam, at York; the dam at Mount Heley was carried away by the freshet.

The Government having built a fishway in the dam at Dunville, and the waste gates at Haldimand being continually open in spring, fish can ascend the Grand easily and readily in the spring of the year to Mount Heley. I can suggest no improvement to the present fishways in use at Dunville, Brantford, Paris, and Galt.

They answer the purposes for which they were constructed, admirably. The Department at Ottawa have already adopted the most improved pattern, and given me a model.

*Chalmers*.—I have been informed that none of the dams on any of the rivers I have named are provided with fishways.

*Lamirandière*.—There is a dam across the river Collins Inlet, but it does not hinder the Doré from spawning.

*Thompson*.—There are five dams across the river, and none of them are provided with fishways. These dams are owned by the Town of Brantford.

*R. Bell*.—The mill dams are nearly all furnished with slides.

*Davis*.—There are five mill dams across this river, and not a fish slide on one of them, so that fish cannot ascend except a break happens at some of the dams. I brought this matter under the notice of Government through our County Council, but no action was taken, and the law regarding fish slides is a dead letter.

*Haycock*.—The dams on the Grand River below this prevent the fish coming up.

*Farncomb*.—There are no mill dams on Wilmot's Creek within four miles of the lake, and the spawning beds are within that distance; but Mr. Wilmot has placed an obstruction across the creek to obtain fish for artificial breeding, which completely prevents any fish from ascending the stream. In my opinion, this will soon put a stop to the visits of Salmon to the stream, unless he succeeds in bringing to perfection those which he hatches. My reasons for thinking so, are because they were in the habit of ascending the streams at Darlington, Port Hope and this place, until mill dams were erected near the mouths of those streams.

*Frazer*.—There are no dams in this County to obstruct fish.

*Van Ingen*.—In consequence of the numerous mill dams west of London, Middlesex, there are now no large fish, as formerly, in this County. There are two or three dams in this County, owned by *J. H. Brown*, a flax miller, who has not complied with the law as regards passes.

*Simpson*.—No dams across streams in this County.

*Scott*.—I cannot learn that there are fishways at any of the dams in this County.

*Whitehead*.—Dams are across streams, but the fish stop outside.

*Anderson*.—There are no dams across rivers in this County.

*Coventry*.—No, not in general. There has been only one fishway throughout the country, and this was of no avail, as it was not properly put in. In the three main creeks,

Lean's, Jones' and Hagerman's, the first dam is *Thomas Bingley's*, and there are several other dams above it. In Jones' Creek there are *Fraser's* factory, *Perry's* mill, and several other mills above. In Hagerman's Creek *John Wade's*. None of these have fishways.

It would take up too much space in this Report to suggest how these fishways should be constructed.

*Ferrier*.—I know of no mill dams in the County provided with fishways other than timber slides; these are quite useless for the purpose except during the spring freshets. All mill dams should be provided with a slide cut, that would serve the purpose of letting off waste water, and afford an easy passage for fish at all seasons. The young broods require the free use of running streams, as well as the largest fish.

*Dumarsy*.—There are no dams across any streams frequented by fish in this County that I am aware of. It would be advisable to have a fishway made in the rivers Dartmouth and Grand Pabos, to enable the Salmon to go up these rivers. Several Salmon have been found dead at or about the foot of the falls in both streams. The difficulty in removing some rocks in the Dartmouth would not be expensive, and would be the means to allow the Salmon to go up to splendid deep pools of water some miles above. The work in the Pabos would be greater and more expensive.

*Baudin*.—No contravention.

*Bertrand*.—I know of no fishways or passes in this County. I consider them necessary, at least in many places.

*Nutt*.—Pike river was formerly resorted to by fish in vast numbers, but since the erection of dams across it they are less in number and size. There are no fishways in said dams.

*Henderson*.—There is a dam on Pike river four miles from the lake. It is owned by *Chester Roberts and Sons*, and has no fishway.

*Parker*.—Pike River is utterly destitute of fish in consequence of there being no passes in the numerous dams across it. A few years since this river was full of Trout, Black Bass, Pike and other fish.

*Whalen*.—There are none in the way.

*Dimock*.—There are no dams across any rivers in this County except Port Daniel, which, I believe, is provided with a fishway.

*Mowatt*.—No dams or mills on the Restigouche River.

*Macfie*.—There are from nine to thirteen passes required on Pike River alone. A pass is urgently required at St. Ours as no saltwater fish can now get up to Lake Champlain.

*Hon J. Ferguson*.—The dam across the Teteagouche is provided with a pass according to law, which suits the purpose for which it is intended. Cannot say whether artificial obstructions exist on any of the other streams.

*Harrison*.—They are not;—Eel River, *Asa Dow* at the mouth, *James Murchie*, about 8 miles above, and *Hon John McAdam* at about 9 miles from its mouth. No passes in use. *Meduznakik*, *C. P. Peabody*, *J. Leary*, *D. McLean*, *Robert and Hugh Davis*, and *Hugh Davis Junior*.

*Stickney*.—There are no dams in my district except one on the south branch above where fish generally ascend.

*Edgett*.—Point Wolf River was partly obstructed about 20 years from 1826. Since that time *Jas. and Gideon Vernon* built a high dam that no fish have gone over for 23 years. Several streams in the Parish of St. Martins have been entirely closed,—no fishway in any of the dams. I have no knowledge of fishways; I never saw one.

*D. W. Stewart*.—None that I am aware of requires such fishway in this vicinity, except the remains of a mill dam on River Charlo. The mill, owned by *John Galbraith* of that place, was swept away by a freshet in 1866.

*Robertson and Hickman*.—Dams are provided with fishways and fish frequent milldams.

*R. Cole*.—Am not aware of any difficulty arising from such causes.

*A. Ferguson*.—No dams.

*Tory*.—Dams across several of the streams, are not provided with fishways; mill-owners set the law at defiance, and will continue to do so until proper officers are appointed.

*Challoner*.—No dams or mills on River.

*Hemlon*.—I am not aware of any rivers being closed by milldams that are good for fish.

*Pride*.—Not in all rivers; Country Harbor has no fish pass. One *Sinclair* has a dam across it. The law is not carried into effect.

*McQuarin*.—There no dams or other obstruction across streams that interfere with the fish.

*A. Macdonald*.—No mills or rivers in this County.

*Hurley*.—No; all of them.

*Tremain*.—They are.

*Donovan*.—No dams, I am informed, are provided with fishways.

*Perry*.—They are, but not of a proper description. Fish stairs of an improved description should be introduced.

*Dewolf*.—Dams are not allowed across the stream. Where attempted a few years ago it was very soon torn down.

*Lent*.—They are not provided with sufficient fishways according to law. One in the locality of Raynard's Falls, owned by *Raynard and others*, one at Carleton owned by *Jos. Miller et al*; one at Briton's owned by *Briton's*; one at Coldstream, owned by *Louis Delong et al*; one at Bad Falls, by *Gideon Hurlburt*; one at Gardiner's Mills, by *Edward Nickerson et al*; one at Kempt by *Gray's*, and one by *Nat Travis, et al*; one by *Jas. Hurlburt, et al*; one by *Gray and others*; one by *J. R. White et al*; at Pleasant Valley, one by *Porter and others*; and one by *Durker and others*; at Salmon River, one by *Moore and others*; at Eel Brook, one by *Lesem Porter et al*; and one by *Babine and others*; at Argyle, one by *Frost et al*.

*Thurber*.—There are no dams nor hindrances in these rivers.

*M. Macdonald*.—No dams nor obstructions.

*J. Ross*.—No mill-dams in fish-ways. The most important to be made by good inspection.

*Nicolson*.—Would be the better of looking after.

*Mine*.—The dams are not provided with fish-ways.

*Campbell*.—Yes.

*McNeill*.—I hear of no complaints.

*Jones*.—The main dam across the river is owned by *Messrs. F. W. Goodin & Co*.—There is a fish-way or pass; but little attention is paid to it as the prospect of fish is small.

*Smith*.—Where dams exist no fish-ways or passes are constructed or left. On the Gaspereaux River no dams exist except at the entrance to Gaspereaux Lake, here however two suitable passes are open. I would suggest that the edging or scantling and saw-dust, which accumulates at this mill should be burned twice annually, as it too often encroaches upon or chokes the passes. *Webster's* mill upon the Cornwallis is without a pass, as are all other dams upon this river. *Redding's* Mill on the Kentville Brook is similarly unprovided, and all dams upon the Annapolis River are without ladders or gates for running fish.

*Sellon*.—Our rivers are obstructed by dams, and a number of dams are on each river; they are not provided with fish-ways. The localities are numerous.

*W. Ross*.—There is a dam across Millpond Brook at *Fife's* mill which prevents Salmon ascending that stream. There may be others in the County.

*Gordon*.—Not any mill-dam in the County so provided, and all the streams in the County are obstructed by dams for saw or grist mills.

*Question 26.* Do you know of any particular river which the fish ascend and where they have been destroyed in consequence of the contraventions of the Fishery Laws, and can you suggest any amendment to the laws, or recommend any administrative measure in relation to the subject?

*Answers of—*

*Cartwood*.—I do not. In fact in my opinion the river fisheries, if they can be so called, are utterly valueless. The whole value of fish caught would not equal the cost of keeping the fishways in repair.

*Hicks*.—I do not. With regard to amending the laws regarding seine fishing for White fish, I would state that this fish is our main dependence for export. The young fish come in on the Seine grounds to feed, as soon in May as the water becomes warmed,

and if not disturbed will remain on the feeding grounds most of the time during the warm season, while they are growing and are from  $\frac{1}{2}$  lb. to  $\frac{3}{4}$  and 1 lb weight. The seines by hauling the young fish when they are in larger shoals on the ground, kill thousands of them at every haul, that are not fit for sale or use. White fish when young are very tender and the crowding of them together and the twine of the seine coming against them destroys them, as they will not try to get through the meshes until near the shore.

*Kerr.*—I have the honor to state that by reference to the past I can say without fear of contradiction that all the rivers on Lake Ontario, in my district, alluded to in my answer to your question No. 23—were heretofore in the fall of the year in spawning time, literally alive with Salmon, and before the fish entered the rivers to deposit there spawn were found all along the beach of Lake Ontario, from Port Whitby to the mouth of the Niagara river. I only speak of my district. The late Benjamin Sherbenelle, a fisherman resident at the time on Burlington beach, Lake Ontario, has repeatedly taken, near Fort Credit with his seine in one haul, one thousand Salmon, and this was often repeated by him, and at illegal seasons of the year, while the fish were waiting their time to enter the Credit river to spawn. The first easterly heavy blow always brought the Salmon to our Lake Ontario coast, about the twentieth of September, and in October they were known to enter the creeks. All the Salmon have been destroyed in consequence of Contraventions of the Fishery laws.

Since my appointment as Overseer, a few Salmon have again made their appearance in the rivers of Duffin's creek, the Rouge, the Humber, and the Credit, in the fall of the last two years. And last spring in the river Credit, and the Rouge, two Salmon also made their appearance, and were illegally captured. Two Salmon were legally taken at Niagara. See my answer given you already to question No 23.

I prosecuted three men for spearing Salmon in Duffin's Creek, in October 1866. They were fined; this has since had a good effect, Salmon having again ascended the same stream last October, spawned there, and went away again without being molested.

I respectfully recommend as the most effectual administrative measure, that a clause should be inserted in the present Fishery law, thus: That there shall be no appeal from the Magistrate's conviction to any of the upper Courts of law; persons aggrieved by such conviction may appeal by petition to the Ministers, &c, &c, &c.—Please refer to sub section 6, of section 16. of the present Fishery law.

*Chalmers.*—I do not know of any river where fish have been destroyed, but I think that throwing sawdust from mills into the rivers is a great injury to fish.

*Lamirandière.*—I do not.

*R. Bell.*—Pike, a fish of considerable importance in these inland waters are caught in considerable quantities as they go into the drowned lands and shallow waters to deposit their spawn in April and May.

*Farncomb.*—In my opinion the best plan to prevent the destruction of fish would be to employ a watchman or watchmen to prevent spearing say from about 10th September to 10th November. I think also that Mr. Wilnot should be obliged to allow some of the Salmon to visit the natural spawning beds.

*Fraser.*—I do not know of any damage sustained by the fishing interest in this County.

*Simpson.*—No.

*Scott.*—As mentioned in 23 the Salmon have become extinct in the waters therein named, and can only be restored by artificial propagation at considerable expense.

*Whithead.*—No.

*Coventry.*—Rivers Trent, Dean's, Jones' and Hagerman's. Salmon formerly ascended those creeks by thousands, and still do so to some extent; if properly protected would do so again. They have been destroyed in vast quantities by spearing and netting during the spawning season, and surreptitiously carried over to the United States. I do not think you could improve the present law as regards Salmon or Speckled Trout. An active fishery Inspector should properly attend to it; he should be constantly on the watch and should be properly remunerated for his trouble. Killing even one fish during the spawning season destroys thousands which would eventually be a great boon to the public.

*Elliot.*—Do not know of any. The run of fish this season seemed as large as usual.

*Fairbanks.*—I recommend the following amendments to the Fisheries Act:

That no Salmon, Salmon Trout, Lake or River Trout, Maskinongé, Pike, Pickerel or Bass be caught, taken or killed by spear, grapnel hooks, negogs, nishagans, nor by aid of torch-light or any other artificial light, nor with gun.

That no seine or gill net shall be used in any Bay River or Creek in Ontario except Georgian Bay and the Bay of Quinté, or the St. Clair, Niagara, Detroit and St. Lawrence Rivers, save a hand net to catch Suckers and Mullet in their seasons.

The close seasons for Speckled Brook Trout to be from 30th August to 1st April. For Maskinongé, Pike, Pickerel and Bass, from 15th April to 1st May.

*Ferrier.*—I entertain the opinion that very few persons would attempt a contravention of the laws if printed notices were put up in the vicinity of fishing grounds during the close seasons. I have reason to believe that a good deal of netting and spearing is done in ignorance of the law.

*Dumaresny.*—All the rivers are pretty well watched, I believe, by the Fishery Overseers, thereby preventing contraventions of the Fishery Laws. But I will remark here that those fishing with rod and fly should not be allowed to fish any later than those with nets, that is that both net and fly fishing should be limited to the same time. In the month of August the Salmon have reached their spawning pools or beds, and there they should be allowed to remain, undisturbed. At or near spawning beds no trees, nor any brush wood should be cut away, nor any thing in the river removed to disturb the fish. The shade they seek should be allowed them. Large quantities of Salmon are killed during the month of August by fly fishing, and all those Salmon are mother fish full of hard roe. The season should close for both net and fly fishing at the same date, before the 1st August.

*La Perrière.*—As to the Salmon Fishery I have not much experience in it, but common sense will point to any one possessed of it in the least degree that the surest and most efficient way of destroying it is to allow the monopoly of fly fishing to particular individuals, who are there to surprise and catch the Salmon in the shallow parts of rivers where they have gone to spawn. The few which escape the nets are sure to be caught by the fly fishers. If it requires experience to demonstrate this insinuation let a river be dried and well attended to, and there is no doubt that it will be ruined. My opinion is that net fishing with the present proper restrictions is the proper way of fishing it.

*Baudin.*—I know of none; the existing Fishery laws appear to me greatly to be commended.

*Bertrand.*—If the fishery law was observed to the letter our lakes and rivers would yield excellent fish. Am of opinion that the best way would be for the Government to appoint a person to see to the observance of the law.

*C. C. Fox.*—I think both justice and common sense suggests such an amendment to the laws as will restrict the time allowed for fly fishing for Salmon. I assume that the primary object of the fishery laws is a commercial one, and the gratification of sportsmen a secondary consideration,—that the greatest number of nets and the longest time for fishing them is allowed that is considered consistent with a due regard to the preservation of the fisheries, and that when the law enacts that all nets are to be taken up on the 31st July, it thus declares that the greatest number of fish has been caught consistent with such preservation, and that all those arriving after that date must be allowed to ascend undisturbed to their spawning beds to propagate their species. And yet, most strangely, this same law allows any number of persons, (by paying a small sum by way of lease) to follow the fish up the river and for a further period of one month destroy them in the haunts they had selected for spawning. In the tideway the river is wide, the number of nets limited, and a Salmon may take twenty routes without meeting one. In the river the fish congregate in few spots which an unlimited number of people may fish until cleaned out. In the tideway the traps are fixed, and the Salmon must hit them by chance, whereas in the river, the traps go, as it were, to the fish, whose chances to escape are thereby considerably lessened. If a larger number of fish than has been caught by nets up to 31st July can be taken without injury to the fisheries, justice demands that the fishermen, who depend upon the produce of their nets for a living should have the same chance of obtaining a share as the more fortunate angler who seeks but a little amusement, and the time for net fishing should be extended. But if, on the other hand, the number of Salmon that safely run the gauntlet of the nets, or arrive after they are raised is no more than sufficient to restock the rivers, then they should be allowed to rest undisturbed in their spawning beds, and as it matters not whether they are destroyed by net or line the cessation of fly fishing should be coincident with that of net fishing.

*Henderson.*—The fish of the lake here can ascend no farther than the fist dam.

*Riverin.*—I have been informed that at the river Little Trinity they take Salmon both by spearing and in nets, and that also in the Ste. Marguerite and Saguenay, they are so taken, and that it would be difficult to prevent them.

*Whalen.*—Not to be allowed to eat fish in spawning time.

*Dimock.*—In fact all the rivers of this County have been completely drained of Salmon by spearing, but since the present law came in force and spearing has been kept down, Salmon and Trout are replenishing. By disallowing spearing altogether in any of the rivers and otherwise strictly enforcing the present law, the rivers would soon be made to abound with fish.

*Mowatt.*—The Kedgewick branch of main river, owing to its proximity to St. John is hardest to protect. The only remedy is an extra assistant placed there for one or two seasons, with power to defend himself if assaulted in the execution of his duty; also imprisonment for 12 months for parties caught on breeding rivers attempting to take Salmon, or having instruments or nets in their possession calculated for that purpose.

*Macfie.*—Damming Pike River has entirely destroyed the fishing on it; but if fishways were constructed in the dams I think it might be restored.

*Hon. J. Ferguson.*—The fish ascend the Teteagouche and main Nepisiguit rivers and have been destroyed. Contraventions of the law have been pretty successfully prevented by the Wardens, but would be more so were the salaries of these officers increased and their whole time devoted to their duties.

*Harrison.*—Eel River and Meduxnakik. The owners should be compelled to obey the law, and proper rules and regulations should be made respecting Salmon fishing.

*Stickney.*—I think the greatest evil has been the taking of fish after the season allowed by law, and to remedy this as far as possible I would suggest that Overseers be recommended by the Warden and appointed by the Government.

*Edgett.*—Point Wolf River is the only stream entirely closed. Salmon still haunt there yet, outside of the dam.

*D. W. Stewart.*—Yes. The Jacquet and Tomkedgewick, especially the latter, where persons, it is said from St. John and the United States as well as amongst ourselves, encamp near the spawning grounds, kill, cure by the the process of smoking, and carry away large quantities in defiance of all law and authority. It is even thought dangerous to disturb them. I have also heard that the spawn has been taken down in canoes to be used as manure.

*Robertson and Hickman.*—Not aware of any river where the fish are interfered with.

*A. Ferguson.*—Yes. From reports in circulation I believe Salmon are illegally destroyed on the Restigouche above the tidal waters, and on its tributaries, in contravention the Fishery laws by resident inhabitants and strangers as well as Indians. The Kedgewick River is visited frequently (the last in September, 1868) by parties from the Madawaska and River St. John, who ascend the Grand River, Portage across to the Wagan, thence down stream to the Kedgewick—the great spawning grounds of the Restigouche Salmon—regularly fitted out for a fishing excursion, making a business of it, and destroying large numbers of Salmon on their spawning beds. These inroads are chiefly made in the latter part of August and beginning of September, far remote in the interior, beyond resident inhabitants.

I cannot suggest any amendment to the present Fishery laws, but I would recommend a more rigid enforcement if the laws now in existence, particularly on the spawning grounds and the approaches thereto. There being no turnpike roads on the Restigouche or its branches beyond the Upsalquitch, the supplying of the large lumber business is therefore carried on during the season of navigation in tow boats, or scows drawn by horses, in consequence of which large quantities of Salmon spawn are annually dislodged or destroyed. This is chiefly on the Restigouche, when the water is low, by the grounding and dragging of the scows on the shoals, and by the tramping of the horses, dislodging the ova from their beds and destroying them altogether. It is difficult to suggest a remedy for this.

*Tory.*—The fish are not so plentiful, and are fast falling off, owing, I think to the carelessness of, and deficiency of proper officers.

*Challoner.*—North River.

*Hemlon.*—Am not acquainted with any such rivers.

*Pride.*—Country Harbor has been falling off in quantity. The cause is attributed to the milldams across the same. St. Mary's which is the best river in the County for Salmon has been injured by spearing and setting nets in the fresh water where the fish resort to

spawn. The law, if it could be carried into effect is very good, but it does not give the Inspectors enough power. The spearkers black their faces and otherwise disfigure themselves to avoid detection. I would suggest that no Salmon be taken above the rise and fall of the tide after 30th June, and also that some more stringent measure against spear- ing be passed. I would give the officers almost unlimited power over the spearkers.

*McQuarin*.—I do, but cannot suggest any amendment to the laws. I would suggest, to administer the existing laws. There is no Warden in this place.

*A. Macdonald*.—None in this district.

*Harley*.—The river La Have exported 40 years since from 1500 to 2,000 bbls Shad, Salmon and Alewives; now not a fish is sent out. This is the case with all the rivers in this County, and indeed more or less with all the rivers in the Province.

*Tremain*.—Parties are continually breaking the law, and are from time to time prosecuted by the Fishery Officers. I know of no amendment I would suggest.

*Demonan*.—All the small streams leading to the lakes are stopped by nets and dams by the inhabitants of the neighborhood. I would recommend a stringent law with severe penalties, to be enforced by a paid officer who will be expected to do his duty.

*Perry*.—Fishery in the rivers mentioned is now mostly destroyed by milldams and improper fishing. I think that if proper fish stairs such as are now used on some of the streams in the United States and Europe were introduced those fisheries might be restored.

*Dewolf*.—Do not know of any particular river, &c.

*Lent*.—In all the rivers mentioned the fish have been so destroyed.

*Hemlon*.—I know of none.

*M. Macdonald*.—There are Salmon destroyed at River Inhabitants in contravention of the laws, there being no Warden or other Fishery Officer at that place.

*J. Ross*.—In the Margaree River. The remedy I would advise is close inspection, heavy fines and imprisonment.

*Nicolson*.—A superintendent would do a great deal of good.

*Mine*.—All the rivers have been injured in consequence of not having proper regulations carried out.

*Compbell, McNeill & Jones*.—Do not know of any.

*Smith*.—The Gaspereaux River is now almost entirely depopulated of the delicious and profitable fish from which it derives its name. This has arisen from illegal damming and ruinous netting. The dam from which the evil sprung has been wholly prostrated. Salmon have been very scarce this year in this river. A County Inspector is required who could exercise full supervision and by appointing active Wardens and certifying their bills ensure the performance of their duty and full remuneration of their services.

*Sellon*.—Salmon and Alewives are injured and destroyed in all our rivers in consequence of imperfect laws, and the laws not fully acted on. The Dominion law appointing a Fishery officer to a County, with a good staff of Wardens to assist him will have the effect desired if the officers are of the right stamp and sufficiently paid for their time and service.

*Kavanagh*.—Know of none.

*Gordon*.—Would recommend that the law for the protection and increase of the Fisheries, passed 22nd May, 1868 at Ottawa be extended to Nova Scotia.

**Question 27.** Are you aware of any important district where a more regular inspection is required in order to prevent contraventions of the Fishery Laws which now occur? State the results of such contraventions as regards the fisheries in general.

*Answers of—*

*Cartwood*.—I am not. The Fishery Laws are well observed in this County.

*Hicks*.—I am not. The Overseers, as far as I know, attend faithfully to their duty. I think the Overseers should have power to appoint special Constables, as general Constables are not to be had sometimes, when needed most.

*Myers*.—Yes; in Prince Edward and Frontenac, by lessees monopolising the fisheries and subletting at enormous rents to foreigners and others, thereby prohibiting practical fishermen.

*G. Macdonald*.—There ought to be an Inspector on Bay of Quinté, as in my opinion the fish will soon be exterminated by gill nets unless the law is rigidly enforced through a competent Inspector.

*Kerr*.—I have the honor to state that the whole of my district, at certain periods o

the year, requires a great deal of my attention in order to prevent contraventions of the Fishery Act. Any single act of contravention if allowed to pass unnoticed and unpunished would lead to a repetition of the offence.

I make it a rule never to overlook an infraction of the Fishery law that comes to my knowledge, committed in my district. I do my duty to the best of my ability according to law and the instructions and regulations I receive from the Department at Ottawa. I have frequently felt the insufficiency of the Fishery Laws, with regard to offenders convicted by a Magistrate and acknowledging the offence, but who appealed against the convictions to the Court of Quarter Sessions. The convictions have invariably been quashed by the Juries, although the evidence was as clear as the noonday, and as the sun at meridian.

*Chalmers.*—The people in the neighborhood of Mill Creek complain that the fish are kept back by dams erected.

*Lamirandière.*—I do not know of any District where more attention has been paid to prevent trespasses.

*R. Bell.*—No.

*Fraser.*—I am not aware that any Inspection is necessary or that it would repay the cost and trouble, this not being a fishing locality.

*Simpson.*—No.

*Scott.*—Understand that there is an Inspector who visits the only fishing ground in this County.

*Whitehead.*—No.

*Coventry.*—Yes. A closer inspection is required throughout this District.

*Elliott.*—Do not know of any. Think the Inspector very vigilant.

*Boudin.*—I know of none.

*Nutt.*—I consider that a more vigorous inspection should be made here, as to the execution of the Fishery Laws, and by a person more acquainted in this section with violation of the laws.

*Henderson.*—Am not aware of any.

*Parker.*—There are no Inspectors of Fisheries in this County. In my opinion one should be appointed for Missisquoi Bay.

*Riverin and Eden.*—Do not know of any.

*Dimock.*—Not aware of any in this County, all the most important places being under the protection of Officers.

*Mowatt.*—I am not aware of any. More time for the law to be understood and worked will make a great change.

*Macfie.*—Am not aware of any.

*Hon. J. Ferguson.*—Am not aware of any District other than those named in the previous answer where contravention of the Fishery Laws has occurred. The laws are sufficiently protective when enforced. The contravention implied, is the killing of fish in the close seasons, which tends to injure, and ultimately would destroy the fisheries.

*Harrison.*—From the lower end of Prince William to Eel River in the County of York, a distance of about 30 miles, where no person was appointed last year to look after this District. Result was that most of the fish were caught within those limits, to the injury of the fishermen above.

*Edgett.*—I think the law should be put in force.

*D. W. Stewart.*—Answered under 26.

*Robertson, Hickman and Cole.*—Not aware of any.

*A. Ferguson.*—I would recommend a more vigilant inspection of the following rivers fish so destroyed. In proportion as these illegal practices are prosecuted the injurious effects are in time visited on the whole coast and tributaries, and in due time on the whole trade.

*Tory.*—The whole County of Guysborough requires more stringent regulations and inspection.

*Challoner.*—North River; while Salmon are ascending they are speared and netted. It is not uncommon for inhabitants on this River to have tubs of Salmon roe salted, which they use as food. This is done yearly. Twelve years ago it was not unusual for a fisherman to get from 30 to 40 bbls. Salmon in four fleets of nets in the Bay. At the present time with the same appliances 12 bbls., is considered a good fishing. Salmon are only caught in the Bay during the month of June.

*Hemlon.*—Am not aware of any.

in order to prevent contravention of the Fishery Laws, viz : Jacquet, Charlo, Upsalquitch and Kedgewick, the Metapedia and the Main Restigouche, where Salmon resort for spawning. The destroying of one female Salmon during the spawning season is equal to the destruction of 1,000 ova for every lb., of its weight, or an average of 10,000 for each

*Pride.*—The District of St. Mary's requires a more regular inspection.

*McQuarin.*—The Sand River is the best in this County, and I am sure a more regular inspection is required.

*A. Macdonald.*—Not aware of any.

*Harley.*—All of the rivers.

*Tremain.*—The Margaree District requires a more regular inspection. The contravention of the laws while the fish are ascending causes a falling off in the fish.

*Donovan.*—The County of Richmond is without inspection of any kind, and Salmon, Trout and Alewives are destroyed to an immense extent.

*J. V. Stewart.*—Am not aware of any.

*Perry.*—In Salmon and Bear Rivers fish were formerly quite abundant but are now nearly destroyed through the agency of Milldams and illegal fishing.

*Dewolf.*—Not aware of any.

*Lent.*—All the districts and localities mentioned in my reply to question 26 are important, and a more regular inspection is there required. Contraventions of the laws are rapidly destroying the River fisheries.

*Thurber.*—See last clause of my reply to Question 18.

*J. Ross.*—Margaree River requires a good Inspector, also fines and imprisonment.

*Nicolson.*—Not aware.

*Mine.*—They all need a more regular inspection.

*Campbell.*—No.

*McNeill & Jones.*—Do not know of any.

*Smith.*—Upon the Gaspereaux and Cornwallis a more regular inspection is absolutely required. Those fisheries must be completely ruined in three years under existing evils.

*Sellon.*—The whole Province.

*Ratchford.*—Not in Parrsboro'.

*Kavanagh.*—Know of none.

*W. Ross.*—Nearly all the rivers and brooks named require thorough inspection to prevent the illegal taking of Salmon at the wrong season of the year.

*McAulay.*—All the rivers and brooks that are frequented by Salmon should have an Overseer appointed by the Government and authorised to punish persons taking Salmon there illegally.

*Question 28.* How much fish is consumed in the neighborhood of the fishing grounds by the inhabitants, and what quantities are sold in a fresh state?

*Answers of—*

*Cartwood.*—During the summer season nearly all are consumed in a fresh state, or exported in that state to other parts of the country. Large quantities of Trout and Whitefish are caught during the summer but no Herring or other fish of any value.

*Hicks.*—Perhaps about 7 or 8 per cent of what is caught is eaten or peddled round through the localities where they are caught. From early spring until last of October they are all sold fresh.

*Kel.*—It is impossible to arrive at anything like a correct calculation of the quantity consumed by the inhabitants and equally difficult to know the exact amount sold fresh to a foreign market. All the resident inhabitants as well as the towns and villages are well supplied with fish in their respective seasons. During the month of June Whitefish approach the shore for feeding and are taken in great quantities and sold to Americans who pack them in ice and send to their agents in the different cities of the United States. When the water becomes too warm for them, about the 10th July, they recede again into the deep water of the lake, returning to the shore about 1st October when Salmon also approach the shallow water, and are caught in great quantities during the month. Whitefish are most plentiful in November.

*G. Macdonald.*—I believe that \$2000 worth at least of fresh fish are consumed in Belleville.

*Kerr.*—I have the honor to state, that I send you herewith, a summary return of the last year's catch of the different kind of fish taken and consumed in my district, giving each quantity separate, and the cash value of the same; and this I hope will give you all the particulars both in detail by fishing stations; and in the aggregate, condensed.

**SUMMARY RETURN** of the quantity and different kinds of Fish, caught at the various fishing places in the Hamilton District, during the year ending 31st day of December, 1867, with the particulars of same, in answer to questions, Nos. 28, 29, 30 and 31.

No.	Names of places where the fish were caught or landed.	The names of the different kinds of fish.	The quantity of fish taken by the barrel.	The market rate at per barrel sold.	Total amount cash price.	REMARKS
					\$ cts.	
1	Port Whitby.....	Herring.....	12 Barrels.....	\$5 per barrel.....	60 00	Sold fresh in town of Whitby.
2	Duffin's Creek.....	do.....	10 do.....	4 do.....	40 00	Sold fresh in Duffin's Creek.
3	Frenchman's Bay.....	Salmon Trout.....	52½ do.....	10 d.....	525 00	Sold fresh in Frenchman's bay, town of Whitby, and surrounding country.
	do.....	Herring.....	13 do.....	5 do.....	60 00	
4	Rouge River.....	A few Suckers.....	.....	.....	2 00	Mr. Wm. Cowan caught for his own use.
5	Port Union.....	Salmon Trout.....	22 do.....	10 do.....	220 00	Sold in the Toronto Market fresh, and surrounding neighbourhood.
	do.....	do.....	1 do.....	8 do.....	8 00	
6	Gates' Gulley.....	do.....	10 do.....	10 do.....	100 00	Sold in the Toronto Market, and in the township of Scarborough.
	do.....	do.....	8 do.....	8 do.....	64 00	
7	Leslie.....	do.....	63 do.....	10 do.....	630 00	Sold in Toronto Market, all fresh, and part in Leslieville, and out in Yorkville.
	do.....	White Fish.....	14 do.....	8 do.....	112 00	
	do.....	Rough Fish.....	8 do.....	5 do.....	44 00	
8	Toronto Island.....	Salmon Trout.....	114 do.....	10 do.....	1140 00	Sold mostly fresh in the Toronto fish market. A few thousand of the sciscoes were smoked and dried, and then sold.
	do.....	White Fish.....	50 do.....	8 do.....	400 00	
	do.....	Sciscoes.....	506 do.....	4 do.....	2024 00	
	do.....	Rough Fish.....	54 do.....	6 do.....	324 00	
9	Port Credit.....	do.....	16 do.....	6 do.....	96 00	
	do.....	White Fish.....	70 do.....	8 & 10 do.....	600 00	Sold in a fresh state in the Toronto market, Port Credit, Oakville, and to the farmers in the country and through the villages.
	do.....	Sciscoes.....	45 do.....	4 do.....	180 00	
	do.....	Salmon Trout.....	10 do.....	10 do.....	100 00	
	do.....	Pickeral.....	15 do.....	7 do.....	105 00	
10	Bronte.....	Salmon Trout.....	8 do.....	10 do.....	80 00	Sold all fresh in the village of Bronte, and the Hamilton Market, and to surrounding farmers.
	do.....	White Fish.....	20 do.....	8 do.....	160 00	
	do.....	Sciscoes.....	15 do.....	4 do.....	60 00	
11	Port Nelson.....	Salmon Trout.....	1 do.....	10 do.....	10 00	Mr. John Osborne caught for his own use.
12	Burlington Beach.....	do.....	10 do.....	10 do.....	100 00	Sold fresh in the Hamilton Market.
	do.....	White Fish.....	158½ do.....	8 do.....	1308 00	Sold fresh in the Hamilton Market, Wellington Square, Milton, Dundas, Grimsby, Stoney Creek, and amongst the farmers in the County of Wentworth.
	do.....	Sciscoes.....	89 do.....	4 do.....	356 00	
	do.....	Herring.....	364 do.....	4 do.....	1456 00	
	do.....	Rough Fish.....	103 do.....	6 do.....	608 00	
13	Grimsby.....	White Fish.....	11 do.....	8 do.....	88 00	Sold fresh, and used the balance.
14	30 Mile Creek.....	Rough Fish.....	6 do.....	6 do.....	36 00	Mr. Jas. Simmerman, for own use.
15	Clinton.....	White Fish.....	5 do.....	8 do.....	40 00	Sold fresh in Beamsville.
16	20 Mile Creek.....	do.....	3 do.....	8 do.....	24 00	Sold on the fishing ground.

17	Port Dalhousie.....	do	5	do	8	do	40 00	
	do	Seiscoes	10	do	4	do	40 00	Sold fresh in St. Catharines and Port Dalhousie
	do	Pickarel	18	do	7	do	126 00	
18	6 Mile Creek.....	White Fish	16	do	10	do	160 00	
	do	Seiscoes	20	do	4	do	80 00	Sold fresh in St. Catharines.
	do	Salmon Trout	12	do	10	do	120 00	
19	4 Mile Creek.....	White Fish	74	do	8	do	592 00	
	do	Herring	5	do	4	do	20 00	Sold fresh, being peddled to the different towns and villages
	do	Rough Fish	9	do	8	do	76 00	in the county of Lincoln, and in Niagara.
	do	Pickarel	10	do	6	do	60 00	
20	2 Mile Creek.....	White Fish	30	do	8	do	240 00	
	do	Herring	18	do	4	do	72 00	Sold fresh on the fishing ground to a pedler, who took them
	do	Pickarel	5	do	7	do	35 00	through the county of Lincoln.
21	At Niagara Town.....	White Fish	105	do	8 & 10	do	842 00	
	do	Herring	66	do	4	do	264 00	Sold fresh in Niagara, St. Catharines, and on the fishing
	do	Rough Fish	27	do	6	do	162 00	ground to the farming gentry, and in the country vil-
	do	Pickarel	23	do	7	do	161 00	lages.
22	At Queenston.....	do	44	do	7	do	308 00	
	do	Rough Fish	15	do	6	do	90 00	Sold fresh at Suspension Bridge, St. David's, Drummond-
	do	Herring	187	do	4	do	748 00	village, St. Catharines, and Lewiston, U. S.
23	At Fort Erie.....	White Fish	8	do	10	do	80 00	
	do	Pickarel	22	do	7	do	154 00	
	do	Herring	30	do	5	do	150 00	Sold fresh in Fort Erie and the Buffalo Market, U. S.
	do	Rough Fish	10	do	6	do	60 00	
24	Dunnville & Port Maitland	do	42	do	6	do	252 00	Sold fresh in Dunnville, Port Maitland and Buffalo market,
	do	White Fish	4	do	8	do	32 00	United States.
25	At Wardell's Creek.....	do	46	do	10	do	460 00	Sold to farmers in neighbourhood.
26	At Miller's Point.....	do	15	do	8	do	120 00	do do
27	At Hoover's Bay.....	do	10	do	10	do	100 00	do do
28	At Hoover's Point.....	do	36	do	8	do	288 00	do do
29	At Peacock Point.....	do	3	do	8	do	24 00	Used by Mr. Wm. Estal himself.
30	At Nanticoke & Stoney Crk	do	50	do	8 & 10	do	460 00	Sold fresh in Selkirk, Port Dover and Simcoe, and neigh-
								bourhood.
31	At Port Dover.....	do	49	do	10	do	490 00	Sold fresh, at Dover and Simcoe.
32	At Port Ryerse.....	do	36	do	10	do	360 00	Sold fresh at the fishing grounds.
33	At Turkey Point.....	Herring	46	do	4	do	184 00	Sold fresh at Normandale, Victoria, and the neighbouring
	do	Rough Fish	10	do	6	do	60 00	farmers.
34	At Long Point.....	Pickarel	10	do	8	do	80 00	Sold fresh in Simcoe.
	do	White Fish	7	do	8	do	56 00	Sold fresh in Simcoe and Victoria.
	do	Cat Fish	5	do	8	do	40 00	Sold pickled to the farmers in the neighbourhood and Port
	do	Sturgeon	100	do	8	do	800 00	Rowan: caught by spearing them through the ice, a large
	In Burlington Bay.....	Bas and Pike	90	do	10	do	900 00	quantity sold, some used, all disposed of fresh.
Grand Total .....			3215 barrels	Total Amount.....		\$20,526 00		

\* This includes 4 barrels of pike, \$20, and 4 barrels rough fish, \$24—8 barrels, \$44.

HAMILTON, 5th September, 1868.

JOHN W. KERR,  
Fishery Overseer.

## ABSTRACT STATEMENT of the foregoing Return.

No.	Barrels.	Name of the Fish.	Amount.
			\$ cts.
1	751	Herring.....	3,034 00
2	302½	Salmon Trout.....	3,025 00
3	834½	White Fish.....	7,148 00
4	685	Seiscoes ....	2,740 00
	296	Rough Fish.....	1,790 00
	147	Pickrel.....	1,029 00
7	100	Sturgeon .....	800 00
8	5	Cat Fish .....	40 00
9	94	Pike and Bass.....	920 00
Total..	3215	Total.....	\$ 20,526 00

JOHN W. KERR,  
*Fishery Overseer.*

HAMILTON, 5th September, 1868.

*Lamirandière.*—It is very difficult to ascertain what quantity of fish is consumed in this district; on the fishing grounds the inhabitants live principally on the fish. There is only a limited quantity of fresh fish sold, but it is increasing annually.

*R. Bell.*—All used fresh in the locality where taken.

*King.*—Large quantity consumed, more sold fresh.

*Farncomb.*—All sold to the inhabitants.

*Frazer.*—From 70 to 80 bbls of fish are consumed, and about as much more exported to Detroit.

*Simpson.*—About 600 bbls, consumed. Cannot state what quantity is sold fresh; would refer you to the Collector at Collingwood.

*Taylor.*—A little Whitefish sold here in a fresh state but the major part is sent to Toronto.

*Scott.*—The daily average take of the fishermen on the Island referred to, during the season will not exceed 600 bbls and is not sufficient to supply the demand of this city; all sold in a fresh state.

*Whitehead.*—All that are caught; can't tell quantity.

*Anderson.*—There are about 600,000 Whitefish, Pickerel and Herring taken in this County. About 100,000 of these are consumed in the County, the balance are exported fresh; none are cured—to avoid the American Customs duty. They go to the United States.

*Coventry.*—A large quantity of our fish is sent over to the United States, such as Salmon, Trout, Whitefish, Maskinongé and speckled Trout.

*Elliott.*—Fresh fish 91,000—salt fish 6,400.

*Dunaresy.*—There is but a very small quantity of Salmon consumed in the neighborhood of the fishing grounds, but during the season for Trout fishing nearly the whole catch of that fish is consumed by the inhabitants.

*Nutt.*—Most of the fish are sold and used fresh in the vicinity where caught. A considerable share of the Whitefish are however salted.

*Henderson.*—I should say that nearly all the fish now taken are consumed in a fresh state by the inhabitants in the neighborhood of the fishing grounds. I have no way of ascertaining the quantities.

*Riverin.*—I do not know.

*Eden.*—Not much fish consumed by fishermen. I should say that about 15,000 to 20,000 lbs of fresh Salmon was sent this season to Quebec, Montreal, &c.

*Whalen.*—Very little consumed. None sold fresh.

*Dimock.*—Nearly all the Salmon are sold in the fresh state, as taken out of the water, to the curers, at 6cts. per lb.

*Mowatt.*—I calculated the quantity of fish taken and consumed by whites and Indians (exclusive of tideway fishing, the product of which is sold), at 20,000 lbs of Salmon and Trout. There are no fish taken here in fresh water allowed to be sold or bartered, but all for domestic use.

*Hon. J. Ferguson.*—Large quantities of fish are consumed in the neighborhood of the fishing grounds, but in consequence of the demand for preserving purposes, not so much Salmon as formerly. I have no means of ascertaining the weight of fish thus consumed or sold in a fresh state.

*Harrison.*—About two thirds of the fish caught are consumed by the inhabitants; about 20,000 lbs.

*Edgett.*—I know not of any being exported, but sold at home salt or fresh.

*D. W. Stewart.*—Have no means of ascertaining the quantity consumed by the inhabitants, but fish is their principal food; nor can I quote the quantity sold in a fresh state other than by the reported exports.

*Robertson and Hickman.*—About 250 bbls consumed and sold near fishing grounds.

*R. Cole.*—The greater part is exported.

*A. Ferguson.*—Herrings enter largely into consumption by the inhabitants, in the neighborhood of the fishing grounds, in their season, but the amount of Salmon consumed in proportion to the catch is so small as not to be worth naming. Salmon are chiefly sold fresh to curers for putting up in tins, or packed in snow and ice for market. Comparatively few are now packed in barrels, salted.

*Tory.*—Not many consumed by the inhabitants ; a few sold fresh. The remainder are salted in barrels and sent to other markets.

*Challoner.*—Cannot state quantity. All caught in river ; consumed in settlement. Trout, any quantity.

*Hemlon.*—About one fourth of the Salmon and Trout consumed on the fishing grounds, and about one fourth part sold fresh ; but all the Alewives are sold in Halifax and exported to the West Indies.

*Pride.*—About one fourth part are sold in a fresh state and consumed in the neighborhood.

*McQuarin.*—I cannot state how much is consumed ; but very few are sold,—a few by the Indians.

*A. Macdonald.*—About 800 bbls., and 600 qtls. of Cod and Haddock are consumed in the neighborhood of this district annually, and about the same quantity is sold to the traders in a fresh state.

*Harley.*—Very few.

*Tremain.*—Nearly all are sold by the inhabitants in a fresh state,—only a small quantity consumed on the grounds.

*Donovan.*—Inhabitants use dried salt fish. Very little sold fresh.

*J. W. Stewart.*—A great proportion of the fish taken are consumed by the inhabitants. None sold fresh.

*Perry.*—The small quantity that is caught is consumed in the neighborhood.

*Devolf.*—Neither Salmon nor Gaspereaux are exported. Of the latter the catch varies from five to one hundred bbls.

*Lent.*—About 750 bbls. Alewives consumed by inhabitants. Alewives are not sold fresh outside the several communities.

*Thurber.*—Home consumption very small. Very few sold fresh except in the winter season.

*M. Macdonald.*—The Eel and Salmon caught at River Inhabitants are chiefly consumed by the inhabitants. The Alewives are sent to Halifax after being inspected. The Salmon fishery is not extensive.

*J. Ross.*—Very little consumed ; none sold fresh.

*Nicolson.*—I am not aware.

*Mine.*—More than two thirds of the Alewives caught are used for bait for Codfishing, and more would be used if the river were looked after.

*Campbell.*—Only local wants. None sold.

*McNeill.*—Could not state. Not considered of much importance.

*Jones.*—The inhabitants get a few fish for their own consumption in St. Mary's Bay, but how many it would be impossible for me to say. They sell some to the merchants.

*Smith.*—It is impossible to compute closely the amount of fish consumed by the inhabitants. None is now exported as heretofore. All sales are made in this County or the neighboring County of Hants, and the amounts may be roughly summed up as follows : Salmon, (fresh), about 6,000 lbs. ; smoked or pickled, 1,000 lbs. ; Gaspereaux, none ; Smelt, about 1,000 bushels. The Shad fishery occurs in the tideway and pertains to another set of answers.

*Sellon.*—Very little.

*W. Ross.*—The quantity of fish used is not easily known as they are caught contrary to law.

*McAulay.*—All the Salmon caught on this coast are salted. Very few are used by fishermen or sold fresh.

*Gordon.*—Both catch and consumption very limited.

*Question 29.*—What quantities of Salmon and other fish taken in the river fisheries of your County are exported ; with the quantities exported in a fresh state packed in ice or snow, or in hermetically sealed cans, and to what extent respectively :

*Answers of—*

*Cartwood.*—Cannot state with any accuracy. No River fish is exported in any state, and none are caught even, except for a short time in the spring.

*Hicks.*—The fish that are sold in my locality are White fish and Salmon Trout, with a few Pickerel and Pike. They are all packed in ice, and bought by men who run them to the United States in boats of 3 or 4 tons burden, decked over for the purpose.

*Kiel.*—The fish are all sold fresh to dealers at Cape Vincent, U. S. where there are four Companies that each have a large ice-house where they pack them in boxes of about 100 lbs. each and send them to their agents by express.

*Reaume.*—Fish are sold in a fresh state, none hermetically sealed, in cask, pickled or dried.

*Kerr.*—I have the honor to state that there is no Salmon at present, but if the fishery laws are strictly enforced by all the fishery Officers between Port Whitby and the Sea, I expect in a few years to see Salmon in abundance frequent our rivers again; and in large quantities along our Lake Ontario shores. Artificial propagation should be resorted to by the Fishery Department; I have recommended it.

Regarding all other kinds of fish, my return referred to in the last answer to question No. 28, for the year 1867, will, I hope, give you the particulars you require.

*Chalmers.*—There are Salmon and White fish caught in the Bay of Quinté; packed in ice and exported to the United States; I do not know the quantity.

*Lamirandière.*—Since the abrogation of the Reciprocity Treaty with the U. S., there is but little fish exported to that country. It is only the spring fish now exported there, as there is no sale in Canada. Fresh fish are sent to Toronto, London, and I believe to Buffalo.

*R. Bell.*—None exported.

*King.*—Bass, White fish and Pickerel sold fresh to U. S.

*Fraser.*—About 80 bbls. of White fish are exported to Detroit, packed in ice every summer. No Salmon here.

*Simpson.*—None exported in a fresh state.

*Taylor.*—None are caught that I am aware of.

*Scott.*—None exported.

*Anderson.*—About 500,000 White fish, Pickerel and Herring are exported to the United States fresh.

*Coventry.*—Taken by so many that no account can be taken of the quantity. All are exported to the U. S; very few cured.

*Elliott.*—289,000, including those still in the ponds, (!) estimated at 30,000, all of which will be exported.

*Dumaresy.*—The quantity of Salmon exported from this County has been on an average for three years 343 bbls per year, and this year, there has been——? of fresh Salmon packed in snow and ice and sent to Quebec, two thirds of which have been sent on to the United States markets. There is no Salmon packed in hermetically sealed cans in this County. Most of the Salmon is exported to Quebec and Montreal, and some few to Jersey, and Halifax. The quantity of Trout exported on an average for three years has been 49 bbls, sent to Quebec and Montreal. The more of these latter fish killed the better, for they are very destructive to Salmon, as they feed on the roe in the spawning season.

*C. C. Fox.*—The following table shows the quantity of Salmon, both fresh and pickled, the produce of the river fisheries exported coastwise from this County during the two years ending 30th June, 1867, and 30th June, 1868.

Period.	Pickled Salmon bbls.	Fresh Salmon, in snow, &c. value.
Year ending 20th June 1867.	90	\$1,002.
do do 1868.	410	3182.

All this is consumed in the Dominion.

*Lenderson.*—No Salmon, and no exportation.

*Parker.*—The annual catch at Missisquoi Bay is about 600,000 lbs of fresh fish, worth say \$24,000; all sold fresh and mostly in the County.

*Eden.*—I should say that this season about 15,000 to 20,000 lbs of fresh Salmon were sent to Quebec, Montreal &c, all packed in snow, which is much better than ice.

*Whalen.*—About 200 bbls.

*Dinock.*—Mostly all the Salmon are exported to Great Britain and the United States being preserved in hermetically sealed tins.

*Mowatt.*—I consider that 200,000 lbs of Salmon were taken in that part of Restigouche between Maquasha and the head of the tide, a distance of 24 miles, and exported in ice and cans to United States and Liverpool, England. A few went to Quebec in spring, also 100 bbls salted, and 100 fish smoked or kippered.

*Macfie.*—There are no fish exported that I am aware of except such as I have caught myself for the last three years. These have all been sent to New York, fresh, packed in ice. In the fall of 1867 I sent about 100 bbls, to New York, and in the fall of 1868, sent 41 bbls, principally Whitefish. This spring I sent 18 bbls, mostly Yellow Perch.

*Hon. J. Ferguson.*—This season there was 66,000 lbs of Salmon hermetically sealed, and a similar quantity frozen by a patented process. The former are sent to the British, and the latter to the American market.

*Harrison.*—Not any exported.

*J. & S. Leonard.*—Large quantities of Pollock, Haddock, Hake and Herring are caught. Herring are sent to the United States in large quantities in a fresh state, many are smoked, and considerable quantities put up in barrels.

*D. W. Stewart.*—There has been exported during the current year.

Fresh Salmon in cans valued at	\$12.294.
do do in ice or snow "	8,300.
Salted & Pickled "	2,036.
Pickled Herrings "	4,348.

to Great Britain, Quebec and United States, besides large quantities coastwise not officially reported.

*Robertson and Hickman.*—No fish but Shad exported, and those salted.

*R. Cole.*—No Salmon of any account exported from this County in any shape.

*A. Ferguson.*—The quantities of Salmon and other fish taken in this County and exported, as nearly as can be ascertained are as follows :

Salmon, hermetically sealed in cans.....	120,000 lbs, to Britain.
do do do.....	10,000 do to Quebec.
do do do.....	90,000 do to United States.
do in ice or snow.....	10,000 do to Quebec.
do do do.....	3,000 do to St. John, N.B.
do Salted.....	100 do to United States.

Herring do..... 2,000 do to do do

Trout in ice or snow..... 40,000 do to St. John & U. S.

*Tory.*—About three fourths of the Salmon and all of the others are exported ; none in ice or snow. Principally sent to Halifax.

*Challoner.*—None.

*Hemlon.*—About 150 bbls Salmon sold in Halifax, and about 1,000 bbls Alewives.

*Priest.*—About 150 to 200 bbls of Salmon are exported to Halifax ; a very small quantity packed in ice. From 400 to 500 bbls of Gaspereaux. None exported in cans as there is no establishment for putting up fish in that way in the County.

*McQuarin & A. Macdonald.*—None.

*Harley.*—Some Salmon are caught and preserved at the mouth of the River La Have, with any amount of Lobsters.

*Tremain.*—About 300 bbls Salmon and 3,000 bbls Alewives are exported, sent pickled to Halifax. No other kind exported.

*Donovan.*—Salmon caught generally exported to Halifax ; number of bbls, not known. No fish put up in snow or ice, or hermetically sealed.

*Lent.*—About 9,000 lbs of fresh Salmon have been exported put up in ice, to the United States, and about 600 bbls pickled Alewives to the West Indies and United States, the latter being our principal market.

*Thurber.*—The greater part of the fish taken in the waters of this County are exported. None but Salmon are exported in ice, and those are chiefly shipped to New Brunswick and the United States.

*M. Macdonald.*—Halifax is the chief market for the fish taken in this County, excepting Herring which are sent to Canada and P. E. Island. About 2,000 bbls of Herring are annually sent to Canada, and about the same quantity to Prince Edward Island from this port alone.

*J. Ross.*—All are exported to Halifax, barreled and pickled; Salmon 300 bbls; Cod-fish, 4,000 qtls; Alewives, 500 bbls; Mackerel 300 bbls.

*Nicolson.*—Am not aware.

*Mine.*—Not a large quantity of Salmon taken, but exported to the American market, both salted and in ice.

*Campbell.*—None.

*McNeill.*—Seldom enumerated.—Exports.

*Jones.*—Not any at this port.

*Smith.*—None are exported from any of the rivers of this County in any of the forms enumerated.

*Ratchford.*—None.

*Kavanagh.*—None from this port in a fresh state.

*W. Ross and McAulay.*—None. All the Salmon exported are taken on the coast and harbors before ascending the rivers, and are only sent abroad in a salted state.

*Gordon.*—Salmon are taken in considerable quantities at the Pounds, Merigomish from the mouth of Barney's River to Baillie's Brook, east end of the County. The parties engaged in the business are not disposed to give publicity to the quantity or where consumed. The Warden appointed lately in that quarter, having been engaged in the capture, may give the information.

**Question 30.** How much of dried or pickled fish, the product of your river fisheries is consumed in Canada, and what quantities and kinds are exported to foreign countries, and to what countries?

*Answers of—*

*Cartwood.*—No river fish are exported in any shape. Large quantities of Herring are caught in the lake and sent to other parts of Ontario. None are exported to other or foreign countries. The duty on fish has closed the American market entirely. Considerable quantities of Whitefish are packed in the fall, nearly all of which formerly found a market in Detroit and Cleveland.

*Hicks.*—There is no fish dried for export. Some caught in November are pickled and put up for winter use; they are nearly all consumed in Canada. There is about 20 per cent of what is caught through the season or nearly that, sold in Canada, and are all Salmon Trout and Whitefish.

*Kiel.*—See answer 29.

*Kerr.*—See my return, under Question 29.

*Lamirandière.*—There are no dried fish exported; a very small quantity is consumed by fishermen. The product of rivers this year has been very limited. The Doré are always exported to the United States, there being no sale for them in Canada.

*R. Bell.*—None.

*Fraser.*—No fish cured here at all.

*Simpson.*—About 600 bbls consumed in Canada.

*Taylor.*—Cannot say.

*Scott & Whitehead.*—None.

*Anderson.*—None are cured.

*Coventry.*—Very little; mostly eaten fresh.

*Elliott.*—Four barrels.

*Dumaresy.*—There is but very little of the river fish dried in this County. Some few are dried and smoked and consumed by the inhabitants.

*Baudin.*—None.

*Henderson.*—The fish caught here are consumed in Canada.

*Pourier.*—Large quantities.

*Whalen.*—The whole goes to Quebec.

*Dimock.*—Am not aware of any other kind of fish, the product of the river fisheries, consumed in Canada, except a few barrels of Trout.

*Mowatt.*—None.

*Macfie.*—Most of the dried or pickled fish are consumed in Canada; none exported that I am aware of.

*Hon. J. Ferguson.*—The Gaspereaux taken at Pokemouche and Tracadie are pickled and find a market in Nova Scotia. Quantity unknown.

*D. W. Stewart.*—Have no idea of the quantity consumed in Canada. The quantities and kinds, as well as the countries sent to are given under Question 29.

*Robertson.*—About 250 bbls pickled, consumed in Canada, and about 1,500 bbls exported to United States pickled.

*Hickman.*—About 1,750 bbls exported to United States pickled; 250 bbls pickled consumed in Canada.

*R. Cole.*—Have no means of knowing.

*A. Ferguson.*—Cannot say. We make no dried fish of any kind in this County.

*Torry.*—Cannot not answer. Some sent to the Province of Quebec and some to the United States.

*Challoner.*—None.

*Hendon.*—Salmon sent to the United States; Alewives to the West Indies.

*Pride.*—None to my knowledge.

*McQuarrie.*—None.

*A. MacDonald.*—Very little consumed and none exported.

*Harley.*—Very large quantities of those taken at the river entrance; none properly called river fish.

*Tremain.*—The Alewives are principally exported to the United States, and the Salmon consumed in Canada.

*Donovan.*—No exportation of fish from river fisheries.

*J. V. Stewart.*—None.

*Perry.*—See 28.

*Dewolf.*—A few Salmon are sent to Halifax market.

*Lent.*—See 29.

*Thurber.*—The larger proportion of all kinds is shipped to West Indies and United States.

*J. Ross.*—Very little dried or pickled. Kinds, Salmon and Alewives. Quantity of Salmon, 300 bbls. Gaspereaux, 700 bbls or thereabouts, exported to Halifax.

*Mine.*—A very small proportion.

*Campbell.*—None exported.

*McNeill.*—Cannot state. Small quantity if any.

*Jones.*—Dry fish, viz. Cod and Haddock, 2728 qtls. and 67 bbls Mackerel, have been exported to B. West Indies, during the year ended Sept. 30th from this port. Also 10 bbls Mackerel to United States, caught in St. Mary's Bay, near the river.

*Smith.*—As above stated, (28) the Salmon are consumed by the people of this or the adjoining County. Gaspereaux are not caught in sufficient numbers to merit notice.

*Sellon.*—A very small quantity goes to Canada. The largest part goes to the West Indies; the remainder to the United States.

*Ratchford.*—None exported.

*Kavanagh.*—Cannot give the quantity exported.

*W. Ross.*—No fish ascending our rivers are dried or salted for exportation.

**Question 31.** State the prices of the different kinds and qualities of fish at or near the fishing grounds, when prepared for exportation, and when delivered in the market respectively?

*Answers of—*

*Cartwood.*—In the summer Whitefish and Trout are worth 2½ cents per lb fresh and gutted; in the fall they are worth per bbl, packed in half barrels from \$5 to \$6.50 when delivered in the market. Herring from \$3.50 to \$4.50 per bbl of 200 lbs. There is no sale for them at the fishing grounds.

*Hicks.*—Salmon-trout and Whitefish sell on the beach at the fishing stations for 7

cents a piece large and small, as they come out of the nets. The buyer furnishes his own ice and boxes, and packs them. Pickerel, Pike, and Black Bass go two for one, or at half price. They sell them all in the American market, by the lb, at  $6\frac{1}{2}$  to 8 cents American currency for Salmon Trout and Whitefish.

*Kiel*.—The price of Salmon-trout and Whitefish is about the same, which is 5c. per lb. There is no preparation necessary; as soon as they are taken out of the gillnets they are sent to the Cape, where each fishermen has his catch contracted for. They are there weighed and packed in ice by the dealer. Bass, Pickerel and Pike generally sell for 3c. per lb, and are disposed of in like manner.

*Reaume*.—White-fish is sold on the ground at about \$4, on the market, about \$8; Herring 50c, on the market, \$1; Pickled \$2, on the market \$4.

*G. Macdonald*.—Herring averages \$3, and White-fish \$6 per bbl.

*Kerr*.—Prices of fish differ materially, according to the description of fish, the quality, quantity and locality. See my return for 1867 under 28.

*Lamirandière*.—White-fish, Trout and Doré when exported to the United States for the spring market are worth here about \$6, and in the United States from \$12 to \$13 Am. Curre. cy. When sold for Canada market worth from \$5.50 to \$6 for two half barrels of 100 lbs, each.

*King*.—White-fish 5c. per lb; Pickerel 3c. other fish, 1c.

*Farncomb*.—The only kinds of fish caught here are Lake Trout, White-fish, Pickerel and Herring which sell at about 5c. per lb.

*Frazer*.—Prices vary very much according to success; no established price exists.

*Taylor*.—None exported, consequently no price can be given.

*Scott*.—Salmon-trout and White-fish command about six cents per lb. each in this market.

*Whitehead*.—None exported.

*Anderson*.—White-fish, at the fisheries \$4 per 100 fish; at market \$8

Pickerel.....do.....do...\$2.....do.....do.....do.....\$4

Herring.....do.....do...50c.....do.....do.....do.....\$1

*Coventry*.—White-fish 8 to 10cts per lb; Maskinongé, 6cts; Salmon, 20c; Speckled Trout, 25c.

*Elliott*.—Average price \$11 per hundred.

*Dumaresy*.—The prices of Salmon near the fishing grounds varies from \$12 to \$13 per bbl, and from 3c. to 5c. per lb. fresh, all round. Price at market from \$12 to \$18, and from 30cts down to 5cts. according to the season at which it reaches the market. Trout, \$6 to \$9 per bbl. and at market \$8 to \$10; Eels, \$7 to \$9; at market, \$8 to \$10.

*Henderson*.—Pike and Pickerel generally sell at about \$4 per hundred.

*Eden*.—The price paid for fresh Salmon here on an average is 6cts. per lb; in barrels cured according to the price at Quebec and Montreal.

*Whalen*.—When sold in Gaspé, 15s. to 18s.

*Dimock*.—Salmon is worth at fishing grounds 6cts. per lb; Trout, 4cts. per lb.

*Mowatt*.—Salmon fresh, brought from 5 to 6cts; when prepared for market 20 cents was asked here.

*Macfie*.—Perch and Sunfish worth nothing here, are 3 to 10cts per lb. in New York, Suckers the same; Pike and Pickerel are worth 2cts. per lb here and from 8 to 16cts, per lb. in market. White-fish are worth about 5cts per lb here, in market from 6 to 16 cents Catfish or Bullpouts bring \$1 per hundred here and from 4 to 8 cts. per lb in market.

*Hon. J. Ferguson*.—Salmon in its fresh state readily brings six to seven cents per lb. Those engaged in preserving this fish not being communicative, I have failed in ascertaining the ratio in which the value is increased when prepared for exportation, and when it reaches the markets.

*Harrison*.—Salmon, about  $12\frac{1}{2}$  cts. per lb; Shad  $12\frac{1}{2}$  cts. each; Trout 25 cts. per dozen.

*J. & S. Leonard*.—Various prices.

*D. W. Stewart*.—The prices of the round fresh fish usually fluctuate with the catch and season. Herring, in spring, 50 to 70 cts. per bbl; in fall, \$1 to \$1.20; Salmon 6 to 7 cents per lb, throughout the season; Mackerel 50 cts. per dozen; and Cod \$1 to \$2 per draft. When cured and packed ready to ship, spring Herring may be quoted at \$2 per

bbl, while summer and fall Herring will realise \$4; Salmon packed in ice from 10 to 12 cts. per lb; in cans 20 cents, and pickled, \$10 to \$16 per bbl; smoked, 25 cts. per lb; Codfish, \$3 to \$3.50 per qtl. When sent to market on speculation, the price will be governed by the demand, and often will not cover cost and charges.

*Robertson.*—Five cents each for fresh Shad, and \$8 per bbl for salted; dried Codfish 3½ cts. per lb; Haddock and Pollock, about 3 cts. per lb.

*Hickman.*—Shad, fresh, 5cts. each; salted, \$8 per bbl.

*R. Cole.*—Shad sell for about \$4 per half barrel, they being the only kind exported to any amount.

*A. Ferguson.*—Prices vary according to the state of the markets to which they are sent. The following may be considered an average value:—

Salmon, fresh, at fishing grounds.....	6cts. per lb.
do prepared for shipment in tins.....	16 do.....do.
do delivered in market.....	20 do.....do.
Spring Herrings, fresh from the boat.....	50 do. per bbl.
do do prepared for market, salted in bbls.....	\$2.00.....do.
do do at market.....	\$3.00.....do.

Trout, fresh, in ice or snow at the fishing grounds (in winter only) 5cts. per lb.

*Tory.*—Prices vary. Salmon \$8 to \$20; Trout, \$4 to \$8; Shad, \$3 to \$5; Alewives, \$2 to \$4.

*Hemlon.*—Pickled Salmon, \$16 per bbl; Alewives, \$3.25 at fishing grounds, Halifax.

*Pride.*—Salmon, No 1 per bbl ranges from \$16 to \$20; No. 2, \$14 to \$15; smoked, from \$1 to \$1.50 a piece, and 8 to 10 cents per lb fresh. Alewives, or Gaspereaux, from \$3 to \$3.50 in Halifax.

*McQuarin.*—I cannot say.

*A. Macdonald.*—No. 1 spring Mackerel, \$6; No. 1 Herring, \$4; No 1 Alewives, \$3; Cod per qtl, \$3; Haddock per qtl. \$2.

*Tremain.*—Salmon, \$15 per bbl; Alewives, \$2.50 to 3.50 per bbl. prepared for exportation, and sold in Halifax at about the same price.

*Dewolf.*—Salmon, 10 cts per lb fresh.

*Lent.*—Fresh Salmon when prepared for Market, 30 cts. per lb, and about 50 cts. per lb when delivered in the Boston market; Pickled Alewives, about \$3.50 per bbl when ready for market.

*Thurber.*—The fish market both at home and abroad is so fluctuating that no definite answer can be given to this question.

*J. Ross.*—Codfish, dried, (merchantable) \$3; prepared \$4; Alewives, prepared \$3; Mackerel, \$8; prepared about \$12; Haddock, \$1.50; prepared, \$3.

*McNeill.*—Prices regulated by local consumption; seldom, if ever exported.

*Jones.*—Cod, 17s. 6d; Haddock, 10s. and Mackerel from 20s to 30s.

*Smith.*—When delivered in the market Salmon command from 25 cts., down to 10 cts., per lb. proportionably to the season and quantities offered. Gaspereaux would sell at prices ranging from 25 cts. to 50 cts. per 100, or about \$8 per bbl.; Salmon \$18 to \$24 per bbl., and Shad \$10 to \$12.

*Sellon.*—Prices are governed by the quantity taken.

*Edchford.*—No fixed price, and none exported.

*Question 32.*—Are the local officers in charge of the fisheries well instructed in their duties, and are they acquainted with the Fishery Laws and with the habits of fish?

*Answers of—*

*Cartwood.*—I think so.

*Hicks.*—Can only answer for myself. I am well acquainted with the habits and time of spawning of the different kinds of fish, and with the laws that are now in force.

*Kiel.*—I am not much acquainted with any other officers, but I presume they have had the same advantages to get instruction that I have had. I visited the Department on two occasions for instructions and have had a visit from Mr. Whiteher, whom I consider to be the most intelligent gentleman I ever conversed with on the subject of fishing.

*Myers.*—No.

*Reaume.*—I know of but one Local Officer for fisheries in this County, and he has never been in the habit of fishing and seems to have a very limited knowledge of the fishery laws.

*G. Macdonald.*—There are no Local Officers, and the fisheries are entirely neglected so far as control or supervision go.

*Kerr.*—Mr. Whitcher, for the Department at Ottawa, has been unceasing in his instructions to me from the time of my appointment until the present time, nearly four years; of all he has given me, I have lost nothing. I am acquainted with the Fishery Laws, and personal experience in the routine of my duties has made me conversant with the habits of the fish.

*Chalmers.*—There is no Fishery Officer in this County to my knowledge.

*Lamirandière.*—I do not know what instructions the officer has, but he is entirely ignorant of both the habits of fish as well as the fishery, &c.

*Davis.*—There is no Local Officer here to protect either game or fish. Mr. Kerr, Fishery Overseer, lives 20 miles from here. I have always said that such an Officer was necessary to carry out the law.

*King.*—I think so.

*Farncomb.*—The fisheries in this neighborhood are not of sufficient importance to need a local officer.

*Fraser.*—I am not aware of any Local Officers whatever in charge of the fisheries in this County.

*Scott.*—The Officer in charge of this station resides at Hamilton, and I am not aware what his qualifications are.

*Whitehead.*—I suppose so; they should be.

*Anderson.*—I have every reason to believe that the Local Fishery Officer understands his business.

*Elliott.*—I think he is well instructed in his duties, with the Fishery Laws and the habits of fish.

*Dunaresy.*—The Local Officers in charge of the fisheries are not sufficiently acquainted with the Fishery Laws, nor with the habits of fish, at least those of the officers that I know.

*Baudin.*—The Local Officers in charge of the fisheries know their duties, the law, and at the same time the habits of the fish.

*C. C. Fox.*—The Local Officers seem well enough acquainted with the laws, but know nothing of the habits of fish except the superficial theories that obtain among the fishermen, and they are totally unacquainted with the results of the systematic study of Pisciculture followed in Europe.

*Henderson.*—There never has been any officer here connected with the fisheries.

*Parker.*—There are no Inspectors of fisheries appointed in this County. In order to protect the fisheries there should be such an officer at Missisquoi Bay.

*Sirois.*—The Local Officers are well versed in their duties.

*Eden.*—The Local Officers are in general well posted up in their duties.

*Whalen.*—Some are and others are not.

*Dimock.*—Am not sufficiently acquainted with them to answer fully. They all appear to understand their respective duties, and take an interest in their performance. I am well aware that several of them spare no pains in carrying out the law.

*Mowatt.*—They are, to my knowledge, but as I am a Local Officer it is difficult for me to answer.

*Macfie.*—We have but one—a new beginner. He does his duty promptly and well.

*Hon. J. Ferguson.*—The Local Officers in charge of the fisheries are cognisant of their duties and acquainted with the Fishery Law, and from lengthened residence in the vicinity of the fishing grounds, with the habits of fish.

*Harrison.*—There are no Local Officers at present.

*Heney.*—The Local Officers in charge of the Fisheries are not, in my opinion, well instructed in their duties. They may be acquainted with the Fishery Laws, but they pay no attention to them or to the Regulations made for the protection of the fisheries.

and by their neglect all our Fishery Regulations, as well as Laws are violated, as no notice is taken of the violation of the same, by the Wardens.

*J. & S. Leonard.*—They are not.

*Edgett.*—I do not know of any Local Officer here. I hear of one Fishery Warden in this County. He does not act as yet. I cannot say anything of his ability.

*Robertson.*—One Local Officer in charge of fisheries. Cannot say if instructed in Fishery Laws.

*Hickman.*—Not aware of any Officer or Officers in charge of fishing grounds.

*A. Ferguson.*—Cannot say. To make themselves acquainted with the Fishery Laws would not be difficult, but very few fishermen after years of labor at their calling become acquainted with the habits of fish, particularly the Salmon. Local Officers are seldom called upon to make this their study.

*Tory.*—There are no Local Officers.

*Challoner.*—No Local or other Officers.

*Hendon.*—The Officers in charge of the fishery are acquainted with the Law, but owing to their receiving so small a sum for their services, do not pay that attention to the duties of their offices that the law requires, and so the spearers and illegal netters take the advantage.

*Pride.*—They are in general acquainted with the Law, but their duties have never been properly defined, and they have not been paid for their trouble, and consequently cannot pay the attention that is necessary. I may state that I have been River Inspector for years and receive the small pittance of \$1.50 to \$2 per year, while there are some eight or ten others receive the same pay. I may further state that this river is about 50 miles in length. You may judge how much time a person can afford to spend to look after others, when they have a large family to provide for.

*McQuarin.*—There are no Local Officers, as far as I know.

*A. Macdonald.*—The Local Officers are very careless about their duties and deficient in knowledge of the Fishery Laws and of the habits of fish.

*Harley.*—The Officers are appointed by the Sessions, and without regard to competency. The system is a failure.

*Tremain.*—Yes.

*Donovan.*—No Local Officers act, interfere or trouble themselves about it, or know anything about the duties of the office.

*J. V. Stewart.*—I believe them to be so.

*Perry.*—They are not.

*Lent.*—Some of the Local Officers are acquainted with the habits of fish, but not sufficiently instructed in their duties, nor posted in the Fishery Laws.

*Thurber.*—The Local Officers generally, take much pains to become well posted in the duties pertaining to their offices.

*M. Macdonald.*—There is no Local Officer in charge of the fisheries at River Inhabitants.

*J. Ross.*—No. Not acquainted with the Fishery Laws, fisheries nor habits of fish.

*Nicolson.*—No Officers employed to my knowledge.

*Mine.*—I think not up to the present.

*Campbell.*—Yes.

*McNeill.*—I think so.

*Jones.*—Very little duty to be done, but understood pretty well.

*Smith.*—The Local Officers are badly paid, and therefore luke-warm and ignorant of their duties. Some, however, are zealous and intelligent, but nearly all are lamentably deficient in knowledge of the habits of fish, especially the Salmon.

*Sellon.*—There is room for improvement.

*Kavanagh.*—There are no Local Fishery Officers at this Port.

*McAulay.*—There is no Local Officer in charge of the Inland Fisheries of this County to my knowledge.

*Question 33.*—Should these officers be appointed by the Municipal authorities or by the Government, and should they or should they not be paid more liberal salaries than at present, with a view to induce a more active interest in their duties?

### Answers of—

*Cartwood.*—By the Government, by all means.

*Hicks.*—These Officers should be appointed by the Government, as I fear there would be an influence brought to bear on the Municipal Councillors at their yearly elections that would be against carrying out the Law justly and impartially. I think the salaries should be raised, and in proportion to the extent of the District and the labor involved. My District requires more labor and expense than any two or three others in this County on account of its size, and the Islands, two of them, Main ducks and Yorkshire, being 15 miles from the main land, and another two or three miles. At these Islands most of the fishing is done.

*Kiel.*—It is evident that to secure success in any enterprise there must be harmony prevailing the whole, and it is not likely that Municipalities, which are liable to capriciousness in many ways, would carry on the fisheries as well as the Government of the Dominion. One source of difficulty would be that each Municipality could not extend its fishery limits beyond its own jurisdiction, and in some places they would have to have a fishery Officer where there are no fish to protect. Respecting more liberal salaries, I have simply to say that every faithful and good servant should be well remunerated, but any who would shirk a part of duty he had taken an oath to perform, could not be trusted even if you doubled his salary. I receive \$100 per annum and traveling expenses, and while I would have no objection to an increase of the sum, must state plainly that I could do very little more than I do at present. Were my salary reduced, I think I should resign.

*Crowley.*—I think these Officers should be appointed by the Government, so as to be above any local prejudice or influence, and should receive a sufficiently remunerative salary to induce them to take an active interest in their official duties.

*Reaume.*—Officers should be appointed by the County Council. All public officers should be paid according to the responsibility attached to their offices.

*G. Macdonald.*—By the Government.

*Kerr.*—No Fishery Overseer or other Officer, should ever be appointed by the Municipal authorities; for the simple fact and reason, that they would not protect the fisheries. Would at every annual change of Municipal Officers, make an annual change of the Fishery Officers also. Hence no Fishery Officer would become an active, intelligent or efficient officer. This is my opinion.

I know members of township councils, whom if a fishery officer decline to vote for, might expect his dismissal to follow. I say this from personal experience.

The inland fisheries, should by all means remain as they are under the Dominion Government. They can be made self sustaining, by the careful attention of the Local Fishery Officers. My district commenced to do this last year, (1867.)

My salary, at present, is only two hundred dollars per year; my travelling expenses are only two dollars and fifty cents per day when employed on active duty.

At this rate per diem, I have been sometimes a loser, and this should never happen, because I always endeavour to do all the good I can for the Department. I collected more money last year in my District, than was paid out.

I do take an active interest in my duties, and in the protection and prosperity of the fisheries. I hope soon to be more liberally paid. I have unbounded confidence in Mr. W. J. Whiteher, and the other officers of the Fisheries Department, at Ottawa, and hope the day is not far distant, when I shall be more liberally paid, and so devote all my time and attention to the fisheries.

*Chalmers.*—In my opinion by the Government. Cannot say what amount of salary should be paid.

*Lamirandière.*—The Officers, in my opinion, should be appointed by the Municipality, or at least by its recommendation. The Government is very apt to make mistakes and be led too much by favoritism. The Officers should be well paid, so as to enable them to perform their duty.

*R. Bell.*—Should be appointed by the Government, so as not to be affected by local influence.

*Davis.*—Fish and Game could be protected in this locality at a small expense, say £30 a year.

*Fraser.*—I should think if Local Officers were appointed they should be appointed by the Municipal authorities and their salaries regulated by the same.

*Scott.*—I think they should be appointed by the Government and their remuneration should be such as would induce an active interest in the discharge of their duties.

*Anderson.*—The Fishery Officers should in my opinion, be appointed by the Municipal authorities, and the Fishery Laws should be altered to suit the locality.

*Coventry.*—Should be appointed by the Government and paid a fair remunerating salary, as, if they attended properly to the duties of the District it would occupy a great portion of their time away from home.

*Elliott.*—By the Government, as they would thus be less liable to be influenced. Think the salaries far too low for the duties they have to perform.

*Ferrier.*—By the Government. The amount of salary should depend upon the extent of district and the amount of service.

*Dumaresy.*—They should, in my opinion, be appointed by the Government, and paid more liberal salaries than at present, which would be the means of inducing a more active interest in their duties.

*Baudin.*—Appointment by the Government is the more commendable as it commands more respect. A good salary causes the duty to be more carefully done.

*Stors.*—By the Government, and receive more liberal salaries.

*Price.*—Fish Inspectors, in my humble opinion, should by all means be appointed by the Government, otherwise there would be partiality shown. Liberal salaries should be given to induce them to do their duty.

*Nutt.*—By the Government, and paid liberally.

*C. C. Fox.*—In thickly populated districts where the Municipal authorities are intelligent and independent, the appointment of Officers by them would ensure a better knowledge of the capacity of the applicants than the Government is likely to possess. But on this coast, with its scanty population, the Municipal Councillors are mostly men of little education, and from the absence of immigration, and the consequent intermarrying, families are so connected that appointments would be given more by affection or interest than from a consideration of the competency of the candidates. The payment of more liberal salaries may induce greater activity in the Officers, but only the payment of an income large enough to live on would ensure entire independence of action.

*Mowatt.*—I consider the present system the best as the Municipal authorities being liable to be out of office every two years, the probability is that these appointments would go out with them. With regard to salary I can only say for myself it is \$50 *per annum*, with an allowance for active duty of \$2 per day. My district is 200 miles in extent on the Restigouche and its branches. I was about 80 days and 30 nights on active duty last season, from May until October. If my salary is not increased allowance for active duty should be, as it is too small for the labor done.

*Macfie.*—By the Government. They should be liberally paid.

*Henderson.*—As far as my experience and observation go, with a very few exceptions the Officers appointed by the Government are more vigilant and more independent than Municipal Officers.

*Parker.*—As the fisheries here are not very extensive, I do not think it would pay to give large salaries. It would be better, perhaps, to have the Officer in this County appointed by the Municipal authorities.

*Riverin.*—The Officers should be appointed by the Government, the Municipal authorities have no knowledge of such matters. To have competent persons to fulfil such duties they should be better paid.

*Sirois.*—Some of them certainly receive too small a salary for the duties they perform.

*Eden.*—Should not be appointed by the Municipal authorities, but as at present by the Minister of Marine and Fisheries.

*Whalen.*—By the Government, and paid a little more.

*Dimock.*—By the Government, and paid a little more liberally, particularly those who have rivers of importance to inspect and Indians to watch. Their time being occupied from 1st May till 1st January in each year, while an officer on the sea-shore has only from

1st May till the end of July, I may say, of active duty. Each officer should be paid in proportion to the labor he has to perform, which would encourage him to take an active interest in the discharge of his duties. It is my opinion, should the appointment of these officers be made by the Municipal authorities, men would be appointed who would take no interest in doing their duty and the whole affair would fall to the ground.

*Macfie.*—By the Government. They should be liberally paid.

*Hon. J. Ferguson.*—These Officers should hold their appointments from the Government, and should be paid more liberal salaries than at present, with a view to enable them to devote their time exclusively to their duties.

*Harrison.*—The Local Officers should be appointed by the Municipal Council who could select proper persons. They should be paid a liberal salary to induce a more active interest in their duties.

*Stickney.*—I would suggest that Overseers be recommended by the Warden and appointed by the Government, as the Municipal authorities are very remiss in such matters, and would probably neglect to appoint them.

*Heney.*—I think that all these officers should be appointed by the Government, with more liberal salaries than at present, provided that they did their duty in every respect. But I consider their salaries at present far too much, as they do not attend to their duty as the law directs. I consider \$25 a year a good recompence for what duty the two former incumbents have done since their appointment as Wardens for the County of Charlotte. I think a more liberal salary would not induce our former Wardens for the County of Charlotte to a more active interest in their duties in any respect.

*J. & S. Leonard.*—Government should appoint them.

*Edgett.*—I think the Officers should be independent of popular clamor. I think the fisheries here too trifling to justify the payment of high salaries.

*D. W. Stewart.*—These Officers should be appointed by the Government, above local influence; should be well paid and supported by an efficient force to command respect and obedience to the laws. This is particularly necessary on the Restigouche and its tributaries.

*Robertson & Hickman.*—Think Officers should be appointed by the Government.

*R. Cole.*—By the Government, and their salaries increased.

*A. Ferguson.*—Should not be appointed by the Municipal authorities but by the Government, and paid liberal salaries, with travelling expenses and assistance when required. They should not be connected directly or indirectly with fishing. Their time occupied would only be during open navigation,—say from May to November—and they should follow no other calling during that time. It can scarcely be expected that much time would be devoted to the duty of any office to which very little remuneration is attached. The duties of an Overseer of Fisheries properly administered are onerous.

*Tory.*—By the Government, and should be paid sufficient salaries to enable them to efficiently discharge their duties.

*Challoner.*—By Government. A liberal salary and half fines.

*Hemlon.*—By Government, and should be paid a little more liberally to induce them to look to their duty as it needs some amount of night watching.

*Pride.*—By the Government, and paid more liberally.

*McQuarin.*—I think Government Officers would be more efficient. Of course the higher the salary, the better.

*A. Macdonald.*—I think they should be appointed by Government and receive salaries. At present they are appointed by the Sessions in each County and get no salary.

*Harley.*—By the Government, paid liberal salaries and well looked after.

*Tremain.*—By the Government, with more liberal salaries. At present parties are appointed living on the grounds, and the General Sessions of the Peace settle their salaries, which in some cases, from so much competition, are very small.

*Donovan.*—Should be appointed by Government, as any appointment made by the Bench of Magistrates is generally made without any respect to competency; and an officer paid would do his duty and be independent of local influences.

*J. V. Stewart.*—These Officers should be appointed by the Grand Sessions of the Peace, and should receive such remuneration as would amply pay them for their services.

*Lent.*—I am decidedly of the opinion that the Fishery Officers should be appointed

by the Government, with ample salaries to enable them to perform their duties. They should give security to perform their services impartially and agreeably to the law.

*Thurber.*—Think the Municipal authorities should appoint, but that larger salaries are really essential.

*M. Macdonald.*—Officers appointed by the Government would be looked upon as above those appointed by the Municipal authorities, and I think preferable.

*J. Ross.*—By Government, with an increase of salary which would make them more interested in their duties.

*Nicolson.*—As the Board of Fisheries think proper.

*Mine.*—By the Government with the recommendation of the inhabitants. Should have a salary to induce them to be more active.

*McNeill.*—Could not decide. Salaries are now generally too low to induce very active service.

*Jones.*—The appointments would be more satisfactory if made by the Local authorities. If paid liberally Officers would take more interest in the matter.

*Smith.*—Proper Officers should be appointed by Government, and they should be paid more liberal salaries or wages. Were a chief Inspector appointed in each County with power to nominate Deputies where necessary, whose bills might be by him certified to the Marine and Fisheries Department, the valuable fisheries of our rivers would be greatly restored.

*Starr.*—I am of the opinion that the Officers having charge of the Fisheries would be more likely to act independently if appointed by Government, but it is of the first importance that they should be men having a thorough practical knowledge of the business they are to superintend, and I imagine that it would be exceedingly difficult to find such persons except in the fishing districts.

*Kavanagh.*—By the Government.

*W. Ross.*—By the Government and well paid, otherwise the law will remain a dead letter. The duty to be effectually performed must be liberally paid for.

*McAulay.*—By the Government and paid good salaries.

*Gordon.*—By the Government and paid a reasonable compensation.

*Question 34.*—Would not the appointment of persons not resident in the fishing districts, and not personally interested in the fisheries of which they are to take supervision, be productive of good results?

*Answers of—*

*Cartwood.*—No individual personally interested should in any case be appointed. As to place of residence, that I think is a matter of no consequence.

*Hicks.*—I do not think it would be productive of good to appoint men from out of the County as Overseers, as they would not have so good a chance to see that the law was properly adhered to. I think that no man should be appointed that is directly or indirectly interested in the fisheries. He should be a man that would act impartially with the fishermen, and strictly adhere to the law, and see it carried out. I think it would be well in Counties where there is a large business done in fishing to have a Fishery Commissioner appointed by the Government to go round once or twice a year and examine the Overseers' diaries, and to make enquiries and see if the Overseers do their duties properly in carrying out the law impartially.

*Kirk.*—My opinion is that it needs acquaintance with the fisheries in any District to know how to manage them satisfactorily, as the fish act differently in different localities. For instance, if I was sent to Lake Huron I might be there several years before I would know as much as I now do of the fish in Lake Ontario. Another objection would be that a person going to a strange place must have a salary to support him, and in order to do a business commensurate with such a salary he must necessarily travel over a very large district, which would be attended with great expense. As far as personal interest is concerned the presumption is that every Overseer must discharge his duty faithfully, and if it be shown that he does not he should be removed. If the impression is that he would

favor his acquaintances or friends, a stranger would be liable to do the same thing, as any person can form acquaintances or make friends in a very short time.

*Crowley.*—I have no doubt but "the appointment of persons not resident in the fishing districts and not personally interested in the fisheries of which they are to take supervision" would be productive of good results. From my own personal knowledge this would be the case, for it is hard to expect fair play from a person who is himself personally interested, and, has relatives engaged in the business. It must always give rise to a good deal of suspicion and jealousy, and very frequently with too much justice, as in the present case, where one local officer has given his brother-in-law the whole side of Lake Ontario, and has denied others, equally if not better entitled to it, similar privileges.

*Myers.*—It would.

*Reaume.*—Officers should be persons residing in the fishery district. Whether interested or not is immaterial provided he has a thorough knowledge of fisheries and the habits of fish.

*G. Macdonald.*—Yes.

*Kerr.*—The duties I have rendered, in protecting the fisheries, and fish in my district can be borne out by the unbiassed public, and my superior officer Mr. Witcher, and his deputies, at Ottawa.

I am not, and never have been interested personally, nor otherwise in the fisheries over which I exercise supervision, except "officially" as such overseer.

I am however always ready to go wherever the Department may order me; provided ample provision was made by a more liberal salary.

*Chalmers.*—I think an honest man would do his duty as well at home as abroad.

*Lamirandière.*—Residents are more apt to have a knowledge of the fishing stations, as well as the habits of fish, which are important requisites.

*R. Bell.*—Fisheries are of so little importance in this County that it is of little consequence.

*Frazer.*—There are very few persons in this place who take any interest in the fisheries, consequently it would make very little difference.

*Scott.*—Persons resident in the fishing districts would have greater opportunities of giving attention to the fisheries than if residing at a distance, but should certainly have no interest in the fisheries under their supervision.

*Whitehead.*—Doubtful.

*Anderson.*—No. The fishery officer should be a resident of the place, and well acquainted with the habits of the fish that frequent the locality where he resides.

*Covey.*—This all depends on his honesty and capacity for performing the duties required. To see that the fishways are kept in order,—to prevent spearing in the spawning season,—to watch obstructions to the entrances of creeks, &c, &c, a person should be conversant with the locality.

*Elliott.*—Think not. The local officer here, being an old resident, and well acquainted with the County and its inhabitants seems to be well adapted for the office.

*Ferrier.*—It is of little consequence whether a resident or non-resident, if a fit and proper person is chosen.

*Dumaresy.*—The appointment of non-residents in the fishing district would lead to very heavy expense. There should be a Superintendent appointed whose duty would be to visit from one end of the County to the other *constantly*; to receive the reports of each of the local officers, and to see that their duties are discharged properly; to see that there should be no contraventions of the Fishery Laws, and to settle disputes if any, &c.

*Baudin.*—It is better to appoint as officer a person residing in the fishing district. With regard to personal interest it would be better to pay them well and not allow them a right to fish.

*Stors.*—Non-residents would be better able to enforce the laws.

*Nutt.*—The officer should reside near the fishing grounds.

*C. C. Fox.*—Yes, if the income enabled them to be independent, otherwise I can see no advantage that would result.

*Henderson.*—That depends entirely upon the person appointed.

*Pourier.*—Residents would be preferable.

*Riverin.*—Provided they have the necessary knowledge to fulfil the duties it matters not where they come from.

*Sirois.*—I think that no alteration in the mode of appointment would make any difference in the performance of the duties of these officers.

*Eden.*—The appointment of non-residents would not answer so well as persons acquainted with the different localities in their districts.

*Whalen.*—Should be persons residing in the fishing districts.

*Dimock.*—I do not think so. The officer should not be personally interested in the purchase or sale of fish.

*Mowatt.*—I believe that no overseer should fish or be allowed to have a share in any fishing, but any appointment made should be to a person acquainted with the locality and also with the practical methods of fishing both legally and illegally. If on a river, he should also be well acquainted with canoes and able to navigate one himself in dark or daylight.

*Vallee and others.*—In our opinion persons living on the coast are in a better position to know the habits of fish than strangers. There are many residents not interested in Salmon fishing who would do as well as strangers.

*Macfie.*—I think it would be better to appoint a non-resident, though it would be more expensive.

*Hon. J. Ferguson.*—Although it would be a questionable policy to appoint a person personally interested in the fisheries to a supervision of these fisheries, I cannot think the appointment of a non-resident would lead to an improved result.

*Harrison.*—I think the appointment of persons not resident in the fishing districts, who had a knowledge of the fisheries would be productive of much good.

*Stickney.*—The overseers should be men living in the vicinity as no others could be induced to attend to it unless allowed a greater remuneration than could be afforded.

*Heney.*—I do not think that the appointment of non-residents would be productive of any good results whatever, and for this reason:—For several years past, there has been an officer sent from St. John down to the southern head of Grand Manan, to the spawning grounds there, and he could not prevent in a great measure the violation of the regulations made for that locality, and if I have been correctly informed the fishermen drove him away altogether, destroying his boat, &c.

*J. & S. Leonard.*—Men acquainted with the business would be best fitted for the office.

*D. W. Stewart.*—Non-residents would be the least likely to be influenced by interested or private motives.

*Robertson.*—Would recommend persons not personally interested, in the fisheries.

*Hickman.*—Would recommend persons not resident in the district.

*R. Cole.*—Non-residents would be preferable.

*A. Ferguson.*—The present local officers, (at least two of them), are the Mayors in their respective Townships; it would therefore appear to be very impolitic in them to be extremely vigilant or Argus-eyed as overseers of fisheries when they have to come frequently before the same people, (a great number of whom, it is said form the transgressors of the Fishery Laws) to seek political favors.

The appointment of non-residents would be productive of better results, as protective officers with full powers.

*Tory.*—One officer for the County not personally interested with the river fisheries with power to appoint persons to look after the rivers during his absence, or while going from one station to another, I think would be productive of good results.

*Challoner.*—By far the best.

*Hemlon.*—I have no doubt but that the appointment of a non-resident would be productive of good, but at the same time I think it should be a man thoroughly acquainted with the locality, as he must know the fishing grounds.

*Pride.*—I cannot see that the appointment of non-residents would be productive of good results. Those interested personally and living by fishing should take the most interest, and they are acquainted with the grounds and with those who fish illegally. Only give them power to bring them to justice.

*McQuarin.*—In my opinion resident officers would have an advantage. The greater

number of the people are not personally interested. I live within half a mile of the river and never caught a Salmon in my life.

*A. Macdonald.*—As those officers must always be on the spot it is useless to have them appointed out of the district. An upright man that would have the interest of the fisheries of his district at heart, would, in my opinion, be the proper person to take supervision of these matters.

*Harley.*—Just what is wanted. Any other system will fall short of restoring the fish.

*Tremain.*—Most assuredly, persons appointed living on the grounds, have in most cases too many relatives and friends. A person not resident in the district and not interested in the fisheries should be appointed, with a sufficient salary to enable him to be on the ground during the *close seasons*, and to whom large powers should be given to punish offenders. This would no doubt be productive of good.

*Donovan.*—Appoint a stranger who will enforce the law without respect of persons.

*J. V. Stewart.*—Persons not personally interested in the fisheries nor in saw-mills would be preferable.

*Lent.*—There are persons resident within the fishing districts who are not personally interested in the fisheries, and who if properly remunerated would enforce the laws for the protection of the fisheries, to the satisfaction of the Government. The inhabitants take so little interest in the preservation of the fish that an officer would be obliged to act independently and visit every locality almost daily in order to prevent contravention of the laws. At present the Officers alluded to are appointed by the Sessions, and are more or less interested in the fisheries themselves, or for their friends, in consequence of which the Laws and Regulations are not enforced.

*Thurber.*—I think that persons residing in the fishing districts are the most suitable to have the supervision as the most of them are personally interested in the matter.

*Perry.*—They should be persons not immediately interested but should be able to have a constant supervision.

*J. Ross.*—No.—Persons residing in the neighborhood would be productive of good, more especially a person residing at the mouth of the river.

*Nicolson.*—As the Board of Fisheries deems proper.

*Mine.*—I think not.

*Campbell.*—Not necessary.

*McNeill.*—Don't think it warrantable or sufficiently important to pay the necessary salaries.

*Jones.*—I think men can be found that would do their duty in different localities.

*Smith.*—I have no hesitation in saying that to the best of my judgment an Officer or Officers appointed as suggested in Question 34 would be of incalculable benefit.

*Starr.*—Answered under 33.

*Kavanagh.*—I think persons residing in the fishing districts and not interested in the business of fishing would be most suitable.

*W. Ross.*—Non-resident Officers would be more expensive, and rivers where Salmon ascend 18 or 20 miles would require two or three Wardens. On the principle that smugglers make the best preventive officers, Wardens well paid, residing along the rivers should make the best officers.

*McAulay.*—Persons residing near the rivers and fishing districts would answer better to be appointed to protect the fish in those localities.

*Gordon.*—The appointment of persons not resident in the district nor interested in the taking of fish, with the most stringent supervision, is the only measure that can check the practice so much in use and winked at by all classes of the community, of taking fish out of season.

## NAVIGATION.

*Question 35.*—State your place of residence, your profession or occupation and whether you are practically acquainted with the interests and requirements of navigation.

*Answers of—*

*Cartwood.*—Division Court Clerk and Fishery overseer.

*Chalmers.*—I am practically acquainted with navigation.

*Patterson.*—My occupation is that of Marine Inspector for the Association of Lake Underwriters of Cleveland, the only one they have in Canada. I am practically acquainted with the interests and requirements of navigation on these inland waters, having for thirty years been a vessel owner and master of several vessels and steamers during that time.

*R. Bell.*—Not acquainted practically with the requirements of navigation.

*Dunham.*—My acquaintance with the requirements, &c., of navigation is from general observation.

*Scott.*—Have no practical knowledge.

*Whitehead.*—Can navigate a skiff; no ambition beyond this.

*Anderson.*—My acquaintance with the requirements of navigation is merely from personal observation.

*Messrs. Gaskin.*—Ship owners. Have been shipmasters for thirty-five years, and are well acquainted with the interests and requirements of navigation.

*Middleton.*—Was for some years of my youth at sea. Have been for over twenty years master of various vessels on the lakes, and am acquainted with the route from Chicago to Kingston.

*Elliott.*—Am not practically acquainted with navigation.

*Vigneau.*—Have been a fisherman and sailor from my childhood.

*Chrasson.*—Am a sailor, 44 years of age; have followed the sea for ten years.

*C. C. Fox.*—During the last eleven years I have been brought into contact with a large number of shipmasters from whom I have obtained information respecting the navigation of the Gulf and river St. Lawrence. I have myself made many passages in the Gulf and river both by steam and sailing vessels and at all seasons.

*Henderson.*—I have considerable experience of the requirements of navigation.

*Gibb.*—I am a native of Greenock, Scotland, and have sailed to this port for the last thirty years in the various capacities up to master, which I have been for several years, and have commanded vessels, principally from the Clyde, whence there is an immense trade to this Port. My certificate of competency is number 4371.

*McGonagle.*—Yes; I have a master's certificate.

*Doyle.*—Master mariner.

*Clarke and Morgan.*—Yes; I have a master's certificate.

*Leslie.*—Master mariner; yes.

*Jamieson.*—Master mariner; have a certificate of competency as master.

*C. Cole.*—Master mariner, having a certificate.

*Cook and Harris.*—Master mariners, having certificates of competency.

*F. LeGressly.*—Am master of the Brig. "Richard" of Jersey and have been for seventeen years a mariner principally in the North American, South American and Mediterranean trade.

*Richards.*—Navigating Lieutenant H.M.S. "Constance."

*Sutherland.*—I have been many years at sea in the North American and East India trades, and I know the Gulf and river St. Lawrence well.

*J. Pallot.*—My certificate is No. 49,739. I have been following the sea for the last 34 years, and have been master for 22 years.

*Wright.*—I have been at sea for 34 years; my certificate as master is No. 83,015.

*La Forger.*—My certificate as master is No. 24,693. I have been 23 years at sea, engaged principally in the North American, South American and Mediterranean trades.

*Wheaton.*—I have been 12 years at sea, and the number of my certificate is 29,143.

*Lobb.*—The number of my certificate is 520. I have been 40 years at sea, and know the Gulf and river St. Lawrence well.

*J. W. I. Fox.*—Am practically acquainted with the interests of navigation, having been at sea on foreign service for 16 years, and 10 of which as shipmaster.

*Riverin.*—I have acquired a practical knowledge of navigation, and know what belongs to it.

*Soney.*—Am able to give some information of things which I believe to be of urgent necessity, especially as they concern the interests of our coasting trade and our fishermen within the limits west of the County of Gaspé and as far as Capede Rosier.

*Piper.*—I have been 20 years at sea, and the number of my certificate is 14,141.

*Le Boutillier.*—The number of my master's certificate is 82,685. I have been 16

years at sea, in the North and South American and Mediterranean trades principally.

*J. Le Gressly.*—Have been 18 years at sea, and my certificate as master is No. 10,017. I have been engaged in the South American, Mediterranean, and for many years in the North American fish trade. The Gulf and River St. Lawrence are well known to me.

*Joste.*—I have been 20 years at sea, and my certificate as master is No. 11,237. I have been long engaged in the North American trade, and I know the Gulf of St. Lawrence well.

*Vautier.*—I have been at sea for 53 years; my certificate as master is No. 48,188. For many years I sailed from the Island of Jersey, principally in the North American, South American and Mediterranean trades, and have been intimately acquainted with the Gulf and River St. Lawrence for these last 40 years.

*Fluelin.*—I have been 25 years at sea, principally in the North American fish trade, and I am thoroughly acquainted with the Gulf of St. Lawrence.

*Dimock.*—Have no practical knowledge.

*Labbé.*—Am a ship builder and have a practical knowledge of navigation.

*Langlois.*—Am a licensed pilot for and below Quebec, and am perfectly acquainted with the requirements of navigation.

*Tyrrell.*—Am captain of a vessel sailing to foreign ports.

*Ouellet.*—Am a captain holding a certificate.

*Charron.*—Am master of a sea going vessel, and hold a certificate from Liverpool England.

*Julien.*—Have a practical knowledge of navigation and its requirements.

*Hon. J. Ferguson.*—Am a merchant and ship owner, and to a certain extent acquainted with the interests and requirements of navigation.

*Heney.*—Was formerly a master mariner, and am pretty well acquainted with the interests and requirements of navigation.

*J. & S. Leonard.*—We are occupied in fishing, and to some extent in navigation.

*D. W. Stewart.*—Am but imperfectly acquainted with the interests and requirements of navigation.

*Robertson & Hickman.*—Not practically acquainted with navigation.

*R. Cole.*—Not extensively acquainted.

*A. Ferguson.*—Had some interest in navigation in former years.

*Snell.*—Was formerly a seaman; am partially acquainted.

*Tory, Hemlon & Pride.*—Have some knowledge of navigation.

*J. Rudolph.*—Have been a master mariner for 30 years, and have sailed in that capacity on the coasts of the British Provinces, in the Gulf and River St. Lawrence, the West Indies, Great Britain and Ireland, the Mediterranean, South America, &c., &c.

*A. Macdonald.*—Have some knowledge.

*Harley.*—No.

*Tremain.*—Am acquainted with the interests and requirements of navigation.

*Ruggles.*—I am practically acquainted.

*Donovan.*—Have no practical knowledge, but have taken pains to enquire.

*Viets.*—Am principal officer of Customs, and Navigation Laws, Registrar of Shipping.

*Dewolf, Corbet, Amberley, M. Macdonald, and Dilmars.*—Not practically acquainted.

*J. Ross.*—Am acquainted with the interests and requirements of navigation to a certain extent by practice.

*Nicolson.*—I served four years an apprentice on ship-board. I took charge at the age of 17 years and 6 months, and since sailed in command in north and south latitudes, until settled in British North America.

*Sargent.*—Collector of Customs and Surveyor of Shipping.

*Mine.*—To some extent.

*Campbell.*—Not practically acquainted.

*McNeill.*—Acquaintance limited.

*Sellon.*—Was formerly a ship master in the foreign trade.

*Cook.*—My occupation is that of a master mariner and pilot of this port, and has been for these 35 years past; besides, I have occasionally taught navigation during the winter season, and am therefore practically acquainted with the interests and requirements of the navigation of the Port of Pictou.

*W. Kidston jr.*—A partial acquaintance.

*A. M. Rudolf.*—Am practically acquainted.

*Question 36.*—What is the nature and extent of the navigation carried on to and from the Ports in your County, and what kinds of vessels are employed?

*Answers of—*

*Cartwood.*—Principally by sailing vessels. Four hundred thousand bushels of grain, and 25 to 40,000 cubic feet of clean timber are annually shipped.

*Chalmers.*—Lumber and grain are exported; coal, salt, plaster and water lime are imported. Vessels of light draught of water are employed.

*Patterson.*—The trade of the lakes consists in the carrying of all kinds of grain, square timber, staves, sawn lumber, and ores, the product of the country. Return cargoes consist of pig and railroad iron, salt and all kinds of merchandise. Steamers and sailing kessels of various kinds are employed in this trade. The exports of this County (Frontenac) are all kinds of coarse grains in moderate quantity.

*R. Bell.*—Rideau Canal is the southern boundary of the County. Tay Canal connects Perth with Rideau. The Tay is not now used for vessels.

*Furncomb.*—The chief trade from this port consists in the export of Grain, Lumber, &c., to the United States and Montreal, and the Import of plaster, salt and coal from the United States.

*Fraser.*—The navigation to and from the ports in this County is inland lake and river navigation and the vessels used are sailing vessels, steamers, scows and barges.

*Dunham.*—Our chief trade is with the United States and consists principally of the export of lumber, grain, &c. The class of vessels navigating the lakes, is employed.

*Simpson.*—Exportation of lumber, in vessels of about 300 tons, wooden barges and schooners.

*Taylor.*—There is only one vessel belonging to this port, the steamer "City of Toronto," a passenger and freight boat plying between Toronto, Niagara and Lewiston.

*Scott.*—Nearly altogether confined to lake navigation with the exception of an occasional vessel to or from Great Britain or Halifax. Schooners from 17 to 179 tons; One Barque 279 tons; One brigantine 423 tons, and steamers from 25 to 491 tons.

*Whitehead.*—Coasting and foreign trade. Steamers, &c.

*Anderson.*—The navigation of this County, which is a frontier one, is carried on the River Detroit, (which divides this portion of Canada from the United States,) by steamers and sailing vessels. I will confine my answers to the trade of my own port. There is an American Steamer plying daily between Detroit, Windsor and this port. There are also two small Canadian steamers which form a daily line plying between Windsor, Kingsville in the Township of Gosfield and Leamington in the Township of Mersea, touching at Amherstburgh each way. Timber and staves, walnut lumber, &c. Agricultural products, stone and sand, the greater portion of which is exported to the United States, form the principal items of trade of the County of Essex, with the exception of the square timber which goes to Kingston and thence by raft to Quebec. The vessels engaged in timber trade are large, say 300 tons, and belong to parties residing at St. Catharines on the Welland Canal. The great bulk of the agricultural products are shipped by steamer to Detroit, and the stone and sand also go there in a class of small flat-bottomed vessels called scows. These are about one half American and the other Canadian bottoms. There is also a large trade in firewood, about one fifth of which is brought over from the United States to this port and sold to the American Steamers trading between Buffalo and Chicago. The sales last year amounted to 40,000 cords, at an average price of two and a-half dollars per cord. This may be called our export as it is consumed by American steamers; the Americans' money left in place of it.

*Gaskin.*—Principally grain and lumber. The lumber vessels employed are from 100 to 500 tons burthen.

*Elliott.*—Very varied, consisting of steam ferry boats for the conveyance of passengers and freight between this port and the United States; one iron steamer for carrying over cars, steamers from the lower lakes bringing freight. Steamers and vessels from United States with freight; steamers and vessels trading coastwise between this and the

neighboring ports, and a large number of scows engaged in carrying wood and sand to the United States.

*Vigneau*.—Navigation here is chiefly connected with the fisheries and is of considerable importance. Vessels of from 20 to 50 tons besides a large number of boats and barges are engaged in it.

*Chrasson*.—Our vessels are coasting and fishing craft of from 20 to 60 tons.

*Bailey*.—Our vessels are of 60 tons and under. On selling them abroad they class for 6 and 7 years.

*C. C. Fox*.—The trade from this County consists of fish and lumber, and for the years ending 30th June, 1867, and 30th June, 1868, the vessels arriving at and departing from the County of Gaspé, (exclusive of the Magdalen Islands) were as follows:

YEAR ENDING 30TH JUNE, 1867.

	Arrived.		Departed.	
	No.	Tons.	No.	Tons.
Vessels from and to Foreign Ports.....	48	5,200	34	4,059
Do do Other Ports.....	270	16,000	237	14,200
	318	21,200	271	18,259

YEAR ENDING 30TH JUNE, 1868.

	Arrived.		Departed.	
	No.	Tons.	No.	Tons.
Vessels from and to Foreign Ports.....	39	5,005	31	3,315
Do do Other Dominion Ports.	252	15,100	205	12,300
	291	20,105	236	15,615

The failure of the fishery explains the falling off in the tonnage of 1868.

The fish trade is to Great Britain, Mediterranean, West Indies and South America, and a little with the other B. American Colonies and the United States. The lumber trade is to Great Britain. The foreign going fish vessels are generally brigs, brigantines and topsail schooners of from 80 to 170 tons. The coasting vessels are fore and aft schooners of from 40 to 70 tons, and the lumber vessels are ships or barques of about 600 tons.

*Henderson*.—Formerly there was a very large quantity of lumber exported to the United States through this port; upwards of 400 vessels (mostly foreign) of from 45 to 70 tons, being employed during the season of navigation. But the lumber having become nearly exhausted the trade has dwindled to 20 or 30 boats during the season.

*McGonagle, Doyle, Clark & Morgan*.—All parts of the world. Sea going ships.

*Leslie*.—All kinds of navigation, and to all parts of the world. Ships of iron and wood.

*Jamieson, C. Cole, Cook & Harris*.—All kinds of navigation and to all parts of the world.

*J. W. I. Fox*.—The extent of the navigation carried on to and from these Islands is considerable. The direct trade is chiefly between the United States and ports in the Dominion, but owing to their geographical position a great number of vessels of all classes pass and repass them daily, during the season of navigation, when bound to ports in the Gulf and above. The vessels employed in direct trade are fishing vessels.

*Riverin*.—There are seven schooners from 60 to 100 tons each, which coast in the Province and go to foreign ports, and likewise 25 of from 22 to 60 tons which ply with wood to Quebec, and take produce to market.

*Eden*.—Vessels navigating to this port are first foreign vessels of from 60 to 400 tons burden, the former carrying dry Codfish either in tubs or bulk to Brazil, West Indies and Mediterranean markets; others of a less tonnage engaged in the fisheries, whaling, &c., some to the North Shore and others to Labrador and Newfoundland, the largest class carrying timber and deals to England.

*Whalen*.—Schooners in the Cod and Whale fishing.

*Dimock*.—Lumber, fishing and coasting trade. The kinds of vessels employed

barques, brigs, brigantines and schooners.

*Grant.*—Our vessels trade to all parts of the world, and consist of wooden vessels built in the Dominion, and iron vessels built on the rivers Mersey and Clyde.

*Langlois.*—Sailing vessels and steamboats.

*Tyrrell and Ouellet.*—On the River St. Lawrence; sailing vessels and steamers.

*Julien.*—Sea voyages and coasting by vessels of from 100 to 1,000 tons.

*Council of Quebec Board of Trade.*—In addition to the ocean trade which is extensive, a large shipping business is done by means of schooners and barges to Montreal, the Gulf ports and Maritime Provinces. Our ships are propelled by steam and sail, and are constructed both of wood and iron.

*Hon. J. Ferguson.*—The nature of the navigation in this County is the carrying of wood, fish and grindstones from Bathurst, New Bandon, Caraquette, Shippegan and Tracadie to Britain, ports of the Dominion, Newfoundland, Miquelon, United States, South America and Italy; its extent is considerable, but I am not in possession of statistics. In the wood trade, Bathurst employs vessels of from 50 to 1,200 tons, the capacity of the vessels employed by the other ports ranging from 14 to 200 tons.

*Heney.*—The navigation carried on from our Parish is chiefly coasting, carrying lumber from the County of Charlotte to ports in the United States. Some vessels are employed in the coal trade in summer, between Pictou and the United States; there also one or two vessels owned in this Parish that are freighting between New York and the West Indies. The vessels employed in the above trades are schooners of from 75 to 100 tons, with the exception of one brigantine.

*J. & S. Leonard.*—Lumbering is carried on largely and employs many vessels large and small.

*Edgett.*—Coal and plaster or gypsum are exported from Hillsborough, freestone and lumber from other ports in vessels of from 200 to 500 tons. Brigantines are the common rig.

*D. W. Stewart.*—The navigation carried on to and from this port is to Great Britain, the adjoining colonies, and the United States. Sailing vessels are employed.

*Robertson.*—Carrying building stone, grind stone, plaster and coal during the summer with our small vessels, say from 100 tons to 250 tons, and in the winter send them to the West Indies with lumber, and bring in return sugar and molasses. Our large vessels carry lumber to the United Kingdom and freight from the United States to different ports of the world.

*Hickman.*—(This reply exactly same as preceding except "small vessels of 100 to 150 tons" instead of "100 to 250 tons.")

*R. Cole.*—The vessels employed are brigantines and schooners. and usually make half a dozen trips to the United States in a season.

*A. Ferguson.*—The extent of trade or commerce by navigation carried on in this County is confined to the exportation of fish and agricultural produce. A few coasters are employed in the trade with other ports of the Dominion; their number is limited. Since the introduction of steamers in the Gulf, they have in a great measure supplied the place of sailing crafts, and in proportion as the steamers have increased their capacity for freight and the accommodation of passengers, their freight list has proportionally increased. The trade of the different towns along the coast visited by steamers is giving evidence of increased vitality and is rapidly improving.

*Snell.*—Ships, barques, brigs, schooners and steamers. Three first named classes trade to foreign ports. Schooners do the coasting business, and steamers carry freight and mails. Some small steamers are employed as tow boats.

*Tory.*—In connection with the fisheries, coasting, trading, foreign, &c. Ships, brigs and schooners.

*Chailoner.*—A few local vessels from 30 to 60 tons.

*Hemlon.*—The schooners of this County trade to the United States, Newfoundland, Canada and Prince Edward Island. They also trade and fish on Labrador and to St. John, New Brunswick. These trading in coal or fish vary in size from 20 to 100 tons.

*Pride.*—The vessels in this County trade to the United States, Newfoundland, Canada, Prince Edward Island, Labrador and Halifax, and vary in size from 20 to 100 tons.

*J. Rudolf.*—Fishing and West India trade. The vessels are chiefly schooners and brigantines.

*A. Macdonald.*—I believe that navigation from ports in this County is carried on to all parts of the world in sailing vessels from a ship to a schooner. The Collector at Port Arichat is in a better position to know the extent of the navigation out of the ports in this County.

*Harley.*—About 140 annually enter and clear from the port of La Have for foreign ports. Large number of fishermen and several coasters in this port.

*Tremain.*—Vessels varying from 15 to 100 tons are employed in fishing, trading, coasting, carrying cattle to Newfoundland, &c., &c., from ports Plaster Cove, Port Hood, Mabou, Margaree and Cheticamp.

*Ruggles.*—Would refer you to the Customs Returns for a more accurate account.

*Donovan.*—Vessels employed to Europe, South America and United States of America. Vessels owned here are barques, brigs, brigantines and schooners.

*Viets.*—I cannot state the extent of the navigation for the County for reasons elsewhere stated. Vessels of large and small tonnage are employed.

*J. V. Stewart.*—Navigation is carried on in this district by schooners and brigantines trading to the United States and West Indies, exporting lumber, shingles, staves, cordwood, &c. These vessels are owned in the district. Transient vessels call occasionally and purchase other cargoes.

*Perry.*—Coasting and fishing, boats and vessels of from 3 to 20 tons. Number 45 to 50; 200 men. Exclusive of these are several large vessels, partially owned in the district (registered in Yarmouth,) say 3,000 tons.

*Dewolf.*—The carrying of general merchandise, lumber, firewood, coal, fruit and vegetables, &c., &c., employing 6 or 7 schooners of about 40 tons each.

*Corbat.*—Coasting and fishing. Schooners of from 16 to 160 tons.

*Amberly.*—A large West India trade, about 20 vessels carrying fish and lumber, and returning with salt and West India produce.

*M. Macdonald.*—The navigation from this port is to Boston, Halifax, P. E. Island, Newfoundland, Magdalen Island and Quebec, and it is performed successfully by illiterate but good sailors. Thus the want of navigation is not felt, nor its merit realised.

*Ditmars.*—Coasting. Extent limited. Vessels 60 to 100 tons.

*Ross.*—Trading and fishing. Small vessels, schooners.

*Hatfield.*—Carried on to a large extent, coasting and foreign. Brigantines and schooners of all classes from 40 to 300 tons.

*Nicolson.*—Ships, barques, brigs and schooners belonging to this port are trading and sold to other ports mostly.

*Sargent.*—Exports are chiefly fish and lumber. Imports various kinds of goods for home consumption. Vessels from 50 to 150 tons.

*Mine.*—West Indies and European trade. Schooners, brigs and barques are used.

*Campbell.*—Coasting and foreign. Schooners are employed in the coasting trade, and barques in the English and foreign trade.

*Farnsworth.*—Cordwood is shipped to a considerable extent from this port, say about 3,000 to 4,000 cords per year, and also about 2,000 to 3,000 bushels of vegetables to St. John N. B. Schooners and brigs are employed.

*McNeill.*—Principally coasting. Schooners, Colonial and American.

*Ratchford.*—Chiefly to United States with lumber; occasionally to Great Britain with deals and timber. Schooners, brigantines, &c.

*Cook.*—The carrying of coal to the United States is our principal trade here. It is prosecuted by vessels of every description from barques carrying 1,100 tons to vessels of 50 tons. Only two vessels loaded last year with timber for Britain. There are three effective coal mines here, the "Albion," "Acadia" and "Drummond" mines. The "Albion" shipped 102,000 tons, the "Acadia" 26,000 tons and the "Drummond" 3,000 tons last year. The "Albion" mines are capable of shipping upwards of 200,000 tons, and the "Acadia" and "Drummond" are expected to ship nearly 100,000 tons each during the present year.

*Kavanagh.*—Vessels from 50 to 150 tons.

*W. Kidston, Jr.*—Principally the coasting trade which is considerable and the cattle

trade to Newfoundland, which is also pretty extensive. There is not much trade with the United States from Victoria County. Schooners are almost solely employed.

*W. Ross.*—Nearly all our vessels are coasters trading to Halifax, the United States and Newfoundland. As a general thing not many vessels are built or owned in this county except what are required for its own coasting trade.

*McAulay.*—Nearly all our vessels are coasters trading to Halifax, Newfoundland and United States.

*Question 37.* Are your coasts or river channels dangerous, and if so what kinds of danger exist, and what means are in use to indicate their presence? State where light houses, guns, fog bells or whistles are placed, and where, in your opinion others are required.

*Answers of—*

*Cartwood.*—South of this place the coast is well provided with lights and harbors, and perfectly safe. North, there are numerous good natural harbors, but no lights or beacons of any kind. A light house between Chantly Island and Cove Island (Lake Huron) is much wanted.

*Chalmers.*—There are no dangerous places in this County.

*Patterson.*—Our coasts are generally well supplied with light houses. I would advise the following alterations: That the light house on Snake Island shoal, four miles above Kingston be placed on Four Mile Point. It does not now protect vessels in passing, as it stands so far from the edge of the shoal that vessels get aground out side of it, the channel at this place being very narrow. The standing light on Point au Pelée, Lake Erie, should be a revolving light, and the red light on Point au Pelée should be a white light. It could then be seen at a much greater distance. There is a shoal in the fair way, about half way between Point au Pelée and Ear Point, on which there is at present a floating light supported by private subscription. There should be a light ship placed here by Government.

We have no guns, fog bells or whistles as signals for vessels. It would be a great advantage to the trade to have signal guns at the following places, namely: Nine Mile Point, Peter's Point, Gibraltar Point, Toronto, Burlington Bay Canal, and Port Dalhousie, in Lake Ontario, and at port Colborne, Long Point and Point au Pelée on Lake Erie.

There should also be a fog bell that could easily be heard one mile off, placed on the Queen's wharf at Toronto to assist vessels entering the Harbor. The Harbor Commissioners who collect tolls on vessels entering the Harbor, and have now a surplus fund, should be required to erect this Bell.

*Fraser.*—There is no danger except from collisions, which no rule or precaution will entirely prevent.

*Dunham.*—Not dangerous. Light house at Fort Burwell.

*Simpson.*—A light house required on Hope Island, Lake Huron.

*Taylor.*—They are not dangerous. There is a light house on the American side of the mouth of the Niagara River.

*Scott.*—No. There is on the west end of the Island called "Gibraltar Point" a light house, and one also at Queen's Wharf, about one and three-fourths of a mile further to the west. The island referred to is opposite Toronto.

*Whitehead.*—Not very dangerous, with ordinary care. No guns, no bells or whistles; horns are used occasionally.

*Anderson.*—Our channels and lake coast would be very dangerous but for the manner in which they are lighted and buoyed, which renders them safe by day and night. There is a lightship on the Colchester Reef, Lake Erie, the property of private individuals, and kept up by subscriptions from both Canadian and American vessel owners, which has been of great service to the shipping navigating Lake Erie, and has been the means of saving a great deal of property. I would recommend that the Government keep a lightship there permanently.

*Gashin.*—In thick weather the entrance to River St. Lawrence from Lake Ontario is dangerous, the passage being narrow, and no means at present in use to indicate the near approach to the entrance. I am of opinion that a gun should be placed on Nine Mile Point to be fired every 15 minutes, also one each on Long Point, Gibraltar Point and Port Dalhousie, and a fog bell at Burlington Beach. I would also strongly recommend the

erection of a beacon light off the Clay Banks, Lake Erie, at the foot of Detroit River. Several disasters have occurred there.

*Middleton.*—No, with the exception of a rock on which there is from 7 to 8 feet of water, off Colchester Point, Lake Erie, on which a permanent light house or lightship, ought to be placed. A fog bell or whistle would be of great benefit on Point au Pelée and Long Point, Lake Erie, and Long Point, Lake Ontario.

*Elliott.*—Coasts and channels within the limits of this port, not dangerous.

*Dumaresny.*—The coast and river channel are dangerous from Cape Gaspé up River St. Lawrence. During an easterly storm and fog it is very dangerous for vessels near the south shore, for it often occurs that there is a very heavy sea with a strong tide running towards shore. Fogs are frequent. There is only one light house (that of Cape Rosier). In my opinion there should be another, either at Cloridorm or at Madaline. The Bay of Gaspé would be a very safe Harbor of Refuge during a storm if there was a light house erected on the North Shore in a direct line with the point of Sandy Beach, (or a lightship on the point of Sandy Beach); the former could be erected the more cheaply of the two, and would be equally as good. This would indicate the safe passage at the end of Sandy Beach. This light, with that now erected on Peninsula Beach, would make it quite safe for vessels of any size to run into the harbor in any kind of weather; but as it is at present it is not safe for vessels to attempt to run inside of the Beach in thick weather. A light house on the Bird Rock would also be a great help to the mariner; one on Cape Despair has long been called for both by mariners and fishermen. This light is certainly much needed to enable the fisherman, when coming from Miscou Bank in thick weather to find his harbor.

*Store.*—The only light house in the County is at Cape Rosier; there is a lantern hung up at Peninsula, but it is of little use. A lightship is absolutely required on Sandy Beach Point.

*Vigneau.*—Our coasts are dangerous, being generally flat, and the only means of distinguishing the locality being the color of the sand at the bottom, which is visible in broad day, on banks and shoals and some rocky and very dangerous reefs, such as Dead Man Rock, White Horse, Gros Cap Rock, the reach between Bryon and Bird Islands, Oyster Bay Rocks off Coffin and Grosse Islands, Pearl Rock or Reef, about E N E from Entry Island. There is no light house, cannon, alarm bell or whistle or other artificial warning, although fogs are very frequent in the spring, and the currents are very violent.

*Chrasson.*—We have no light houses, fog bells or signal guns, though the navigation is dangerous. Light houses are required on the following Islands: Bird, Brian's, Corps Mort and Isle d'Entree. These points are high and the light houses would consequently cost less as they need not be lofty.

*Bailey.*—It is absolutely necessary that there should be a light on the point of Cap aux Dies, and another on the shoals of the North Traverse at foot of Orlean's Island.

*C. C. Fox.*—Not only is the navigation of the Gulf and River St. Lawrence most difficult, but the dangers of the coast are increased by the fogs and snow storms that so frequently occur.

On entering the Gulf a vessel has on the one side St. Paul's Light, but Cape Ray on the other has nothing to tell its position, and a light house there is very desirable. Then, directly in the path of the shipping, lies that most dangerous group the Magdalen Islands. Bryan Island to the extreme east is precipitous, without even a harbor for a boat, and close to it rise the Bird Rocks on which only this summer, the "Fox," a vessel sailing from this port struck and foundered. The other Islands are in most parts low, and surrounded by shoals and quick sands, and yet no means whatever exist to indicate their presence. All mariners are unanimous in demanding a light on the Bird Rocks, as being at once the most dangerous spot, and one almost always made both by ships entering and leaving the Gulf. Not a year elapses without several wrecks occurring on those Islands, and unhappily they are frequently accompanied by loss of life, for not only are these Islands in the direct path of foreign going ships, but they are the favorite resort of the immense fleet of fishing schooners that frequent the Gulf, and I have myself counted 130 sail anchored at one time in Pleasant Bay alone. Once past the Magdalen Islands there only remain Anticosti and Prince Edward Island. Both are lighted, and with the

assistance of the light house at Cape Rosier a vessel bound to Quebec can make the river with ease.

But for the large fleet bound to Gaspé Basin another point requires marking, and I would here call the attention of the Committee to the fact that Gaspé Basin is the only harbor in the district from the North Shore to the coast of New Brunswick, that it is the head quarters of one of the men of war employed in the protection of the fisheries, and is the only place to which vessels in this part of the Gulf can run for safety in heavy weather. For these reasons its entry should be made as practicable as possible. The Bay is entered with comparative ease, but about 12 miles up a large sand beach stretches from the south side almost across it and opposite this on the north side is another sand point called Peninsula. Between these points all vessels must pass to obtain a harbor, and it is on the extremity of this sandy beach that a light-ship is imperatively necessary, as many accidents occur from this point not being marked. Inside this beach the Bay forks into two branches, the one to the south-west forming Gaspé Basin. If in addition to the proposed light-ship there was a lantern on Mr. Joseph Eden's wharf at the entrance to the Basin, (which would be but a trifling expense) vessels could enter the harbor without difficulty. In any case, however, a light-ship moored on the northern extremity of Sandy Beach is most urgently needed.

In the Bay Chaleur a small light-ship at Paspebiac would be inexpensive and would prove a great boon to vessels making that roadstead; and all mariners agree in declaring that for the navigation of the River St. Lawrence a light-house is required at Cape Chatte, and Light-ships on those most dangerous spots, the Manicouagan Shoals and Red Island Reef.

Of course fog bells, whistles or heavy guns are required for thick weather, and the opinion seems general that the cannon used at present are not of sufficient calibre.

*Henderson.*—Are not dangerous and do not require any of the protections specified.

*Gibb.*—with your permission, I shall begin at the entrance of the Gulf, stating where improvements are necessary, and giving my opinions and reasons therefor.

First—It has been greatly felt by shipmasters frequenting the Gulf (either coming in or going out) the want of a light on the "Bird Rocks," which would be very desirable.

In coming up, the lights on Cape Rosier and south-west point of Anticosti are each of great use to the navigator.

From Cape Rosier to Point des Monts light, a distance of over 120 miles along a curved coast, the navigator has no means of knowing his whereabouts, except in the vicinity of Mont Louis river, where there are four gaps in the land, and these can only be seen in daylight or on a very clear night. In so great a distance, I think it would be desirable to have two lights, one half way, and one certainly at Cape Chatte as a guide to the river on one side; Point des Monts will then form the other.

We now come to that dangerous shoal of Manicouagan, where the want of a light vessel has been very much felt by shipmasters; the more especially that ships try to keep that shore for a north wind, and even on a very clear night the shipmaster has no means of knowing his distance from the land, and very often keeps his ship away, gets out of the wind, and finds himself on the South Shore with current and wind against him, and consequently loses his chance of getting up or down. A light on Manicouagan is extremely necessary both for the safety of vessels and to facilitate getting up and down the river.

No doubt the safe conduct is the most important, but next to that is despatch, and the times that we live in, with so many fast ships and steamers, it is very desirable that there should be more lights, that the mariner should feel confidence in leaving one light and steering for another.

At Bic there is a valuable light of the first class, with the gun as a fog signal.

We now approach Green Island, on which is very good light, but here we have a very dangerous reef—I refer to that of Red Island, where numbers of ships are lost and stranded every year, attended in many cases with loss of life.

I would recommend that *very poor* red light to be condemned and a flash light of the first class to be established, also a light vessel on the east of the shoal. This alteration is greatly and positively needed. We next come to those lights recently established, such as the Brandy Pots, Pilgrims and Kamouraska, which pilots and shipmasters find to be of great advantage.

Next is the Traverse, where a leading light is greatly required at the second buoy above the light vessel, as the course from the light ship to the second buoy is S.W. half W. and from that to the Pillars S.W. half S.

The change of course one point in so short a distance, and such narrow water, with so strong a tide running, it would be most desirable to have a leading light.

The buoys here require some improvement in their construction, because during most of the strong flood and ebb, they are seldom seen above water. They ought to be made cone-shaped above as well as below, and not with a flat surface as they now are. Were they so constructed, a portion of the buoy would appear above water at all times. How often does the pilot and mariner look for them, and sees nothing but a white stream or, wake indicating their whereabouts, and should there be any sea on, he cannot even see that.

At the Pillars, it is well proven how many vessels have been stranded by this light; the steamship *Canadian* and several vessels since on the Avignon rock, in my opinion, greatly owing to the light being a revolving one. The pilot cannot calculate his distance with any accuracy. During the revolution, at its brightest period, you fancy yourself close to it, glaring in your eyes, and during its dullest period, you imagine yourself miles away. I think this light should not be a revolving one, especially in a narrow channel. It is quite different from a sea coast, where you require to distinguish one light from another; but in this case the pilot knows he has passed the Traverse, and his next light is the Pillars.

From thereto Crane Island light, Bellechasse and St. Lawrence Point (now building) to Quebec, the river, with the alterations and the new lights mentioned here, (if a petition were drawn up to that effect) would, I am sure, meet the approval of every shipmaster frequenting the River and Gulf of St. Lawrence.

As regards fog signals, they could be placed after a secondary consideration, but I would mention that a gun or fog whistle on St. Paul's Island would be very desirable, instead of a bell now in use, which cannot be heard at any distance.

Now, as there is no place in the world where insurance is so high on vessels as on those trading to the River St. Lawrence, if the improvements here enumerated could lessen the casualties, it would be advantageous to both merchants and ship-owners, as their property could be covered at a cheaper rate. I do not know of any coast so poorly lighted as the Gulf, where there is such a trade. This is in answer to question 37, which I consider the most necessary in the Schedule.

*McGonagle*.—Steam trumpets are wanted on the Bird Rocks, Manicouagan shoals, Red Isle, and a second light in Traverse.

*Doyle*.—A light and gun or whistle on Bird Rocks, also a light at Cape Chatte, a trumpet or whistle on Red Island Reef, a trumpet at Manicouagan shoal, and a light at the western end of Traverse.

*Clark*.—Steam trumpets are wanted on the Bird Rocks, Manicouagan shoals, S. E. end of Red Isle, and a second light in the Traverse.

*Morgan*.—Steam trumpets are wanted on the Bird Rocks, and a light-ship at Manicouagan shoals, Red Isle, and a second light in the middle of the Traverse.

*Leslie*.—Light on Bird Rocks, Cape Chatte; light or trumpet on Manicouagan shoal, and another light on upper end of Traverse.

*Jamieson*.—A light and trumpet at Bird Rocks, a light at Cape Chatte, a trumpet on S. E. Red Island Reef, a trumpet on Manicouagan shoal, and a light on upper end of Traverse.

*C. Cole*.—At Cape Chatte, a distinguishing signal on Red Island Reef in fog, and a light on Manicouagan shoal.

*Cook*.—A light and steam whistle at Bird Rocks; a light at Cape Chatte; a trumpet on Red Island Reef, a trumpet at Manicouagan shoal, and a light at upper end of Traverse.

*Harris*.—A light and steam whistle on Bird Rocks; a light at Cape Chatte; a trumpet on Red Island Reef; and a light Manicouagan shoal.

*F. LeGrossly*.—I consider that the navigation of the Gulf of Saint Lawrence is extremely dangerous, especially at the seasons when vessels engaged as mine is in freight-fish, (loading as we do on the coast) have to frequent it, *i. e.* in spring and autumn. Fog and snow storms are frequent, and the few light-houses and the absence of guns of sufficient size, and fog bells, &c., render it more difficult to make land, ascertain our

position and enter the few harbors existing on the South Shore, than on any coast with which I am acquainted.

In my opinion light-houses should be placed in the following places, together with heavy guns and powerful fog bells or whistles, those at present existing not being of sufficient calibre, and being therefore for all practical purposes of little avail.

1st. A Light-house on the Bird Rocks, a most important station; one on Cape Ray, and a light-ship on Sandy Beach in the Bay of Gaspé,—especially conducive to making Gaspé Harbor, the only one in the County.

*Richards.*—If compliance with the wish of the Chairman of the Committee on Fisheries and Navigation that I should state my views as to the means required to render the navigation of the Gulf and River St. Lawrence comparatively safe and easy, I beg to state as follows:—

1. With regard to the number of lights in the Gulf.

One is much needed at the Bird Rocks, and also in the vicinity of Cape Ray. With these additions the lights as far as number would be complete, that is leaving out of consideration the passage through the Straits of Belleisle, open a much shorter time during the year.

2. The efficiency of the lights now in operation.

Those at St. Paul's Islands, and at Heath Point Anticosti, all of which I saw in May last, under favorable circumstances, are deficient in intensity. Such important positions should have lights of the very best order.

*On this point I should suggest the substitution of the electric light for the oil lamps now in use, as being the brightest artificial light yet known, and which has been in use for some time past at Dungeness, on the south-east coast of England.* The apparatus in full working order was exhibited by the Brethren of the Trinity House, London, in the Paris Exhibition of 1867.

3. Steam fog trumpets,

Are required at St. Paul's Islands (the Bird Rocks,) Pointe des Monts and Father Point. At Bird Rocks and Father Point a single blast, but at St. Paul's and Pointe des Monts alternate deep and shrill sounds, in quick succession would be of great value in enabling a vessel to discover her position. A fog signal at south-west point Anticosti would also be valuable.

4. Adjustment of ships' compasses.

On the subject of the local deviation of the above, it is to be feared to much ignorance prevails, and the difficulty consequent on the introduction of so much iron in shipbuilding is increasing. The magnetic phenomena in these parts so variable, and differing so much in their effects in different ships, require more than usual care and observation on the part of those charged with the duties of navigation, as the errors induced are so serious.

A ready means, however, is at hand. With the aid of a good compass fitted with a reflecting circle, and the tables of sun's true bearing by Staff-Commander Burdwoods, Royal Navy, (sold by J. D. Porter, 31, Poulting,) the deviation or error in the compass caused by the iron of the ship, could be found on all the principal points *at sea*, when the sun was visible, in the course of half an hour. No ship, therefore, ought to go to sea without these articles.

In conclusion, I would observe that to reduce the risks of navigation in the Gulf, nothing is so important as the adjustment of ships' compasses, and, considering the large interests at stake, some Government supervision is necessary.

*Sutherland.*—As the navigation of the Gulf and River Saint Lawrence is very dangerous, I consider that light-houses and light-ships, with Cannon and powerful whistles for thick weather should be placed in the positions mentioned below:

1. A Light-house on Cape Ray, Newfoundland, marking one side of the entrance to the Gulf.

2. A light house on the Bird Rocks, Magdalen Islands. This is a very dangerous position and lies in the direct path of all ships.

3. A light-house at Cape Chatte, on south side the River, as necessary as the one already existing on Pointe des Monts.

4. Light-ships on Manicouagan Shoals and Red Island Reef. Unless these be placed two of the most dangerous spots on the River remain undistinguishable in thick weather.

5. Returning to the Gulf, I also strongly advocate the placing a Light-ship on the extremity of Sandy Beach, in the Bay of Gaspé. Considering the number of vessels entering Gaspé Basin, and the fact that there is no other Harbor in the County,—indeed there is no other this side of the Gulf,—it is above all things desirable that the entrance to it should be rendered easy and safe.

*Fallot*.—The difficulty of navigating the Gulf of St. Lawrence would be much lessened if light-houses and whistles or guns were placed as follows: One on Cape Ray at the entrance to the Gulf; and on the Bird Rocks, Magdalen Islands. The latter is very much needed, and should be one of the most effective as it is a very dangerous place. As there is a large fleet always going to or coming from Gaspé and as Gaspé Basin is the only harbor on the coast, a Light-ship should be placed on the extremity of Sandy Beach at its entrance. This is also much needed. I am not sufficiently acquainted with the River to suggest what would be necessary there.

*Wright*.—To render the navigation of the Gulf and River St. Lawrence less dangerous, the following additions should, in my opinion be made to the lighting, viz:

1. A light-house on Cape Ray, Newfoundland.
2. A light-house on the Bird Rocks, a place of great danger.
3. A light-ship moored at Sandy Beach in Gaspé Bay, much needed for entering Gaspé Basin, the only Harbor in the County.
4. A light-house on Cape Chatte.
5. light-ships on Manicouagan shoals.
6. A light-ship on Red Island Reef.

Fog whistles, or heavy cannon must of course be used in thick weather. I know the Gulf and River well, and consider the above very necessary.

*La Forger*.—Having been for some years past engaged in the Fish trade from Gaspé to foreign markets. I have had considerable experience in the Gulf and River Saint Lawrence, and I have no hesitation in saying that more Light-houses and Light-ships must be built before navigation therein is made as safe as it should be. Those most needed are the following:

1. A light-house on Cape Ray, Newfoundland.
2. A light-house on the Bird Rocks. This is of the very utmost importance and should have been erected long since.
3. A light-house on Cape Chatte, south side of the River.
4. Light-ships on Manicouagan Shoals and Red Island Reef, in the River. These are very necessary.

5. A light-ship moored at the northern end of Sandy Beach in Gaspé Bay. This should be placed at once as it is absolutely essential to making the entrance of Gaspé Basin. There is a great number of vessels engaged in the fish trade at Gaspé, and loading as they often do on the coast, so that in the autumn are continually obliged to run to Gaspé for shelter from snowstorms that so frequently occur. There is no other harbor on the whole coast, so that ships in this part of the Gulf have no where else to run in case of distress. For these reasons the entrance to the harbor should be made as safe as possible. I strongly recommend the placing of the light-ships mentioned above.

*Wheaton*.—My experience of the Gulf of Saint Lawrence leads me to suggest the following addition to the light-houses there:

1. A light-house on Cape Ray, Newfoundland. This would mark one side of the entrance to the Gulf. The other side is already lighted at St. Paul's.
2. A light-house on the Bird Rocks. This is a very necessary addition, and both light and cannon or whistles should be of great power.
3. On entering Gaspé, I find there is great need of a light-ship on Sandy Beach, to mark in dark weather the narrow opening between the Beach and the Peninsula, through which all vessels must pass. This is an improvement to the harbor much required.

*Lobb*.—There is no doubt that the navigation of the Gulf and River St. Lawrence is very dangerous, and that more light-houses, &c., are required, together with heavy cannon or powerful whistles for use in thick weather. In my opinion the following are imperatively necessary:

1. A light-house on Cape Ray, N. F. One already exists at St. Paul's, on the other side of the mouth of the Gulf.

2. A light-house on the Bird Rocks. The Magdalen Islands where these are situated, are the most dangerous group in the Gulf, and at present there is nothing to mark their position.

3. As there is no other harbor in this part of the Gulf but Gaspé Basin, to which vessels can run for shelter, and as there is a large fleet annually bound to it, I strongly advise the placing a light-ship on Sandy Beach in Gaspé Bay. Until this is done the weather frequently renders it difficult, not to say impossible, to enter the harbor, which for the reasons given above should be made as easy as possible.

4. A light-house on Cap Chatte, in the River, is wanted by vessels on the South side.

5. Light-ships on Manicouagan Shoals and Red Island Reef should mark two of the most dangerous spots in the River.

Mariners are so frequently troubled by fogs and snowstorms in the Saint Lawrence that this coast requires, above all others, to be well lighted.

*Delaney and others.*—Our coasts are very dangerous. We have no means of indicating danger. We suggest the establishing of light-houses on Isle d'Entrée and the east point of our Island.

*J. W. I. Fox.*—The coasts of the Gulf and River St. Lawrence, and especially of the Magdalen Islands, are full of dangers, impeding the navigation. Reefs, sand-banks, rocks and shoals extend in every direction, and currents prevail which are very deceiving and dangerous to the navigator both day and night, and fogs are of more frequent occurrence now than they were some 20 years ago.

One of the principal dangers in the Gulf, and one much dreaded by mariners, is at the Bird Rocks and reefs situate in the immediate track of vessels bound from Europe to Quebec, Montreal and other ports, and on which ship-wreck very frequently occurs. At this place there is neither light, fog whistles or gun, to warn the mariner of his approach during darkness, fog or stormy weather. Many valuable ships and cargoes have been lost here during the past few years, which a light and signal gun would have prevented.

I consider the erection of a light-house on the Bird Rocks of paramount importance to the interests of the navigation of the St. Lawrence and the Dominion generally. It ought to have been built many years ago.

Light-houses are placed on the Island of Anticosti and at Cape Rosier. Others are required on Cape Ray, N. F., the Bird Rocks and Deadman's Island, Magdalen Islands; Cape Chatte, North Shore of St. Lawrence; and light-ships off Sandy Beach, Gaspé Bay; and on Manicouagan Shoals and Red Island Reef, River St. Lawrence.

*Bourque and others.*—Our coasts and rivers are dangerous. No light-houses, &c. One required on Bird Rocks, one on West Point of Amherst Island, and another on Entry Island.

*Riverin.*—Our coasts are dangerous in bad weather as there is a deviation of the compass, especially in an east wind and south-west wind from Trinity Bay to the Seven Isles. The current there sets to the north not less than three knots, and the directions give us three knots southerly. This however happens only occasionally and never in fine weather. A revolving light ought to be placed on Egg Island, with a gun, to enable vessels approaching the coast to avoid the dangers between — point and Trinity Bay. Another ought to be placed within White Bank afloat in a flat bottomed vessel which would take the ground.

*Sirois.*—The north coast and that of Labrador, are in different places very dangerous. The only light-house on that side of the Gulf is at Pointe des Monts, while we ought to have several: as at Seven Islands, the Perroquets, at Mingan, at Natashquan, the Islands of St. Mary, Meccatina and other places quite as dangerous.

*Eden.*—Our coast is very dangerous. There is only one lighthouse on the coast, and a lantern on the Peninsula in the Bay of Gaspé. I would strongly advise the erection of a light-house on the Bird Rocks in the river St. Lawrence, with a heavy gun attached, to be fired at intervals in foggy weather; also a floating light on the point of Sandy Beach, at the entrance to the port of Gaspé, with a bell attached. Would also recommend that a larger gun be placed at the light at Cape Rosier.

*Puinchaud.*—I would recommend the erection of a light-house at the west point of Amherst Island; this would be of use to all vessels coming here, or passing from the "Gut"

to Quebec, or coming from Quebec hither. A light-house on Bird Island would only be of use to vessels coming from Europe. It is known that the Deadman's Rock has been fatal to many vessels, and a light-house on the west point would indicate its position in urgent cases. If but one is to be put up, it would be better situated on the west point than upon Entry Island.

*Soury.*—As to light-houses, there ought to be one on the Island of Bonaventure, which being opposite to Percé and about a league distant lies immediately in the way of all vessels. The light should be on the off side of the Island on Pointe à Margeau or on Monte Ste. Anne, on the latter it would cost less and be visible nearly fifty leagues off. On Point St. Pierre also, there should be a gun or some other means of warning vessel of the danger of the little Island of Blotteau which lies off Point St. Pierre twelve arpents distant. There are shoals extending between the above named points nearly 18 leagues.

*Piper.*—Having been engaged in the North American trade, I know the Gulf and river St. Lawrence well. At all times dangerous; the spring and autumn navigation is worse than any other part which I am acquainted, and certainly no place calls more urgently for the additional light-houses and light-ships. I should recommend as being most wanted, lights as follows:

1. A light-house on Cape Ray, Newfoundland, so that the entrance to the Gulf may be well defined. At present the north side of it is unmarked.

2. A light-house on the Bird Rocks. I know of no place where a light is more a light if more needed than here. It is a place of great danger, is right in the track of all shipping, and has nothing to point out its position to mariners.

3. A lightship on Sandy Beach, in Gaspé Bay. A great many vessels enter and leave the Port of Gaspé, which is besides, the only place of safety to which a ship can run for shelter on this coast, and the entrance to it should therefore be well marked and easily made, especially in the thick weather so frequent in the Gulf. There is a small lantern sometimes shown on the Peninsula, which is opposite this beach, but this is perfectly useless even when a light, and a light-ship placed where I have indicated is the only thing to render access to the harbor safe.

4. A light-house should also be placed on Cape Chatto, in the river. This is also very necessary, as the south side is wholly unmarked.

5. Light-ships should be placed also, on Manicouagan shoals, and on Red and Green Island Reefs, in the river as these are very dangerous places.

Besides lights there should be heavy guns and whistles, &c, for thick weather.

*Le Boutillier.*—I know the Gulf of St. Lawrence well, and consider its navigation very dangerous. We have fogs and snow storms often, especially at the time when our fish freighting vessels are navigating it in the autumn and spring. I should strongly recommend light-houses and cannon or whistles to be put on Cape Ray, N. F., and above all, a very powerful one on the Bird Rocks. This last is very necessary, as it is a place of great danger. I also advise that a light-ship be moored at Sandy Beach, in the Bay of Gaspé, so that vessels may easily make the only harbor they have to run to in this part of the Gulf.

*J. Le Gressly.*—The navigation of the Gulf and the River St. Lawrence is extremely dangerous, and the danger is increased by the absence of light-houses on some points which should be marked. In my opinion new light-houses and light-ships should be placed as follows:

1. A light-house on Cape Ray, N. F. If this were done, with the light already existing on St. Paul's, the entrance to the Gulf would be well defined.

2. A light-house on the Bird Rocks. This is above all needed to mark one of the most dangerous spots in the Gulf, and the light here should be of the best kind. Very heavy cannon, or a powerful steam whistle should also be used in thick weather. The interests of navigation require immediate attention to this.

3. A light-ship should be moored at the end of Sandy Beach in Gaspé Bay. A great many vessels are engaged in the Gaspé trade, and many are constantly loading fish on the coast. All these have to run for shelter in the gales and thick weather, that so often happen, in the autumn especially, to Gaspé Basin, *there being no other harbor on the coast.* The entrance to it should therefore be made as practicable as possible, and a light-ship on Sandy Beach is the only way to do it. There is at present a small lantern hung up on Peninsula, opposite Sandy Beach, but *no light on this point is any good to mariners,* and there

is no other way to make the entry to the only harbor there is in this part of the Gulf easy in bad weather, but by placing a Light-ship where I have proposed. The light should be a red one, so that it may not be mistaken for a light in a house.

4. A light-house should be placed about Magdelain River. As it is now there is no light on the coast from Cape Rosier to Point des Monts.

5. A light-house at Cape Chatte. This is wanted for vessels on the south side.

6. Light-ships should be placed on Manicouagan shoals and Red Island Reef. These are both dangerous spots. All these I consider necessary, but the lights on Bird Rocks and at Sandy Beach especially so.

*Jostz.*—I consider the navigation of the Gulf of St. Lawrence very dangerous, and the coast is so badly lighted that, (knowing the thick weather that one is always liable to in the Gulf) masters of vessels have more cause for anxiety, and the shipping runs more risk there than in any other part of the British Dominions. I recommend, to improve the navigation, that light-houses &c, be put as follows :

1. One on Cape Ray N. F., or on Point Oragé, which last would be equally useful to vessels making the west coast of Newfoundland.

2. One on the Bird Rocks. That this most dangerous place has not been marked, in spite of the long continued outcry of mariners, and the constant recurrence of wrecks, is a disgrace to the Governments who have, one after another, allowed the time to pass without doing anything to remove the danger of the place. It is directly in the passage of the shipping and should have a light of the very best description.

3. There should be a light-ship moored at Sandy Beach in Gaspé Bay. This is necessary to enable vessels to enter Gaspé Basin, which is the only harbor on the coast, and one much frequented by shipping. As it is now it is very difficult to make in dark or bad weather.

*Vautier.*—The natural dangers of navigating the Gulf and River St. Lawrence are materially increased by the insufficient manner in which they are lighted. Places on which almost every year ships are wrecked and lives lost still remain with nothing to mark their position. And in my opinion, considering the nature of the dangers, there is no part of the British Dominion so much frequented by shipping which is so badly lighted.

Lights, together with heavy guns or whistles should be placed,—

1. On Cape Ray, N. F., so that the mouth of the Gulf should be well marked.

2. On the Bird Rocks. There should be no delay in putting a very powerful light here. The rocks lie right in the track of the shipping, and their danger cannot be over-estimated.

3. A light-ship should be moored at the north end of Sandy Beach, in Gaspé Bay. This also should be placed there without delay, as no place requires it more. The foreign trade in fish and lumber, of Gaspé is considerable, and a large number of vessels enter and leave the port every year. Beside these the number of schooners engaged in fishing, whaling and coasting is very great, and of course, all have to enter Gaspé Basin. Again there is absolutely no other harbor on this coast where vessels in the Gulf can run for safety in bad weather, and it is the head quarters of one of the men of war engaged in protecting the fisheries. For all these reasons the entry to it should be made easy at all times. As it is there is a long sand beach outside with only a narrow passage through which vessels can pass. This is often most difficult, and sometimes impossible, even to those who reside here, and so far as strangers are concerned, at the very time when they most require to enter the harbor they find it out of the question, and a good many go ashore on the beach. A light-ship moored at the end of it would obviate the difficulty and make practicable the only harbor in the district. There is a lantern on Peninsula, opposite the beach, but instead of being any good to mariners, it is when seen, more likely to mislead them. The only place on which a light could be placed that would be of any use, would be where I have said, on Sandy Beach. A red light is preferable to a white one.

4. A light-house is much wanted on Cape Chatte for vessels on the south side of the river.

*Fluelin.*—The navigation of the Gulf is very dangerous, and more light-houses should be built. In all cases there should be very heavy guns or whistles, as the fogs and snow-storms are among the principal causes that make the navigation difficult.

I recommend therefore,—

1. A light-house on Cape Ray, N. F.

2. A light-house on the Bird Rocks, near the Magdalen Islands. This is a light which mariners have for years demanded. It is one of the most dangerous places in the Gulf and is not marked at all. The schooner "Fox" of Jersey, laden with fish from this port, and commanded by me was lost there during this present year.

3. A light-ship, with a red light should be placed on Sandy Beach, in Gaspé Bay, as without it the entrance to the only harbor on the coast is not practicable in bad weather.

*Whalen*.—Reefs and rocky shores. Fog-bells very useful.

*Dimock*.—Safe coasts and good harbors, except Paspébiac, where a light-house is much required. There are no light-houses, guns, fog-bells or whistles placed at any locality within this County.

*Vallée and others*.—There is the utmost need of a light-house on Point Natashquan (*Grand Goulet*) on the outer end of Walrus Island, and on Perroquet Islands, near Mingan. This would facilitate navigation between Anticosti and the north shore.

*Grant*.—Many of them are dangerous owing to the existence of shoals, reefs and islands in the channel of the Saint Lawrence. A fog whistle is absolutely required on Red Island reef, one of the most dangerous spots in the channel, and a place where many disastrous wrecks with loss of life have occurred.

*Langlois*.—The coasts and rivers in certain parts are very dangerous, and the means of indicating danger are light-houses, guns, fog-bells and whistles. The light-houses, &c., are judiciously located; but lights, with fog-bells or whistles are required east of the Red Island beach, to prevent accidents during fogs and during snow-storms in the fall.

In the St. Roch Traverse a red buoy, ten feet in length and six in diameter, should be placed on the west point of the middle bank, and a floating light about two miles to the west of the present light-house on the south side, in the St. Roch traverse. The buoys at present used in the river St. Lawrence are too small and should be replaced by larger.

I am of opinion that the keepers of floating lights should be persons sufficiently instructed in the art of navigation.

*Tyrrell*.—The coasts and river channels are very dangerous. The means we use to indicate their presence are light-houses, buoys, guns, fog bells, whistles and land marks. These light-houses, buoys &c, are established in suitable places. Lights would, however be indispensable on Bird Island rock on the south east point of Anticosti and on Bonaventure Island. A floating light also should be placed east of the shoal of Red Island with bells or whistles and guns to prevent accidents in case of fogs. In St. Roch's Traverse a red buoy, ten feet long and six feet in diameter ought to be placed on the western point of the middle bank; a floating light would be required about two miles west of the present light-house on the southern side of St. Roch's Traverse. The buoys at present used in the River St. Lawrence are too small, and ought to be of larger dimensions.

*Ouellet*.—The shores and rivers are very dangerous, and the means we possess of perceiving their existence are light-houses, buoys, cannon, land marks, alarm bells and whistles. The light-houses, buoys &c, are placed in suitable positions, lights are however required on the east side of the shoal at Red Island or Bird Island Bonaventure Island, the south point of Anticosti and Cape Chatte, besides alarm bells or whistles for the prevention of accidents during fogs. At St. Roch's Traverse a red buoy ten feet in length by six feet diameter ought to be placed on the western point of the middle bank; moreover a floating light is required about two miles west of the present light-house on the south side of the Traverse, besides another on the east side of the Manicouagan. The buoys at present in use on the river St. Lawrence are too small and ought to be replaced by others of larger dimensions.

*Charron*.—The coast is extremely dangerous in some parts, and to indicate such dangers, land-marks, buoys, light-houses, alarm-bells and whistles are made use of at suitable points. Only the number of them is too small, and I think it would be necessary to increase the number of them as follows; by placing a light with an alarm-bell at the eastern extremity of the shoal of Red Island; a floating light on the Manicouagan, a light-house on Cape Chatte, another on the south point of Anticosti, another on Bird Island, also on the Island of Bonaventure. I am likewise of opinion that a red buoy ten feet in length by six in diameter placed on the west point of the bank in the middle of the Traverse of

St. Roch would be of an immense advantage in preventing danger there, particularly if a floating light were placed on the south side of the Traverse about two miles west of the present light-house. The buoys should also, in my opinion, be of a larger size, being at present altogether too small. It is extremely desirable in the interest of navigation, that the care of the light-houses and floating lights should be entrusted to persons of experience in naval matters.

*Julien.*—The coasts of the Dominion and particularly of the Gulf and River St. Lawrence are dangerous, and a greatly increased number of light-houses should be erected.

The most necessary lights on the St. Lawrence are the following :

- A light-house on Cape Chatte,
- " " " Seven Islands,
- " " " South Point of Anticosti Island,
- " " " Bird Islands, in the Gulf,
- " " " West Point of Amherst (Magdalen Islands.)

*Council of Quebec Board of Trade.*—Our river channels below Quebec are very dangerous, owing to innumerable reefs, narrow channel, and strong current. The channel is lighted buoyed. The council have frequently urged upon the Government, the necessity of placing a light-ship and fog-whistle, on the south-east end of Red Island Reef—another on Manicouagan Shoals, and light-houses on the Bird Rocks and Cape Ray.

*Hon. J. Ferguson.*—Part of the coast of this County is dangerous, and consists of bar harbors, indicated by buoys. The only light-house in the County stands on Point Miscou, but there are no guns, fog bells, or whistles. The beacons at the entrance to Bathurst are unavailable at night in consequence of not being lighted. Lights there are a necessity, and cannot be too soon supplied. A beacon light is likewise required at Tracadie Gully, and one at Shippegan Gully, and a light-house on Caraqueette Island.

*Henry.*—The coasts and river channels are not very dangerous except in thick foggy weather. There should be a light-house on or near White Head, the western entrance to L'Etang harbor, and also to guide vessels through L'Etete passage to St. George and St. Andrews. This passage is somewhat dangerous, on account of a very strong current setting through between the lodges, and should never be approached except with a good commanding breeze. There are a great many ships and schooners that pass through this passage. There should be a fog whistle at Head Harbor light-house, and one on the Machias Seal Island,—the latter above all places, as all vessels and steamers have to pass between the Seal Islands and the main land in entering the Bay of Fundy by the North Channel. A good fog whistle could be heard across the North Channel, (that is between Seal Island and Little River on the Main, which is so called.)

*J. & S. Leonard.*—There are many dangerous shoals that require beacons, buoys and light-houses. A fog whistle at Head Harbor, Campo Bello, also on Point Prangle, Grand Manan would be advisable. A light-house on Bliss Island, a beacon on Mannawar Rock, L'Etang Harbor, and a beacon on Black Rock, near Head Harbor, are advisable, and there are many other rocks where buoys are required.

*Edgett.*—I think the Bay of Fundy very dangerous. There is no harbor for loaded vessels from St. John to Shepody River, a distance of about 80 miles. Quaco Ledges be about half way from Quaco Head to Isle Haute. By looking at the chart, you will see that vessels caught in a gale of wind, in snow storms or fog, have but a poor chance. I think the best thing feasible to be done, to be some remedy, would be to build a breakwater at Herring Cove in Alma, which can be done with trifling expense compared with the benefit. There is much talk here of building a breakwater on the beach about four miles westward of Cape Enrage which I think contrary to all reason, as the sand drives about so in a gale of wind that it would fill it up in two, or three hours. There is a place called Anderson's Hollow, about one mile further east, where the natural formation is such that harbor can be built with a trifle as compared with the other, and be safe and secure, sufficient to answer all purposes.

Off Cape Enrage there is a dangerous reef of rocks. There is a light-house on the Cape of but little use except to warn vessels off. No use in thick weather. A whistle is wanted extremely.

North East by East about 18 miles is Grindstone Island light at the mouth of Shepody

River, where there is good anchorage inside in about 4 or 5 fathoms at low water. Loaded vessels shelter here, bound out or otherwise, from or to Harvey, Hopewell and Hillsboro', this being the only low water harbor up the bay from St. John, for a distance of 80 miles. There is a sunken ledge of rocks near the anchorage here, and a buoy is very much wanted.

On the west side of the river there are extensive mud flats and a reef of rocks, where a buoy is much wanted by strangers.

*D. W. Stewart.*—Our coasts and river channels are by no means dangerous. A buoy or two in the Restigouche River to indicate the point of a projecting shoal or spit has hitherto been considered sufficient, but even they ought not to be necessary when competent pilots are employed.

*Robertson.*—Our coast and river are safe. There is a light-house on Cape Rosea and one on Grindstone Island.

*Hickman.*—Our coasts and river are safe. Light-houses on Cape Rosea and Grindstone Island. More lights on the coast wanting, but cannot select best ground for them.

*R. Cole.*—Not considered dangerous except in foggy weather. A light-house on Cape Maringuin, between Shepody and Cumberland Bay would in the estimation of captains of vessels be of great utility.

*McLaughlin.*—From the peculiar position of Grand Manan, being about nine miles distant, at nearest part; and nearly, at the southern head equi-distant from the coasts of Maine and Nova Scotia, the coast is very dangerous. At North Head, there is a light-house; also one at Gannet Rock, bearing 8 miles south-east, from Southern Head, Grand Manan; and one at Seal Island, bearing about 1.2 miles south west from said Southern Head. The light at Gannet Rock, is of lens, or 4th order light, but should be removed, and replaced by 2nd order light; Seal Island lights should also be replaced by lights of the second order. At Seal Island, a gun is fired every four hours in foggy weather. A steam whistle should be immediately erected at Bradford's Cove, Southern Head, to be used in foggy weather; this would save many vessels, as this is a most dangerous place in a thick fog.

*A. Ferguson.*—The roadsteads on the coast of this County and the main channel of the Restigouche river, are not dangerous. The entrance to this river is of such a nature that a stranger, following the soundings marked on the chart, can enter the harbor at Dalhousie at any state of the tide. The channel of the Restigouche River is indicated by buoys. We have no light-house, guns or fog bells.

*Snell.*—The coast and river channels are dangerous on account of rocks, shoals and strong tides; the means in use to warn vessels of danger are not altogether such as they should be. The places where there are light-houses, are Head Harbor, Campo, Bells, Swallow's Tail, North Head, Grand Manan, Point Lepreaux, Gannet Rock, and St. Andrews. There are two light-houses on Machias Seal Island which are included in the County of Charlotte. There is a gun at the Machias Seal Island, which is fired in foggy weather; there is another at Gannet Rock. There should be light-house on the southern Wolf Island; also a steam whistle at every light station, as a light is of no use in thick foggy weather or a thick snow storm.

Steam whistles are particularly required at Head Harbor, Gannet Rock and Seal Islands, the former place being dangerous in thick weather on account of strong tides and being difficult to find, as the channel leading to Passamaquoddy is not more than  $\frac{1}{2}$  of a mile wide and the tide sets directly across the channel until it gets within one eighth of a mile from Spruce Islands, and then sets directly on to Black Rock, just inside the mouth of the channel. I have often known vessels to lay off and on for twenty four hours, sometimes longer in foggy weather and snow storms, whereas if there had been a steam whistle or some such guide they could have found their way in easily. Gannet Rock is an other very dangerous place on account of tides and rocks; there are several dangerous rocks lying in different directions from the Gannet Rock.

Machias Seal Island being the outside light station in the Bay of Fundy, is of course the first light seen by ships coming from Europe after passing Cape Sable, i. e. by ships coming in the western channel. Ships often lay off perhaps a week in foggy weather as the gun is only fired once every four hours. I would strangely recommend that steam whistles be placed at Head Harbor Seal Island, and Gannet Rock.

*Tory.*—Part of the coast is dangerous owing to the numerous shoals and rocks, and no means used to point them out, further than Cape Canso and White Head lights, with a whistle, which is often out of order, at the former. Light-houses are erected at Sand, or Eddy Point, south entrance of Strait of Canso, Guysborough harbor, Cranberry Island, Cape Canso (with a whistle) and White Head.

Lights are required at north entrance of Cape Canso harbor, Green Island, Country harbor, and at the east entrance of Marie Joseph harbor, with a whistle at the two latter places. A light at the former is much needed, owing to that harbor being surrounded with rocks and shoals, and it being a rendezvous for vessels passing to and from the westward, bound to the Gulf of St. Lawrence.

*Challoner.*—Coast rocky and bold. No means from St. Ann's to Cape North. A fog bell or whistle much required on White Point S. E. side of Aspy Bay.

*Hemlon.*—The coasts are dangerous; rivers and channels not dangerous. The coast dangers are from rocks, and light-houses being too scarce to indicate their presence,—there being but three light-houses in the County, a distance of about ninety miles. From Beaver light in Halifax County, to White Head in Guysborough County is 60 miles; this is part of the coast which needs lighting, and I would in conjunction with the generality of seafaring men, recommend that a light be placed at Liscomb Harbor, as it is the best harbor from Halifax east, is very large, with deep water, and easy of access. I would name Crook's Island as a proper site. Green Island is also much spoken of as a proper site for a coast light, and also a harbor light. Wedge Island will be mentioned to you, but I would be much disappointed to see a light at that place and none at Liscomb. From White Head to Canso light is 15 miles; there is also a fog whistle. From Canso to Sand Point is 15 miles more, the east light in the County being at the latter place.

*Prile.*—The coasts are dangerous, but the rivers are not. The dangers of the coast are rocks and shoals, and there are not sufficient lights to warn mariners of their presence, there being only three light-houses in the County on a coast of ninety miles in extent. I would recommend a coast light on Green Island and on Wedge Island at the entrance of St. Mary's, and a harbor light at the entrance of Liscomb, which is one of the finest harbors on the coast from Halifax to Cape Canso, and is easy of access.

*Rudolph.*—The navigation of Nova Scotian waters and the Gulf of St. Lawrence is very dangerous owing to the prevalence of fogs in spring and summer, and snow storms in fall and winter. There is a certain number of light-houses at present in Nova Scotia, but still one is much required at Cape Tormentine in Northumberland Straits. As regards the Gulf and River St. Lawrence as far as Green Island, there are but few light-houses; it is the worst lighted coast that I know of in the British Dominions. In my opinion there should be a light on Bird Island, which is much required, also one on Cape Ray, and one on Cape Chatte. There should also be light-ships at Red Island Reef and on Manicouagan shoals.

As for guns, there are but few at the light-houses, and in general they are too light, and should be much heavier. Whistles and bells are also too few in number, and there ought to be many more, as in a dense fog they are of great service to the shipping.

*A. Macdonald.*—Coast and river channels in this district are not dangerous. There are no light-houses, guns, fog bells or whistles in the district, and none required.

*Harley.*—No light-houses.

*Tremain.*—No particular danger exists. A light-house is placed at Port Hood, and one at Margaree Island. No guns, fog bells or whistles,—these being unnecessary as we have very little fogs on this coast.

*Ruggles.*—Coasts are dangerous. The greatest danger is the sea fog. Some ledges lie at the entrance to the Bay of Fundy. Light-houses are established at Digby Gut Boar's Head, Briar Island, Cape St. Mary's and at the entrance to Westport Harbor, on Peter's Island (so called) where also a fog horn should be placed, as Westport is a harbor much frequented.

*Donovan.*—The coast of the County of Richmond is dangerous, having many sunken rocks and shoals not buoyed. There is a light-house at the southern entrance of Arichat Harbor, totally unfit, with only two lamps. On Green Island a good red light is exhibited, and of general benefit to the shipping interest.

*Viets.*—The fog in the bay of Fundy is one cause of danger to navigation. Light

houses are placed at Digby Gut, Boar's Head, Brier Island, Peter's Island and Cape St. Mary. Brier Island being much frequented by coasting vessels, and lying in the way of vessels trading from ports in the Bay of Fundy to Europe, the West Indies, United States and elsewhere, and on account of the prevalence of fog during the summer months, I would suggest whether a fog horn might not be much required at that place, and for the same reason, one at Digby Gut,—say on the eastern side, where the land is much higher than where the light-house is placed on the other side.

*J. V. Stewart.*—The coast of this district is not dangerous. No light-houses, &c, are required.

*Dewolf.*—Our coasts or rivers are not dangerous.

*Corbet.*—Not very dangerous. There is a light-house at the north entrance of the Strait of Canso, distant about one and a half miles from the entrance of this harbor. A beacon for the guidance of vessels into this harbor would be very beneficial owing to the entrance being narrow.

*Amberley.*—Yarmouth Harbor,—at low water only a narrow crooked channel, is extensively marked out. Entrance narrow; some bad ledges buoyed, and a beacon at the entrance. These improvements all executed by local authorities. A light-house on Cape Fourchue at entrance. A fog whistle is much needed as the steamers running from this port are often kept for hours in the fog outside the harbor.

*M. Macdonald.*—The coasts and channels within this district are not considered dangerous.

*Ross.*—Dangerous. Bars and shoals. Light-houses. Sea Wolf Island, Port Hood. No fog bells; no whistles.

*Hafield.*—A lighthouse in the Isle of Haute, and a fog bell or steam whistle would be a good improvement, and one much needed to warn mariners of their near approach to Quaco Ledges, and making the roadstead of Spencer's Island in thick weather.

*Nicolson.*—There is a light on an Island bearing east nine miles, obscured in a dark night. The entrance of this harbor would be the better of a light to guide vessels in.

*Sargent.*—Generally pretty safe. Where danger exists, buoys and beacons are placed. Light-house on Ragged Island, Shelburne, Beacon, (entrance to Barrington harbor) and Cape Sable Island. No fog bells or whistles.

*Mine.*—Yes, our coast is dangerous, but it is pretty well provided with light-houses. One at Cape Sable, one at Backarm, one at Shelburne harbor, and one at Ragged Island.

*Campbell.*—Not dangerous. Amit Island light at the mouth of harbor.

*Farnsworth.*—No.

*McNeill.*—The coast from St. Paul's to St. Ann's harbor is dangerous, and there is neither beacon nor light to indicate danger for a distance of 60 miles. The Bird Island light-house, midway between the entrance of great Bras d'Or and St. Ann's Harbor is the first indication of danger. Then on the south side of entrance of Big Bras d'Or, there is a light-house, these being the two only ones in the County. About six miles from Kelly's Cove, to the westward is a shoal on which vessels frequently get ashore. Would suggest a small buoy, placed on this shoal; the cost would be small.

*Ratchford.*—Not very. Light-house at Partridge Island River. Fog bell or whistle should be on the pier at Partridge Island, Parsboro', and something to indicate the locality of Black Rock in dark nights or foggy weather.

*Cook.*—The coast to the eastward of the harbor can be approached in safety to within a mile's distance of the shore, but to the westward of the harbor lie the Carribou shoals which are very dangerous, as some of them lie more than a mile from the shore. The most dangerous of them are the middle shoals which lie in the middle of the passage between the Carribou shore and Pictou Island, and have on them, at low water not more than 11 feet. As the trade is evidently increasing between Pictou and the St. Lawrence, and as the Carribou channel and Straits of Northumberland is the course in use for the prosecution of such trade, not only should the Carribou shoals be well buoyed, but a light-ship should be placed on Cape Tormentine shoals also. These lie about three miles from shore, at the narrowest part of the Straits, and are dry at low water. Our rivers, within our harbors are intricate and winding but not dangerous, their channels being bounded by mud flats and marked out by stakes or bushes at their various turnings. We have no guns, fog bells or whistles on any part of our coast, nor do we need them as we are seldom visite

by fogs. There are four light-houses in the County; one on the east point of Picton Island; one at the south entrance of the harbor, one on Gull Rock, (Caribou Island,) and another on Amet Island. We need no more lights at present.

*Kavanagh.*—At Louisburg and Scattari. No fog bells or whistles at light-houses in this County.

*W. Kidston Jr.*—Perfectly safe in this County. Light-houses on St. Paul's Bird Island and Black Rock: another wanted on Inganish Island to complete the lighting of this County.

*W. Ross.*—Our coast is rough and rugged and several vessels are lost thereon, generally those coming from Britain and on their way up the St. Lawrence, and sometimes when returning therefrom. A light-house on Inganish Island is very requisite to form something of a connection between St. Paul's Light and that of Scattari,—the latter two being the most prominent coast lights.

*McAulay.*—(This answer substantially same as the preceding one. Add "a light-house needed at the entrance of St. Ann's Harbor.")

*Question 38.* State the number, names, and character of the harbours in your County, distinguishing between ports and harbours of refuge, and state any suggestions with regard to the best manner of improving them.

*Answers of—*

*Cartwood.*—The ports in this County are Saugeer, Port Elgin, Naic de Dort, Inverhuron and Kincardine south of this place, and White-fish, Main Station, Big Island, Pine Tree and Tobernorrey all north of this place. Those north of this place are all excellent natural harbors, but entirely unused, there being no settlements north of this place. Chantilly Island is the only harbor of refuge.

*Myers.*—Picton, South Bay, Wellington and Consecon.

*Chalmers.*—Napance, port of entry, and several landing waiters in different parts of the Bay.

*Patterson.*—Presquile, a harbor of refuge, has range lights for entering. Since they were erected the bar, (sand) has shifted, so that they do not now mark the entrance. They should be corrected or discontinued.

*Farncomb.*—Port Darlington and Port Hope, harbors of refuge, and Ports Newcastle and Granby, shipping ports.

*Frazer.*—Chatham and Wallaceburg on the Rivers Thames and Sydenham. The only means of improving them is to clear out the snags every spring, and dredge the shoal places.

*Dunham.*—There are three harbors in this County, viz: Ports Stanley, Bruce and Burwell, neither of them being a harbor of refuge, although one is much needed. Port Burwell will afford the greatest facilities for making a harbor of refuge, being more commodious than either of the other ports in the County, and its position is very favorable for that purpose. The best manner of improving it would be by extending the piers, dredging, and sheet piling.

*Simpson.*—Full of natural harbors.

*Taylor.*—Niagara and Port Dalhousie, neither of them harbors of refuge.

*Scott.*—Toronto is the only port or harbor in this County.

*Whitehead.*—Ports Hope, Bond Head and Darlington;—none of refuge.

*Anderson.*—There are three ports of entry in this County, Windsor and Amherstburg on the River Detroit, and Kingsville on Lake Erie. The latter is merely a dock or pier, and runs out some four hundred feet into the lake. There are several such piers,—one at the village of Leamington in the township of Mersea. Amherstburg, which is situated at the mouth of the River Detroit, is one of the best and most used harbors of refuge in Lake Erie. It does not require improvement.

*Middleton.*—A harbor of refuge is much wanted, somewhere about Cobourg, Lake Ontario, and Port Burwell or Bruce, Lake Erie, as from Toronto to South Bay Point on the former lake, a distance of 130 miles, and from Point au Pelé to Long Point on the latter a distance of 150 miles, there is no place where loaded vessels can find shelter in a gale of wind.

*Elliott.*—The limits of this port are almost altogether on the River Detroit, with the

exception of a few miles on Lake St. Clair, and while in the river vessels are well protected from all storms. The ports of entry, are Amherstburg, 16 miles below on the river Detroit, and Chatham, about 60 miles above, to gain which Lake St. Clair has to be crossed and the River Thames ascended about 20 miles. This port only extends to Belle River which is about 17 miles above. There are no docks or piers between this and Bell River.

*Dumaresy.*—There is only one harbour in this County, that of Gaspé Basin. The improvement required is a lighthouse on the North Shore of the Bay, or a lightship on the point of Sandy Beach, with the light now erected on Peninsula Beach continued; also a harbor light on the Basin Point on the north side. With these improvements this Harbor would be quite safe for any vessels to run in, and many vessels bound for Quebec, instead of remaining outside during the frequent heavy North West winds, would run into Gaspé Bay for shelter.

*Vigneau.*—Three Harbors. 1. Amherst Harbor; 2. House Harbor; 3. Grand Entry; 41 Pleasant Bay is an excellent harbor of refuge for large vessels; the approach will be freed from almost all danger so soon as a lighthouse is placed on Entry Island to shew the passage in the night. Entry Island itself forms an occasional or accidental harbor, (according to the set of the wind), Pleasant Bay being open from the N. E. to the S. E. to the winds and tides of the ocean. In summer, however, winds do not prevail.

*Chrasson.*—We have three harbors; Amherst, Hâvre aux Maisons and Grand Entrée.

*Bailey.*—Our northern harbors are very good, and are quite well known to all pilots and Masters from Trinity upwards. St. Augustin, St. Nicholas, Bersamis, Colombier's Point, Portneuf, Tadousac, Malbaie and Anse de la Grosse Roche. Further on on the North Shore are many good harbors,—Baie St. Paul, Isle aux Coudres, &c. From Trinity downwards there are several good harbors.

*Henderson.*—The harbors in Missisquoi Bay are Philipsburg, Peelhead Bay, and Pike River Harbor, and places of refuge.

*Delaney and others.*—We have three harbors of refuge; a fourth might be secured by deepening.

*J. W. I. Fox.*—The Magdalen Islands do not contain any good harbors; all are obstructed by sand bars and rocks. The harbor of Amherst, the port of entry, being that most frequented by British and foreign vessels, is capable of holding about 200 sail of fishing vessels. Its entrance is obstructed by a rock having but 8 feet water over it, and a sand bar extending from its S. E. side nearly across its mouth, which could easily be removed by blasting and the use of a steam Dredge.

The others are Basque, House and Grand Entry Harbors. The two former are obstructed by sand bars, having not more than from 6 to 8 feet of water over them at high water. Grand Entry has a greater depth, and in the channel from 12 to 15 feet of water may be found. The channel leading into these harbors could be easily deepened by the use of a steam dredge.

*Bourque and others.*—Three harbors, Amherst, House, and Grand Entry. Amelioration could be made by removing the rocks and sands at the mouth of Amherst Harbor and others.

*Riverin.*—Ports of Refuge, Baie St. Paul, Les Eboulements, Big Rock Creek. Port of Refuge and harbor, Malbaie, a port, and safest as a port of refuge in the County. There is a wharf and breakwater required to shelter vessels from the N. E. winds: Saguenay and Tadousac—a port of refuge and a good harbor.

*Eden.*—Gaspé Basin is the only safe port on the coast.

*Whalen.*—Fog bells.

*Dimock.*—Four, viz: Port Daniel, Paspebiac, New Richmond and Carleton,—all safe harbors with good anchorage. Three roadsteads, viz: Bonaventure, Maria and Nouvelle:

*Grant.*—The harbors are Quebec, Gaspé, Seven Islands and Mingan,—the two latter harbors of refuge.

*Council of Quebec Board of Trade.*—The harbors of Quebec is both magnificent and commodious, but portions of it are becoming filled up by deposits of ballast, and require dredging.

*Hon. J. Ferguson.*—There are six harbors in the County, four of which, Bathurst, New Bandon, Caraquette and Shippegan are ports of entry. Bathurst Harbor is a spaci-

ous sheet of water nearly land locked, but obstructed by several bars which retard the improvement and prosperity of the port. These could be removed by dredging at an expense very trifling when compared with the benefit which would accrue from it. Shippegan is an estuary, or channel uniting the waters of the Bay Chaleur with the Gulf of St. Lawrence. A passage through this channel obviates the necessity of sailing round Point Misou, and shortens the distance from Bay Chaleur to Miramichi and southern ports nearly fifty miles; but to give a depth of water sufficient for practical purposes, dredging the south gully and building a breakwater on each side of its entrance is an absolute necessity.

*Harbors.*—There are about eight good harbors in the County of Charlotte, viz: Lepreaux, Beaver L'Etang Head, Harbor de Lute, Quoddy River, (embracing West Isles and Campo Bello,)—which may all be considered good ship harbors. There is a good ship harbor at the port of Welsh Pool; St. Andrew's Harbor at the port of the same name; Magaguadavic Harbor at the port of St. George, and the St. Croix River may be considered a harbor all the way up to the port of St. Stephen; that is the ledge, so called.

*Improvements.*—There should be a beacon on the ledge which bares at low water off the western head of the entrance of Lepreaux Harbor. No improvement could be made at Beaver Harbor. St. Andrews Harbor is not accessible for large vessels at low water. There might be a channel dug out on the western bar so that steamboats and small vessels could enter the harbor at low water. There should also be a good beacon placed in about 8 feet of water off the bar on the eastern end of St. Andrews Island, as this is the main entrance to St. Andrew's Harbor. I am not aware that any improvement could be made in any of the other harbors.

*J. & S. Leonard.*—L'Etang harbor, Harbor de Lute, Welshpool, Fish Island, Doctor's Cove, and many others are spacious and easy of access.

*Edgett.*—Salmon River and Point Wolf are the only harbors in the Parish of Alma. Small vessels can get in at top high tides. Ports,—no places of refuge. About six miles easterly from Cape Enrage is Two Rivers, a small port. Small vessels can get in at about half flood. The Petitcodiac river, an extensive highwater harbor is used as a shipping port. There are some places below Hillsborough where loaded vessels lie afloat. The current is rapid, five knots an hour and at times more. Vessels lay very safe on mud flats in many places.

*D. W. Stewart.*—To begin with the lowest loading place in this port at present there is first River Louison or Nash's Creek, that would be the better of a breakwater if considered of sufficient importance. Next, New Mills, perfectly safe as it is. Then Dalhousie and Restigouche river perfectly safe, but will soon require dredging to clear them of slabs and saw-dust.

*Robertson.*—Moncton, Dorchester, Sackville, Joggins, Shediac and Rockland.

*Hickman.*—Dorchester, one of the best and safest harbors in the County; Sackville, Joggins, Shediac, and the new port of Rockland.

*R. Cole.*—There are about six good harbors,—Dorchester, Shediac, Sackville, Baie Verte, Wood Point and Pecks' Cove. As a general thing there is good anchorage along the shore.

*A. Ferguson.*—The bays at the entrance of the Jacquet river and Charlo river form good roadsteads for ships. The Restigouche river for twenty miles from its mouth may be considered as one great haven. For the convenience of trade it has been divided into two ports or harbors, viz: Dalhousie at its entrance and Campbellton sixteen miles above. The channel is marked by buoys and is easy of navigation. There is a bar on the channel about three miles below Campbellton called the "Traverse" with fifteen feet of water over it at low tide. There is not a rock or a reef in the whole distance from the entrance of the river to Campbellton. The ballast ground at Dalhousie is in the main or north channel, and the place indicated by a buoy immediately abreast the town. It is reported that the spit at Maguasha point at the entrance of the river has materially extended westward, and the depth of the channel much lessened since the discharging of ballast in this place. I cannot refrain from mentioning the fact of saw-dust drifting into the river and channel of the Restigouche from saw mills, (of which we have four) situate in the tide way, in full operation in the summer. The ballast and saw-dust together are doing material injury to the navigation and anchorage of this fine haven, and it is manifest that something should be done without delay to arrest this evil.

*Snell.*—The names of the harbors in the County of Charlotte, Head Harbor, Harbor De Lute, Friar's Harbor, St. Andrew's, (which is a port) St. George (which is a port also) Clam Cove, North-west Harbor, Bar Island Harbor, Lord's Cove, Back Bay Harbor, l'Etang Harbor, (having two entrances or passages leading into it and considered the best harbor in the continent of America) Dead man's Harbor, Beaver Harbor, Mace's Bay Harbor, New River Harbor, Flagg's Cove, Woodward's Cove, Grand Harbor, Black's Harbor and Seal Cove, twenty in all. Nature has formed these harbors nearly perfect with the exception of Flagg's Cove and Grand Harbor, at Grand Manan, Flagg's Cove being open to the sea so that vessels cannot lay there with the wind from north-east, east or south-east. Grand Harbor is a large harbor, but vessels cannot get in only from 4 hours flood till 4 hours ebb on account of its being so shoal. I cannot suggest any improvements in those two harbors as it would be almost impossible to build a breakwater at Flagg's Cove and to dredge Grand Harbor would be more than the country could afford.

*Tory.*—Strait of Canso, Crow Harbor, White Head and Country Harbor are fit for ships of large burden. Guysborough, Cape Canso, St. Mary's and Liscomb will take ships of 500 tons. Molasses Harbour, Torbay, Island Harbor, Isaac's Harbor, Fisherman's Harbor, Mutton Harbor, Little Liscomb and Marie Joseph will take vessels of 200 tons. There are also numerous other harbors fit for small craft, besides many places of refuge for boats, &c.

Guysborough Harbor is obstructed by a sand spit which ought to be removed, and the several shoals about Cape Canso ought to be buoyed.

*Challoner.*—Aspy Bay, open from N. N. W. to S. E.; breakwater for boats.

*Hemlon.*—In this County there are over 20 harbors; there is scarcely five miles without a harbor of some kind. Beginning west we have Ekumsekum Port, not very good on account of the difficulty of entering through the many islands; Marie Joseph, good harbor, much resorted to by coasters; Liscomb next, good for ships of any size; Jegogin, pretty good; St. Mary's, not good on account of the mud flats, but a port of entry on account of the gold mines; Indian Harbor next; Port Bickerton; Fisherman's Harbor, good; Country Harbor, good; Isaac's Harbor, good; Torbay, good; White Head, good-light; Port Howe, not very good; Cape Canso, greatly used but very dangerous, (great many wrecks at this harbor, which has a light-house and fog whistle, and is also a port of entry); Guysborough, good harbor, also port of entry, and, Strait of Canso, and at the end of the County, a port of entry with a light house.

*Pride.*—The number of harbors in this county is twenty-one: Ekumsekum, not very good; Marie Joseph, a good harbor for coasters, much used and easy of access east or west; Liscomb, good;—I have recommended that a light be placed there. St. Mary's River is a good harbor, but not easy of access for strangers; it is a bar harbor, and vessels of large draught cannot enter. There is from 12 to 15 feet on the bar at high water. A great many small vessels of from 30 to 100 tons are engaged in carrying coal to supply the gold miners; they take pilots at the entrance. Jegogin Harbor is not good to enter, but is safe inside; Indian Harbor, not good; Bickerton, good but small; Fisherman's Harbor, good but small; Country Harbor, a good ship harbor for any draught; (a light on Green Island at the eastern entrance would be a great benefit); Isaac's Harbor, good for coasters; Island harbor, the same; Coddle's and New Harbor, good for boats; Torbay good; Whitehaven, good; (there is a light near the entrance); Canso, good but rocky; (there is a light at the entrance, also a fog-whistle); Guysborough, good; Port Mulgrave, in the Strait of Canso, is the last in the county. There are a few other small harbors which I have not mentioned, but they are not of much consequence. St. Mary's, Guysborough and Port Mulgrave are the only ports of entry in the County.

*A. Macdonald.*—There are five harbors within the limits of this port, viz: Bear Island, Caribou, Cove, Little River Basin, and Rabbit Island, all good harbors of refuge, and do not want any improvement.

*Harley.*—LaHave is a noble harbor, easy of access and affording abundant shelter at its entrance and interior for any number of vessels. Lunenburg, Mahone Bay.

*Tremain.*—Five harbors, viz: Plaister Cove, Port Hood, Mabou, Margaree and Cheticamp. Plaister Cove, in the Strait of Canso, is a fair anchorage ground. Port Hood is a good harbor of refuge, the only one indeed on this side of the Island of Cape Breton, but it sadly wants improvement. A strip of land which at one time connected the main

with the island opposite has been washed away by the action of the sea, nearly destroying the anchorage, and harbor facilities on the main side. The expenditure of a considerable sum of money in filling up the northern entrance where the said strip of land was would make it a most excellent harbor of refuge. At present it affords shelter for a large number of vessels on the island side. I have seen upwards of 500 fishing vessels taking refuge in this harbor at one time.

*Ruggles.*—Digby, Weymouth and Westport are all of first class. Petite Passage, Port Acadia, Sandy Cove, Beaver River, Port Gilbert, are harbors of refuge, and can be improved by breakwaters.

*Donovan.*—Arichat Harbor, West Arichat, D'Esconsse, and all through Lennox Passage, St. Peter's Bay, River Inhabitants, good harbors. L'Archeveque and several others for small vessels and boats.

*Viets.*—At Digby, Westport, Weymouth and Sandy Cove the harbors are safe. Those at Tiverton, Freeport, Port Acadia, Meteghan and Port Gilbert might be improved.

*J. V. Stewart.*—There are two harbors in this district, viz: Bellevieu Cove and "Gros Coque," formed in a great measure by breakwaters. These breakwaters should be kept in constant repair, or they will soon become worthless.

*Perry.*—Improved with natural harbors. There are four public landings or breakwaters in the district, viz: Green Cove, Bartlett's River, Salmon River and Cape Cove. The only means of improving them is by repairing and extending them, so as to afford more room and safety.

*Dewolf.*—There are in this district three harbors, or places where vessels load and discharge, Wolfville, Lower Horton and Avon Port. Am not aware of any distinction between them.

*Corbet.*—Harbor-au-Bouche, Tracadie, Little River and Antigonish.

*Amberley.*—Yarmouth, Tusket River, mostly used as a harbor of refuge, and for fishermen in search of bait; Pubnico Harbor, used for fishermen, owned there—about 50 vessels. Some parts of this harbor should be buoyed. The inhabitants are not in a position to employ local expenditure.

*M. Macdonald.*—Hawkesbury or Ship Harbor is the best, and may be considered the only harbor in the County of Inverness. All the others are inaccessible to large ships the water being shoal, with shifting sand bars. Port Hood is next in importance, but may properly be called a harbor of refuge. It also has a shifting sand bar. The harbors of Judique, Little Judique, Mabou, Margaree and Cheticamp are only accessible to boats and small vessels.

*Ditmars.*—Annapolis Basin, the only harbor of refuge.

*J. Ross.*—Margaree and Cheticamp, bar harbors; Port Hood, Plaister Cove and Port Hawkesbury, good. Breakwaters the best means of improvement for the first two harbors mentioned.

*Hutfield.*—Four in number; Spencer's Island, a roadstead; Ratchford's River, a port of entry,—wants some repair on bar; Fox River, dangerous for strangers, or vessels drawing more than 10 feet of water; Ryan's Head River, fit only for small vessels, and not much used.

*Nicolson.*—All the answer this requires is a survey.

*Sargent.*—Port Shelburne, Port Barrington, Port La Tour, Port Ragged Island, North-east Harbor, Cape Negro Harbor, Clark's Harbor, Wood's Harbor, Shag Harbor, Green Harbor and a number of coves and inlets where small vessels and boats can take refuge.

*Mire.*—Port La Tour, Cape Negro, Shelburne, Jordan River, Ragged Island and Barrington.

*Campbell.*—Tatamagouche. No suggestions.

*Furnsworth.*—Breakwaters, French, Cross, Victoria, Oglive, Harborville, Black Rock, Baxter's Harbor, Chipman Brook, Hall's Harbor, Scott's Bay, also Canning, Port Williams, Wolfville and Horton.

*McNeill.*—Harbors in Victoria County: From the Port of Kelly's Cove to the little Narrows, say a distance of about 40 miles, vessels can find shelter and good anchorage every few miles. The port of Kelly's Cove three miles from Black Rock light-house is a very good and safe harbor in any weather. Thence to Port Baddeck, distance about 25

miles, there are in every three or four miles coves sheltered and good anchorage. Thence to the Little Narrows there are coves and good anchorage safe in any ordinary weather. From Port Kelly's Cove eastward to Port St. Ann's, a distance of 7 or 8 miles there is no harbor to shelter a vessel, but there is good and safe anchorage at Cape Dauphin. With west and south-west winds, St. Ann's is an excellent harbor. Thence along the coast eastward to Cape North there are no safe harbors. Neither light-house, beacon nor buoy indicate the danger. Would suggest a light-house at Inganish Island.

*Ratchford.*—Partridge Island river, Black Rock, Diligent river, Port Grenville and Advocate Harbor.

*Cook.*—We have four harbors in the County, the principal of which is Pictou. It is impeded by a bar on which, in a very narrow part are 19 feet at low water, to keep in which depth requires very accurate steering. The next harbor is Merigomish; it is about ten miles to the eastward of Pictou harbor, and has a bar at its entrance on which are 16 feet at low water. It is not now of much importance but may shortly be so, as both coal and iron stone have lately been found in its vicinity. The next is Caribou Harbor, which lies about three miles to the westward of Pictou; it has a bar at its entrance on which are 13 feet. This harbor is of no importance and is seldom frequented since the failure of the timber trade. It is said that copper ore has been found at its head. The next is a small river harbor called River John. It has at its entrance only 8½ feet at high water. None but small shallows frequent it, though it is of some note as a place of ship building. We have but one small harbor of refuge called Arisaig Pier; it is now very much in want of repair. While in good order it was of great service to small vessels and boats engaged in the fishing, and is much needed, especially during the fishing season. Another place of refuge for boats is much wanted on Pictou Island as a place of safety, not only for the boats of its own inhabitants, but also for the fishing boats and others frequenting the harbors of the straits.

*Kavanagh.*—Louisburg and Sydney are the only real harbors in this County.

*W. Kilston, Jr.*—Five harbors. Baddeck, excellent; By Harbor, ditto; Kelly's Cove, ditto; St. Ann's good; Inganish, indifferently good.

*McAulay.*—St. Ann's and Bras d'Or are ports and the only safe harbors in the County.

**Question 39.**—What is the number and tonnage of ships owned in the County, in what trade engaged, and how manned?

*Answers of—*

*Cartwood.*—I do not know of any being owned in my County.

*Chalmers.*—Am not able to tell at present.

*Patterson.*—In the County of Frontenac there are owned:

11 Steamers, tonnage.....	3,788
4 Barkantines, " .....	1,554
13 Schooners, " .....	3,019

Several of the steamers are tugs on the River St. Lawrence. The other vessels are engaged in the general trade of the country.—(See Query 36.)

*Furncoomb.*—Two vessels are owned at this port; tonnage, 260 tons. I do not know the number or tonnage of vessels owned at Port Hope or Darlington.

*Frazer.*—Between 70 and 80 craft of various kinds, engaged principally in the lumber and wood trade, and variously manned.

*Dunkham.*—The number and tonnage of vessels engaged in the trade mentioned in 36, and owned in the County, are as follows:

	Steam.	Sail.	Tons.	Men.
Owned in Stanley and Bruce,.....	1	3	728	39
" Burwell,.....		16	1,944	108
	1	19	2,672	147

*Simpson.*—Four vessels; about 800 tons.

*Taylor.*—There is only one vessel belonging to this port, the steamer "City of Toronto, a passenger and freight boat plying between Toronto, Niagara and Lewiston.

*Scott.*—Forty vessels, 4,309 tons; the carrying trade; chiefly by British subjects.

*Whitehead.*—17 vessels, 2,723 tons.

*Anderson.*—I do not know, but you will receive the information from the collectors of other ports, and adding the same together will give you the whole tonnage of the County. Belonging to this port there are one sidewheel low pressure steam tug of 185 tons, and one screw tug of 22 tons, and one building of about 70 tons, to be furnished with a screw engine, together with six scow built schooners of from 25 to 40 tons each. They are all manned by natives of this County.

<i>Elliott.</i> —"Great Western," iron steamer for carrying cars.....	1,252	tons,	16	men.
"Union," G. W. Railway passenger steamer.....	1,190	do	14	do
"Essex," ferry steamer.....	94	do	5	do
"Florence," steam propellor, engaged in coasting trade...	73	do	7	do
Parque "Cecilia," Lumber trade.....	342	do	10	do
1 Barge.....	137	do	4	do
13 Scaws.....	407	do	39	do

*Dumaresq.*—There are 43 schooners of 2,153 tons aggregate, out of which 6 schooners, 321 tons are engaged in the whale fishery; the remainder, 37, are employed in coasting on freight. All these schooners are manned by fishermen of which seven tenths know nothing of navigation.

*Vigneau.*—The number of small ships or vessels held by the shippers of the islands varies from 20 to 30. Tonnage varies from 20 to 50 tons. Their trade or business is the fishery in spring and summer and coasting in autumn. Their rigging is that of vessels of their class, viz: with sails. We have no steam vessel here.

*Chrasson.*—We have some 20 schooners.

*Bailey.*—Our vessels are of 60 tons and under.

*C. C. Fox.*—In the subjoined list I have included five vessels, which, although registered in Jersey, (Channel Islands) where their owners reside, are entirely engaged in carrying the fish, &c, of the several fishing establishments carried on by these same owners in this County. But I have not included the vessels owned in the Magdalen Islands.

Vessels owned in Oct. 1st 1858, in the County of Gaspé, exclusive of the Magdalen Islands.

	No.	Tons,	Men.
Foreign going vessels.....	8	776	60
Coasting do.....	14	603	60
Fishing do.....	20	668	150
Whaling do.....	6	329	90
Total	48	2376	360

*Henderson.*—At present there is only one vessel of 34 tons owned in the County, and that is laid up out of repair. Any trade there is is carried on by foreign vessels.

*Morgan.*—Ships from 1100 tons downward.

*J. W. I. Fox.*—The number and tonnage of vessels registered at the Magdalen Islands are vessels, 43, tons 1478. Those owned and employed here are vessels, 22, tons, 802. All manned by fishermen and employed in the fish trade.

*Dimock.*—Eighty five vessels, about 15,000 tons, including those of the firms of C. Robin & Co, and Le Boutillier Bros., chiefly engaged in transporting lumber and fish to to Europe, Brazil and the West Indies. They are manned chiefly by Europeans and natives of Canada.

*Julien.*—There were at Quebec on the 1st January last, 771 vessels, forming 95,024 tons—employing 4,455 men.

*Council of Quebec Board of Trade.*—The information asked for in this question, can be procured from the Collector of Customs.

*Hon J. Ferguson.*—Twenty-five, probably registering in the aggregate 3,000 tons, engaged in the foreign and coasting trades and manned by mixed crews.

*Hiney.*—Several ships and brigs and also large schooners are owned in the County of Charlotte. Most of them are engaged in the lumber trade between the West Indies, United States and Europe. Cannot give the amount of tonnage. These vessels are principally manned by persons who have been fishermen. This class of men make the best officers and sailors that can be produced.

*D. W. Stewart.*—The number of registered ships at present owned in the County is

but five, and two of them are under 25 tons. Three are at present engaged in the wood trade to Great Britain and United States. Two of these have been built since the abrogation of the Reciprocity Treaty with the United States, and designed for the West Indies trade, which they purpose to commence the present season.

*Robertson.*—Cannot state how many vessels owned in the County. Only one is owned at Moncton Port, and this a small fishing vessel.

*Hickman.*—24 vessels 9910 tons, are owned at the Port of Dorchester. They are manned by men of the country.

*R. Cole.*—Am not prepared to state number and tonnage of vessels owned in the County, but know that the smaller ones are engaged in freighting to St. John and carrying grindstones and building stones, coal and plaster to the United States, and larger ones load with deals for Europe.

*A. Ferguson.*—One square rigged ship, two brigantines and two or three schooners, are, I think the only vessels owned in this County. The former are engaged in carrying lumber to Britain, the latter in the coasting trade.

*Hemlon.*—There is but one ship of 600 tons owned in the County. She is commanded by the owner, and manned by a mixed crew.

*Pride.*—One ship, engaged in freight trade, about 600 tons, navigated by a native master and mixed crew.

*A. Macdonald.*—Owned in this district 17 schooners of 800 tons burthen, engaged in the fishing and coasting trade, and manned by natives of this place.

*Tremain.*—No record has been kept—probably from 300 to 350,—tonnage about 10,500, principally engaged in the fishing and coasting trade.

*Ruggles.*—See Customs Returns.

*Donovan.*—On 1st January last there were 268 vessels, 18,473 tons, registered at Arichat, engaged in the European, South American and United States trades, and in fishing, manned almost entirely by persons residing in the county.

*Viets.*—The number and tonnage of vessels owned in the county cannot be correctly stated for reasons given elsewhere. They are engaged to Europe, West Indies, United States and other countries, and manned by Nova Scotians principally.

*J. V. Stewart.*—There are 5 vessels owned in this district, viz: 2 brigantines and 3 schooners; the aggregate tonnage is 489 tons; 1 schooner trading to the United States, 1 do. engaged in fishing, 1 schooner and 1 brigantine in West India trade, and 1 brigantine in foreign voyages; manned by native seamen.

*Perry.*—Boats and vessels from 3 to 20 tons, to the number of 45 to 50, and 200 men, engaged in coasting and fishing. Exclusive of these, there are several large ships owned in the district, and registered in Yarmouth,—say 3,000 tons.

*Dewolf.*—Eight vessels are owned in this district, (not county;) 3 schooners comprising 274 tons are in the plaster trade; 2 do, each 20 tons run steadily to and from St. John, N. B.; 2 brigs and 1 barque of 800 tons or so in a foreign trade.

*Corbet.*—There are 7 vessels owned at this port; united tonnage 411; all are engaged in coasting or fishing.

*Amberley.*—Number of ships 435; tonnage 99,000; manned by 3,000 men, British subjects; engaged in fishing; the coasting and foreign trade.

*M. Macdonald.*—I have no means of knowing the exact number of vessels owned in the county. There are 25 registered at this port (Hawkesbury), with a total tonnage of 2,072 tons. Many of the vessels owned in the County are registered in other ports. All are engaged in fishing and coasting. When fishing they are manned with a crew of from 10 to 20 men; when coasting, with crews of 4 to 8 men each.

*Ditmars.*—Eight in this district 777 tons; West Indies and United States trade; two officers and two to four seamen.

*J. Ross.*—Cannot account only for the two ports under my survey, viz: Margaree and Cheticamp, on account of receiving no reports this year.

*Hatfield.*—Fifteen vessels all classes; 1,636 tons; plaster, lumber, coal and West India trade.

*Nic Isen.*—The vessels built along this place are registered at Pugwash.

*Sargent.*—About 70, exclusive of fishing vessels; 7,000 tons; West India, United States and coasting trade.

*Campbell.*—Seven vessels; 500 tons; coasting and foreign trade.

*Farnsworth.*—Four at this port, 381 tons.

*McNeill.*—Not more than 6 or 7 schooners ; tonnage, say about 240 ; number of men 24 ; employed in the coasting trade generally.

*Sellon.*—On December 31st, 158 vessels 15,966 tons, employed in the West Indian, South American, Newfoundland, United States, fishing and coasting trades, were owned at this place.

*Rutchford.*—Number, 94 ; tonnage, 11,505 tons.

*Cook.*—Our vessels are chiefly engaged in the coal trade between this port and United States, and are manned by any kind of seamen their owners can pick up. This loose way of procuring men subjects both masters and owners to much trouble and inconvenience in the shipping of their crews. It is thought here by those most interested, that a Shipping Office under good regulation and judicious management, would have the desired effect of remedying this evil.

*Kavanagh.*—Cannot give the tonnage, The coal trade.

*W. Kidston, Jr.*—Ten vessels of an aggregate of 543 ; principally engaged in the coasting and Newfoundland trade ; some two or three in fishing ; manned by natives.

*Question 40.*—How are the Masters and other officers instructed, and are there any regulations for the instruction of young mariners on shipboard ?

*Answers of—*

*Chalmers.*—Many are, instructed by practice on shipboard.

*Frazer.*—No instruction.

*Dunham.*—Masters and officers become so by practical experience on shipboard, by gradation. There are no particular regulations for the instruction of young mariners.

*Scott.*—No mode of instruction. Steamers generally under command of those who have been previously the pursers of the vessels.

*Gaskin.*—Masters are not instructed specially, they rise from before the mast. Masters of most of our steamers rise from pursers.

*Middleton.*—There are no apprentices on the lakes. Boys and young men commence as ordinary seamen, and after a few years experience take their places as able seamen, from which they rise by merit to be mates and masters.

*Elliott.*—No schools for instruction. Parties learn by shipping when young, and growing up in the business.

*Dumaresy.*—The instruction of masters and other officers is very limited, and there is no means of instructing the young mariners on board the schooners.

*Stors.*—The only instruction they have is what they can pick up aboard. There are no regulations for the instruction of young mariners.

*Vigneau.*—There is no marine school here. The captain or master and officers generally all possess the same practical knowledge of the art, acquired by practice from childhood, as a farmer is formed in Canada and elsewhere. There are no regulations on board, other than the constant working of the vessels entailed by the fishery on the banks and shoals around us. The fishery on the coast of Labrador is more quiet ; there is less sailing done.

*Chrasson.*—There is no school of navigation here.

*C. C. Fox.*—The masters of the foreign going ships, mentioned in my reply to Question 39 learn navigation in Great Britain. I only know of one among the masters of fishing or coasting vessels who is acquainted with the science, and there are no means of teaching the young mariners on board.

*Henderson.*—Masters and men on the vessels have all gained their knowledge by practice.

*McGonagle, Doyle, Clark, Morgan, Jamieson, C. Cole, Cook and Harris.*—According to the Merchants' Shipping Act.

*J. W. I. Fox.*—The masters and mariners here have generally no education, very few can read and write, and there is not one who could navigate a ship beyond the ports of the Dominion.

*Eden.*—The masters and other officers of vessels have no means of becoming instructed in the different branches of navigation.

*Dimock*.—Cannot say, not aware of any.

*Labbe, Grant, Langlois, Tyrrell, Ouellet*.—No regulations for instruction of young mariners on shipboard.

*Charron*.—I have no knowledge of any regulations which provide for the instruction of young seamen. And all the instruction afforded to captains and other officers consists in a few years apprenticeship on board of a ship.

*Julien*.—None.

*Council of Quebec Board of Trade*.—There are no special means for the instruction of young mariners or officers intended for the mercantile marine, beyond the ordinary instructions given to pilots' apprentices.

*Cotté*.—I know of none.

*Hon. J. Ferguson*.—Masters and officers of foreign going ships are of necessity instructed. Of coasters the majority are not so. No specific regulations exist on shipboard for the instruction of young mariners.

*D. W. Stewart*.—I cannot answer. They are reputed good practical seamen.

*Robertson and Hickman*.—Masters and other officers are instructed in the business, commencing young aboard of ship, and receiving instructions as they grow up.

*R. Cole*.—Our master mariners are instructed both by practice and theory.

*Snell*.—Masters and other officers are instructed by going to sea before the mast first, and then rising by degrees as they become acquainted with the requirements of their profession.

*Tory*.—Not well instructed, and no regulations on shipboard for instruction.

*Hemlon*.—They learn the act of navigation in the common schools, or they make private bargains with captains to instruct them, sometimes on shore but sometimes on shipboard.

*Fride*.—They are instructed in the common schools. There are no regulations for the instruction of young mariners on shipboard.

*A. Macdonald*.—Masters and officers are poorly instructed. There are no regulations for the instruction of young mariners on shipboard.

*Harley*.—In common schools.—No.

*Tremain & Ruggles*.—In common schools. No regulations for the purpose on shipboard.

*Donovan*.—Masters have no instructions but what they learn themselves. No regulations for young mariners on shipboard.

*Viets*.—By common schools.—None.

*J. V. Stewart*.—There is no special mode of instructing masters and other officers, nor are there any regulations for instructing young mariners on shipboard.

*Dewolf*.—There are no regulations for the instruction of masters or young mariners.

*Corbet*.—Nothing further than a practical knowledge and there are no regulations for further instruction.

*Amberley*.—No special means for education of mariners—not instructed on board.

*M. Macdonald*.—The officers and crew instruct themselves. There is no particular system or regulation for instructions.

*Ditmars*.—By common school teachers generally. No regulations for instruction of young mariners on ship board.

*J. Ross*.—Self instructed ; no regulations on ship board.

*Hatfield*.—In common schools ; no regulations for instruction on board except reefing and steering.

*Nicolson*.—There is no board for examination of masters and officers or pilots. The instruction of mariners on shipboard is what they can pick up themselves.

*Sargent*.—No regulations for instructing young mariners on shipboard. Many masters are self taught.

*Mine*.—No regulations for the purpose.

*Farnsworth*.—At school and on shipboard.

*McNeile*.—Don't know of any regulations for instruction of young mariners. The masters are pretty good seamen, but their knowledge of navigation is limited.

*Ratchford*.—No regulations for instruction.

*Cook*.—The masters and other officers sailing out of this port are generally but imperfectly acquainted with navigation as a science ; what knowledge they have is generally

obtained from seafaring friends while at sea, or from the teachers of mathematics on shore. Those masters who hold certificates of competency have had to undergo a nautical training in Britain before they could obtain them. The tuition on shore here is neither of that scientific nor practical character which would enable our masters and officers to pass any board of nautical examiners.

There are no regulations in this port for the instruction of young mariners while on ship board, nor do I see that there can be any. Our voyages are too short, and our trade with the United States too precarious to have any such system of instruction that would be useful to the young mariner.

*Kavanagh*.—Masters of vessels are instructed in navigation. None.

*W. Kidston, Jr.*.—Get their instruction abroad. No regulations with regard to young sailors.

*A. M. Rudolf*.—Young mariners are generally taught navigation by the captain on board ship.

**Question 41.**—State the number of certified shipmasters, and also the number of pilots, with the pilotage grounds of each, and the rates of pilotage.

*Answers of—*

*Chalmers*.—There are six shipmasters in this County. Masters and mates do their own piloting.

*Frazer*.—No certified shipmasters; no pilots. Our provincial laws make no provision for certified shipmasters.

*Dunham*.—There are some who hold certificates given by a Board of Underwriters. I think it is not a very general thing. No pilots nor pilotage grounds.

*Simpson*.—No regular pilots or shipmasters.

*Taylor*.—One shipmaster, Captain, Milloy. No pilots.

*Scott*.—Some certificates issued by an "Association of Canadian Underwriter" for insurance purposes. No regular pilots.

*Middleton*.—The only certificates held by shipmasters on the lakes are issued by the American (U. S.) Board of Lake Underwriters, who give them to masters they have confidence in. Were some system in force by which only reliable, sober and trustworthy men would command our lake craft, a great proportion of the disasters annually taking place would be avoided. Every master is supposed to know the whole route he travels over, and is his own pilot.

*Dumaresy*.—There are no certified shipmasters, nor are there any pilots.

*Stors*.—There are no certified shipmasters except those in command of foreign going vessels. There are no branch pilots. Two licensed pilots would be most desirable for the Bay and Basin of Gaspé.

*Vigneau*.—I know of no captain holding a certificate of capacity as such; there is no licensed pilot here. Any one boards the foreign schooners or vessels according to his knowledge and acquaintance with the harbors, demanding a dollar for his services.

*Chrasson*.—None of our captains hold diplomas, and we have no certified pilots for our ports.

*C. C. Fox*.—I know of only two certified shipmasters who reside in the County of Gaspé.

*Henderson*.—There is only one Canadian owner of a vessel in the County.

*J. W. I. Fox*.—None.

*Eden*.—We have no branch pilots, and want that should be remedied in some way, as in some cases lately incompetent persons have taken charge of vessels outside to the detriment of the trade of the port.

*Dimock*.—No pilots in this County.

*Labbé*.—The number of Canadian captains who hold certificates attesting their capacity for command is ten. Ten! in Canada, a Province of Great Britain!

*Langlois*.—The number of shipmasters holding London or Liverpool certificates is, I think, from 7 to 10. The number of pilots for and below the port of Quebec is 240. The pilotage ground extends from Quebec to Bic, and the rates of pilotage are 14s per foot of draught, from Bic to Quebec, and 15s. from Quebec to Bic. The distance is one hundred and fifty miles. The rates of pilotage for and below the port of Quebec are very low as

compared with the rates of other commercial ports, as will appear from the statement hereunto annexed.

*Tyrrell.*—The number of captains who hold certificates of capacity from the Board of Examiners at Liverpool and London, in England, is at most six or seven. The number of pilots belonging to the Harbour of Quebec and below, is 240; and the limit of their jurisdiction extends from Quebec to Bic. The rates of pilotage are 18s. currency per foot of draught from Bic to Quebec, and 15s. currency per foot from Quebec to Bic, a distance of 150 miles. These rates are very low when compared with the rates of other trading ports, and considered with respect to the heavy responsibility resting upon the pilots.

*Ouellet.*—The number of captains who have obtained certificates of capacity from the board of examiners at Liverpool and London is seven. The number of pilots for the Harbour of Quebec and below is 240.

*Charron.*—The number of captains who have obtained certificates of capacity in England is seven, and that of pilots hailing from the Port of Quebec and below, is 240. The jurisdiction of the pilots extends from Quebec to Bic. The rates of pilotage is, downward, i.e. from Quebec to Bic, 18s. currency per foot draught of water, and 15s. currency per foot from Bic to Quebec, the distance being 150 miles. The rate of pilotage from Quebec and below is small indeed as compared with the known rates of other trading ports, as any one may be convinced by referring to the table included in the answers given by Mr. Cyprian Langlois, Pilot.

*Julien.*—Some ten to twelve masters have certificates.

*Council of Quebec Board of Trade.*—There are about twenty-five ship-masters belonging to Quebec who have taken out their certificates in England. The number of Pilots is 247. The pilotage grounds extend from Quebec to Bic, a distance of about one hundred and fifty miles.

*Cotté.*—I know of none. The number of pilots is twenty-seven.

*Hon. J. Ferguson.*—No certified shipmasters reside in the county. About 20 pilots. Their grounds, ten miles from land off their respective harbors. The rates inwards or outwards are \$2 for vessels 30 tons and under; \$3, 30 to 50 tons; \$4, 50 to 75 tons; \$6 for 75 to 100 tons; above 100 tons, inwards \$1.20 to \$1.40 per foot; outwards, 80c. to \$1.

*Heney.*—There are only three certified shipmasters in the Parish of West Isles. There are some 12 pilots in the County of Charlotte at present. There are several other pilots who have branches, but do not pilot at present. They are in coasting vessels between ports in the county and the United States. The pilot grounds range from Mount Desert to Point Lepreaux in the Bay of Fundy, and all the Ports in the County of Charlotte. The rates of pilotage range from \$1 to \$2 per foot, according to the distance between the places where boarded and taken to.

*J. & S. Leonard.*—Number not known.

*D. W. Stewart.*—But one certified shipmaster. The number of pilots that have received branches is far greater than the trade of the port requires. Two or three of the number, who were more ambitious, made a voyage or two across the Atlantic to learn something of seamanship, and now may be said to monopolize the business. The rate of pilotage is, for the lower loading places 3s. 6d. in and out; for Dalhousie, 5s. in and 3s. 6d. out; Campbellton, 7s. 6d. in and 6s. out. No particular grounds assigned to each.

*Robertson and Hickman.*—Cannot state the numbers. Each port in the county has its own pilots.

*R. Cole.*—There are very few pilots needed, as the captains generally do their own piloting, except at Shediac.

*A. Ferguson.*—I think there are at present six or seven certified or branch pilots. The pilotage ground is limited to a few miles beyond the harbor, and does not extend down the Bay Chaleur, or seaward any distance, and no distance money allowed. The rates of pilotage are as follows:

Inwards to Dalhousie,.....	4s. 6d.	per foot,	Outwards, 3s. 6d.	per foot.
" Point Le Gard,.....	5s. 6d.	"	" 4s. 6d.	"
" Campbellton, .....	7s. 0d.	"	" 6s. 0d.	"
" Jacquet River Roadstead..	2s. 6d.	"	" 2s. 6d.	"

Inwards to the Sound between Her-  
 on Island & Main, up } 3. 6d. per foot, Outwards 3s. 6d. per foot.  
 to Charlo Roadstead... }

*Snell.*—Cannot say how many certified shipmasters; there are 20 pilots. The pilotage ground is from Machias Seal Island to Point Lepreaux, L'Etang, St. Andrews, St. Stephen's Ledge, St. George and Passamaquoddy. The rates of pilotage are: from M. S. Island to St. Stephen's Ledge, \$2 per foot; from M. S. Island to Lepreaux, the same; from Head Harbor to the inner Bay of Passamaquoddy, \$1.50 per foot; from Head Harbor to Welsh Pool, in Friar's Harbor, \$1 per foot.

*Tory.*—Cannot answer first part of question. Two pilots, St. Mary's River. Do not know rate of pilotage.

*A. Macdonald.*—No pilots or certified shipmasters in this district.

*Harley.*—No authorised pilots.

*Tremain.*—No certified shipmasters nor authorised pilots.

*Ruggles.*—Not any branch pilots in this County.

*Donovan.*—There are not more than three or four masters out of this port that have certificates. There are no licensed pilots in this County. They are very much required at Arichat, as vessels are constantly looking for them in bad weather.

*Viets.*—The number of certified shipmasters cannot be given under present arrangements. There are no authorised pilots in this County.

*J. V. Stewart.*—There are no certified shipmasters in this district that I am aware of, neither are there any pilots.

*Dewolf.*—Cannot tell the exact number of certified shipmasters, not more than six. There are no regular pilots in this place.

*Corbet.*—There are no certified shipmasters or pilots belonging to this port. There are no pilots required.

*Amberly.*—No licensed pilots. Have no data in my possession to enable me to state number of certified shipmasters.

*M. Macdonald.*—We have no pilots, and they are not needed. As a class every one connected with our vessels become acquainted with the duty of pilotage. There are very few certified shipmasters.

*Ditmars.*—No certified shipmasters. No pilots.

*J. Ross.*—No pilots or pilot grounds.

*Hatfield.*—Not aware how many.

*Nicolson.*—There are but few of our shipmasters in the home trade; the rest are employed in the foreign trade. Such as command schooners have no certificates of competency.

*Sargent.*—No certified pilots.

*Campbell.*—None.

*Farnsworth.*—Four at this port. No pilots.

*McNeil.*—Don't know the number of certified shipmasters,—it must be few. There are three pilots. Ground—Great Bras d'Or. Rate of pilotage for vessels of 100 tons \$1; for every additional 50 tons \$1; Coasters free, according to Nova Scotian laws.

*Rathford.*—Not aware of any.

*Cook.*—There are 30 shipmasters sailing out of this port who hold certificates either of competency or servitude. There are 14 licensed pilots for this port and harbors adjacent, who are licensed annually by a Board of five Commissioners who have power to make all By-laws and Regulations for the government of the pilotage of this port. The pilotage grounds extend from 25 miles to the westward to 25 miles to the eastward of Pictou Harbor. These limits are made for the purpose of enabling the pilots to demand a half pilotage if their services are declined; but no pilots are confined to them. They may if they choose pilot to and from any port in the Straits of Northumberland, and to and through the Gut of Canso. As there are no licensed pilots for the Gut of Canso the pilotage to and through it is mostly done by the Pictou pilots. For greater information I subjoin a copy of the Pilot Regulations now in force. Your Committee cannot fail to perceive that they require to undergo a revision in consonance with an increasing trade and the new relations we sustain to each other as a Dominion. I have to remark here, that it is the universal wish amongst owners and shipmasters here "that the pilotage of the Port

of Pictou should be compulsory on all vessels above a certain tonnage.

*Kidston.*—No certified shipmasters; one pilot stationed at mouth of Bras d'Or. \$8 for under 100 tons.

*Question 42.*—Are the pilots instructed in the art of navigation, and is a knowledge of the art necessary to them.

*Answers of—*

*Chalmers, Frazer.*—No. Not necessary.

*Elliott.*—No regular pilots.

*Vigneau.*—These pilots (41) are even not always practically possessed of the art of navigation. The first cow-herd at hand may often board a vessel, but a knowledge of navigation is necessary to prevent improper sailing of the vessel, and accidents from running aground.

*Henderson.*—The art of navigation not necessary here as navigation is never out of sight of land.

*McGonagle & Doyle.*—Yes.

*Clark.*—Yes, they are deep sea pilots.

*Morgan.*—They are.

*Leslie.*—Yes, decidedly.

*Jamieson, U. Cole, Cook & Harris.*—Yes.

*Delany and others.*—They are not; but it is necessary that they should be instructed.

*Whalen.*—Not instructed.

*Dimock.*—There being none, cannot say; but knowledge of navigation would be very necessary.

*Labbe.*—Our pilots are not generally skilled in navigation,—an art which would be of such infinite service to them.

*Grant.*—Section 21 of the 12th Vic. Chap. 114 obliges the pilots to know how to calculate a ship's way on chart, and to work a ship. I consider it highly important that they should be perfectly instructed in the art of navigation.

*Langlois.*—The pilots are not instructed in the art of navigation, with the exception of a very small number who are holders of certificates as captain or mate: but they are all skilled in the working of a ship and thoroughly acquainted with the river St. Lawrence. An acquaintance with the art of navigation, if not indispensable, would at least be of the greatest advantage to them.

*Tyrrell.*—The pilots are not trained to the art of navigation, except a few who have obtained certificates as mates, but all of them understand the working of a ship, and have a perfect knowledge of the River St. Lawrence. I am of opinion, that a knowledge of navigation would be of immense advantage to them, if it is not indeed indispensable.

*Ouellet.*—The pilots are not generally instructed in navigation, except a very small number who have obtained certificates as mates, but all of them are qualified to handle a vessel and perfectly acquainted with the river St. Lawrence. I consider that a knowledge of navigation would be an immense advantage to them, if not really indispensable.

*Julien.*—The pilots are generally instructed in the art of navigation, and it is very necessary that they should be.

*Council of Quebec Board of Trade.*—A knowledge of the art of navigation is indispensable, and by the Trinity House regulations, a pilot apprentice is obliged to make four voyages to England,—Clause 21 of the Act "To consolidate the laws relative to the powers and duties of the Trinity House of Quebec" provides as follows.—That no person shall obtain a branch as pilot, unless he proves that he has *bona fide* served a regular apprenticeship during seven consecutive years under a branch pilot authorized by license to have an apprentice as hereinafter mentioned, and made four voyages to Europe; nor unless he has been examined and found sufficiently conversant with arithmetic, able to speak, read, and write the English language, and to calculate a ship's way on the chart, and to work a ship, and is perfectly well acquainted both with the north channel of the river St. Lawrence between Quebec and Isle du Bic, and with the south channel of the said river between the same limits, and has conducted himself soberly, and been of good moral conduct during his apprenticeship.

*Cotté.*—They are not, but should be.

*Hon J. Ferguson.*—The pilots are not instructed in navigation, nor is a knowledge of the art necessary to them.

*Heney.*—I am informed that only two or three of our pilots are instructed in navigation. I think that all pilots should be so instructed.

*J. & S. Leonard.*—Are not instructed, but it is quite requisite that they should be.

*D. W. Stewart.*—No. To know how to manage or to work a ship is essentially necessary.

*Robertson & Hickman.*—Do not consider a knowledge of navigation necessary for pilots.

*R. Cole.*—Navigation is of little use to pilots at the head of the bay.

*A. Ferguson.*—Our pilots are not instructed in the art of navigation. It is not so much required by our pilots as a knowledge of the method of management or working of a ship with which our pilots are acquainted. The majority of them have served sometime at sea, and have found it of material service to them in their calling. It should be made imperative that applicants should serve a certain time at sea before procuring a certificate or branch as pilot.

*Snell.*—It is not necessary for pilots to be instructed in navigation, they are never required to take charge of a ship out of sight of land.

*Tory.*—They are instructed. A knowledge of the art is necessary.

*Hemlon.*—Pilots not instructed in navigation. Do not think such instruction necessary.

*Pride.*—*Tremain.*—*J. Ross & Hatfield.*—Not necessary.

*Nicolson.*—None of our pilots are qualified in navigation.

*Campbell.*—Yes.

*McNill.*—Don't think it necessary for this ground.

*Ratchford.*—Not required.

*Cook.*—None of the pilots, except myself, are instructed in navigation. As the Pictou pilots are the only ones who take charge of vessels to and from the Gut of Canso, and as the navigation between here and there is what is called "broad water," I think it is necessary that they should be to some extent instructed in navigation. They should be, at least, able to lay off a course upon a chart, and to work a traverse,—this is to compound a number of courses into one.

*Kavanagh.*—I think so.

*W. Kidston, Jr.*—No.

*W. Ross.*—Our pilots are not instructed in navigation, and need not be, as they use only boats, and never require to sail far off the coast.—generally not more than a few miles.

*McAulay.*—They are not and need not be.

*A. M. Rudolf.*—They are not generally, but should be good sailors, and understand the evolutions of a ship thoroughly.

*Question 43.*—How should instruction to shipmasters, pilots and mariners be given : by schools ? If so, of what kind, and where should they be established ? Would not a more extended and general knowledge of navigation be an effective means to promote and encourage shipowning ?

*Answers of—*

*Chalmers.*—Practice makes the best sailors in these waters.

*Patterson.*—By a practical knowledge. This could not be given in a school.

*Fraser.*—Not necessary at all. Neither would knowledge of navigation promote or encourage shipowning.

*Dunham.*—The best instruction is experience. Don't think a theoretical knowledge of navigation necessary to the encouragement of shipowning on the lakes.

*Scott.*—No institution for imparting such instruction.

*Gaskin.*—Schools should be opened for the instruction of shipmasters, pilots and mariners, for which purpose a training ship of say 300 tons would be required. Kingston would be a proper place for such a school. A more extended knowledge of navigation would be an effective means to promote and encourage shipowning.

*Dumaresy.*—A school of naval instruction established at Gaspé Basin is much needed.

One such school would be sufficient for this County. It would be the means of extending a knowledge of navigation, and would certainly encourage ship owning. There is no means whatever at present for the mariner of this County to acquire any knowledge of navigation.

*Vigneau.*—The Government, for the education of seamen, should grant a sum for the establishment of schools of marine instruction at Amherst and House Harbor, from 1st December till 1st April. This course, which is followed all along the coast of New England, U. S., would encourage youths to learn navigation, and such of them as are in better circumstances to acquire vessels for themselves,—an inclination which languishes here, especially when there is no bounty on the tonnage, that being indispensable here to enable us to compete with the advantages possessed by our American neighbors.

*Chrasson.*—The Government would do well to subsidize one or two teachers of navigation here.

*C. C. Fox.*—The benefit all who follow the sea, whether fishermen or not, would derive from a knowledge of navigation is indubitable, and equally so is the fact that the best way of teaching the science would be by schools established in different ports of the Dominion. What means can be devised for introducing them on these coasts, so that instruction in navigation should at once be cheap and easily accessible I cannot say; but I wish to indicate one or two ways in which the coast population will be immediately benefited by their introduction, besides that additional security to coasting and fishing vessels, which is at once obvious.

On all the seaboard a large portion of the population become mariners in the hope of either becoming masters in the mercantile marine, or petty officers in the navy. Now, the young men of these coasts are placed at a disadvantage, not only as compared with those of other countries where tuition in navigation is easily obtained, but even with those of their own class inland. Those who follow the ordinary trade are assisted in every way; their education and daily observation teach them some part of their future trade, and they can be apprenticed to some particular calling without difficulty. Not so with our youth on the coast. None of the elements of navigation are taught in our schools,—neither father nor friends can teach them that of which they are themselves ignorant, and if they enter the only branch of industry to which their early training inclines them, they must remain mere laborers with no hope of ultimate advancement. Thus, not only is an important profession closed to them, but Canada is weakened by the absence of a body to which she must look to form her future marine.

This ignorance of navigation is also heavily felt by the older men who have already taken to sea either as fishermen or coasters. A good knowledge of localities enables them to voyage about the Gulf, and even on the Atlantic seaboard of the Lower Provinces. But here again their ambition is rudely checked, for should their coasting freights fail, they have no alternative but to lay up their schooners and leave their more educated competitors to freight to the West Indies or United States. This tells severely on their material prosperity, and through them on that of the country generally. There can be no inducement to build either more or better vessels when the use they can make of them is so limited; nor is it likely that they will invest more capital in an enterprise the great prizes of which are taken by others. In fact, instruction in navigation and the circulation of superior models, (suggested in Question No. 12), must accompany each other, if the full benefit of either is to be derived by Canada. Should both be rendered accessible to the people, I for one, am confident that in a few years our ships will be manned by crews as hardy, industrious and intelligent as can be found in any country, and will compete in all markets on equal terms with those of our enterprising neighbors in the United States.

One more point of view from which the schools of navigation must be looked at, I will mention: Many of the European shipmasters frequenting this coast lose mates or men from desertion or illness. The laws of insurance require that their ships shall be properly manned before sailing, which implies the presence on board of some one able to take charge besides the master. But to obtain this is often impossible here, especially late in the season when there is no time to send elsewhere, and hence they have to leave with insufficient or incompetent crews to the great risk both of men and vessel. All this danger and hindrance to commerce the existence of schools of navigation would prevent.

*Henderson.*—Such instructions would be of no particular benefit either to masters or pilots of vessels on these waters.

*McGonagle.*—By schools and on board ship.

*Doyle.*—Schools should be established in all mercantile ports. By these and by instructions on board ship.

*Clark & Morgan.*—Nothing like aboard ship.

*Leslie.*—To engage a number of respectable, educated apprentices.

*Jamieson, C. Cole, Cook & Harris.*—By schools and on board ship.

*F. Le Gressly.*—The establishment of schools where young men may learn navigation on this coast, would much benefit us shipmasters who frequent it, since from desertion or illness we often lose men whom we cannot replace here through the ignorance of the art among the inhabitants. Thus we are obliged to engage incompetent persons or go short-handed; in either case the danger and risk of the vessel is increased, and commerce necessarily suffers.

*Delany and others.*—One of the best means of encouraging building would be to establish a school of navigation in each County and another for our Islands.

*J. W. I. Fox.*—Instruction to shipmasters, pilots and mariners should be given by public schools for those requiring it and who could not afford to obtain it elsewhere. These schools of navigation and seamanship should be supported by Government and established at the chief ports of the Dominion, where pupils would be admitted at a moderate charge, or free, as their circumstances required, and where officers and pilots could be examined and obtain certificates. They should be open during the winter season, as at this time many of our ports are closed and seamen have little to do. The instructors should be men of good capacity, and capable of teaching navigation in all its branches, seamanship, sparring and rigging vessels of all classes, and a knowledge of gunnery, the steam engine, and the duties of shipmaster when in course of a voyage, &c., for those advanced pupils who may require such instruction.

For the practical purposes of seamanship, the outline or upper deck frame of a ship could be built upon the ground of the establishment, sparred and rigged, such as existed at Greenwich, England, some years ago; where pupils of the naval school were exercised in sparring and rigging, sending up and down the masts and yards, bending, reefing and furling sails, &c., &c. This could be done at very little expense, and would be of immense value to the student. In fact the building for these public schools could be built and fitted in form of the upper part of a ship, and would serve both purposes.

If our Dominion seamen had a greater knowledge of piloting and navigation, a vast amount of life and property would be saved, and it would encourage many persons to build and own ships. I am confident that though we are such an important maritime country we are far behind other countries in this respect. Neither mariners nor pilots have the necessary qualifications for these important offices, nor am I aware that any establishment now exists in this country where they can be obtained.

*Riverin.*—Instruction is required and would be very beneficial.

*Sirois.*—If naval schools were established at the principal centres, they would assuredly be very numerously attended by the young men who would make great sacrifices to obtain the instruction they might afford.

*Eden.*—Schools of navigation are absolutely necessary in this county. They would be among the very best means to encourage shipbuilding; and, as a consequence, would stimulate the young men of the different localities to remain in the Province or Dominion instead of emigrating.

*J. Le Gressly.*—If there were schools where the young men could learn navigation it would not only benefit the country but be of great value to the shipping that frequent this coast. When by death or desertion we have lost men, it is impossible to get any on this coast fit to replace them, and we thus have to sail, either short handed, or with crews who know nothing of their duty. Of course great risk is run by us in consequence.

*Vantier.*—There would undoubtedly be great benefit derived by the young men of this coast if schools where navigation could be learned were opened during the winter. At present there is no chance for their learning it at all. If navigation were known, a large trade would be opened to the many owning vessels who are now only able to coast, and as a natural consequence shipbuilding would increase.

*Whalen.*—By a good school.

*Dimock.*—By schools. A mariners' school should be established at New Richmond, it being the most central part of this county. A general knowledge of navigation would be an effective means of promoting and encouraging shipowning, and the trade of this county.

*Labbé.*—Instruction in navigation ought to be provided under the auspices of the Government, and to be given in a marine school, established at Quebec, that being the largest sea-port in the British Provinces in America, and a seaman possessing both personal experience and theory should be appointed the director of such a school. This increase would be advantageous both to the builder and the future owner of the ships. Our Canadian captains are generally absent, having sailed on long voyages, and we are obliged to entrust our ships to strangers who often lead us into great expenses, while we should be much safer in the hands of a captain whose family is resident here in Canada.

*Grant.*—With reference to instructions to shipmasters, I am strongly of opinion a board of examiners should be constituted to instruct sailors in seamanship and navigation. At present our sailors are compelled to proceed to Great Britain, and remain there some time, at considerable inconvenience and expense, in order to procure certificates and pass an examination. Two boards, would probably be sufficient—one at Halifax and one at Quebec; and as the consent of the Imperial authorities would be necessary to such an arrangement, so that colonial certificates might be recognized in all parts of the world, an understanding could probably be arrived at, by which the Imperial Board of Trade, would name an examiner at each port and the Dominion Government a second. Two examiners would of course be necessary—one for seamanship and one for navigation. I believe a more extended and general knowledge of navigation would be highly beneficial to our seafaring population by qualifying them for the highest positions in our mercantile marine, and affording them additional means of employment. Schools of navigation should also be established to instruct our hardy youth in the principles of navigation. There is no better material in the populations of the world, out of which to make the best of sailors, than is to be found amongst the people residing on the coasts of Nova Scotia and New Brunswick, the river St. Lawrence, and the western lakes, and if these schools were established very many of the youths of the country, now living in idleness and vice in our large seaport towns, would take advantage of them to acquire knowledge of a profession both honourable and useful—full of daring and excitement—and surrounded with attractions not common to the other avocations of life. I earnestly commend this matter to the serious attention to the committee.

*Langlois.*—Instructions should be given to shipmasters, pilots and mariners by naval schools, on board a vessel located in the Port of Quebec, and specially set apart for the purpose. A more general and complete knowledge of navigation would open a new field for the youth of our country, and would be a most powerful means of encouraging ship building and ship owning, and trade generally.

*Tyrell.*—Instruction should be afforded to captains, pilots and seamen by means of naval schools, and I think that it would be preferable that those schools should be established on board of a vessel in the Port of Quebec, devoted to this special purpose, and that a Board of Examiners should be appointed to grant certificates to captains and mates. A more general and extensive knowledge of the science of navigation would open to our young men a new career, and be a powerful means of encouraging ship-builders, out-fitters, and trade in general. Pilots especially would derive double advantages from such an institution.

I venture to suggest that the care of the light-houses and floating lights ought to be entrusted to seamen or to persons sufficiently instructed in the science of navigation, as thus they would become a means of preventing a great number of the accidents which are now daily occurring. Moreover this might be made a means of encouraging those who, in advanced life, devote themselves to the study of navigation, that is to say, who having retired from active service might thus find suitable employment.

*Ouellette.*—Instruction should be accorded to captains, pilots and seamen in naval schools; and I am of opinion that such schools ought preferably to be established on board of a ship stationed in the roadstead of Quebec, specially devoted to the purpose. A more general and more extensive acquaintance with the science of navigation would be a means

of opening a vast career to the young men of the country, and a powerful means of encouraging ship-building, and giving an impulse to out-fitting, and trade in general. Pilots more than any other would derive double advantages from such an institution.

*Charron.*—Instruction ought to be imparted to captains, pilots and seamen by means of schools of navigation established in the Port of Quebec, on board of a ship fitted for the purpose. A more extensive knowledge of navigation would be a powerful means of encouraging ship-building, and such schools would open a new career to a great number of young men. Pilots themselves would derive great benefits from such an institution.

*Julien.*—Instruction should be given to masters and pilots by means of nautical schools, under the control of the Government of the Dominion; and such a school should be established at Quebec, as being the most considerable port of the Dominion. A more extended knowledge of navigation would be one of the most powerful means of encouraging ship-owning. Vessels under 300 tons should be exempt from the pilotage laws.

*Council of Quebec Board of Trade.*—Instructions to ship-masters, pilots and mariners should be given by schools, which might be established at Quebec, Halifax, and St. John, New Brunswick. A more extended and general knowledge of navigation would undoubtedly promote ship-owning, and the Council think it very desirable that new ships built at this port should be manned by native seamen, which might tend to suppress the present crimping system,—and it would also be very desirable to establish a Board to grant Certificates to masters and mates. We would also suggest that masters of vessels trading between ports of the Dominion should be allowed to pilot their own vessels, upon obtaining Certificates of competency from the Trinity House.

*Cotté.*—By means of a school of navigation, in which the theoretical part could be taught in Winter and the practical part in Summer. The school should be located at Quebec in the Winter and in the Gulf in the Summer. I am of opinion that more extended knowledge would undoubtedly prove a most powerful inducement to persons of means to own ships.

*Hon. J. Ferguson.*—Shipmasters, pilots and mariners should have an opportunity to acquire instruction in schools. These need not be established specially for this purpose, as the teachers of the present Grammar Schools and Superior Schools of the County should be equal to the performance of this duty. Doubtless a more extended knowledge of navigation would give an impetus to shipowning.

*Henry.*—Instruction to shipmasters, pilots and mariners should be given by schools. There should be a school for such in every parish. Cannot say whether a more general knowledge of navigation would promote shipowning.

*D. W. Stewart.*—I would suggest that every teacher of a Superior or Grammar School should be competent to teach the science of navigation; the practical part would be best taught at sea. A knowledge of navigation would make owners more familiar with the profession, and might tend to encourage shipowning.

*Robertson and Hickman.*—Think more instruction necessary, but cannot say as to best method of getting it.

*R. Cole.*—If a school could be erected in each County for the instruction of young shipmasters, pilots and mariners, it would be calculated to encourage shipowning and give a better knowledge of navigation.

*A. Ferguson.*—I cannot say.

*Snell.*—Instruction should be given theoretically by schools; there should be schools of navigation in every port where ships are owned. I think a more extended and general knowledge of navigation would promote and encourage shipowning.

*Tory.*—By schools, in the common schools of the country. A more general knowledge of navigation would have a tendency to promote ship-owning.

*Challoner.*—A more extended and general knowledge of navigation would encourage ship-owning.

*Hemlon.*—I believe such instruction should be given by schools, and would encourage ship-owning.

*A. Macdonald.*—A school established in each district for the purpose of teaching navigation would be an effective means to encourage ship-owning.

*Harley.*—A more extended and general knowledge of navigation would encourage ship-owning.

*Tremain.*—By schools expressly for the purpose of instruction in navigation, and all marine matters. One should be established in the shire town of each County. This would, in my opinion, be an effective means to promote and encourage ship-owning, and would otherwise have a beneficial tendency.

*Ruggles.*—A nautical teacher should be established at each of three localities in this County. I would suggest as the most central for such Digby, Weymouth and Westport. A more general knowledge of navigation would, without doubt, promote and encourage ship-owning.

*Donovan.*—Schools to teach navigation are very much required. There should be one at Arichat.

*Viets.*—Instructions to mariners could be given by either day or night schools, or by both. A teacher might be profitably employed at Digby, Bear River, Westport, Weymouth and Metaghan during the winter. Undoubtedly the better instructed the officers of a ship are, the more advantageous to the owner.

*J. V. Stewart.*—By schools. Some special aid should be granted for the encouragement of night schools, which would be a great boon to the maritime classes of the community, and would most certainly be a means of promoting and encouraging ship-owning.

*Corbet.*—A general knowledge of navigation would be very beneficial.

*Amberly.*—We have a seminary in Yarmouth, and the founders have made provision for rooms to be used for any new educational purpose. Our shipmasters and mates would avail themselves of the benefits of a commercial and maritime school. A Government endowment would be added to by private parties, and the universally expressed opinion is that our ship-owners would be greatly benefited by an improvement in the education of ship-masters.

*M. Macdonald.*—A more extended knowledge of navigation would, in a great measure, encourage ship-owning.

*Ditmars.*—A mariners' school would be beneficial in sea ports. Ship-owning would, I think, be increased by a more general knowledge of navigation.

*J. Ross.*—By schools.

*Hatfield.*—By first-class masters and schools; to be established where ten or more vessels are owned. I think a more extended knowledge of navigation would be an effective means to encourage ship-building.

*Nicolson.*—Should encouragement be given to mariners in general to learn navigation, as by schools opened in seaports, the knowledge would be to the benefit of ship-owners in particular, as well as for the nation.

*Mine.*—A more general knowledge of navigation would most certainly be an effective means to promote and encourage ship-owning.

*Farnsworth.*—They study at the established schools.

*McNeill.*—Cannot suggest mode of educating masters and pilots, but know many who would be efficient officers were they sufficiently instructed in navigation.

*Cook.*—Instruction should be given to ship-masters, pilots and mariners by nautical schools. In them the ship-master especially should be taught all the requisite knowledge which goes to making of perfect master mariners, and would enable them to pass any Board of "Nautical Examiners." These schools should be established in all those ports of the Dominion which have a certain amount of tonnage thereunto belonging, and should be supported in part by the general government, and partly by the persons receiving instruction therefrom; or by a small tax per month on all masters and mariners while actively employed on board vessels belonging to the port. There is no doubt that an efficient, extensive and general knowledge of navigation would be an effective means to encourage ship-owning.

*Kavanagh.*—I think so. At Sydney and Louisburg.

*W. Kidston, Jr.*—By schools, most decidedly. I would suggest two naval schools, one at Sydney and one at Halifax.—This is for Nova Scotia. I think that to the last question in the paragraph I can most decidedly return an affirmative answer.

*W. Ross.*—Schools for the instruction of mariners require only to be established in the most prominent seaport towns. Proper instruction for sailors is only acquired by labor and experience at sea, anything else is largely theoretical. No difficulty here in getting persons capable of taking charge of all our vessels. With a fair English education,

navigation is easily acquired, first by calculations and problems in proper schools, and afterwards by such practice at sea as time and experience only can give.

*McAuley.*—Shipmasters, pilots and mariners can be instructed in our principal schools in the county. The difficulty here is in getting vessels, and not masters or mariners.

*A. M. Rudolf.*—When seamen have a thorough practical knowledge of their business, and know how to manage a ship thoroughly, the more highly they are educated the more reliable they are.

**Question 44.**—What class of vessels or ships are built in your County, with the tonnage yearly; and of these, what portion is sold abroad, and what part owned in the County?

*Answers of—*

*Cartwood.*—None but small schooners and open boats; not over 100 tons annually.

*Chalmers.*—Not any building in this County at present.

*Patterson.*—About 1,000 tons is the yearly average of steamers and sailing vessels built in this County. Very few are sold abroad. Several sea-going ships of 1,400 tons have been built here and gone to sea; there are none now building.

*Farncomb.*—Only one vessel has been built at this port during the past 13 years; burthen, 100 tons.

*Fraser.*—Barques and schooners of from 100 to 350 tons; steamers, principally tugs; scows and barges. About 400 to 500 tons yearly, only a small portion of which is sold out of the country.

*Dunham.*—Average number of ships built here (Port Burwell) yearly for the past seven years, 2½; whole tonnage, 2,435, embracing barques, schooners and scows, of which six have been sold and the balance are owned here. This does not include any vessels built elsewhere in the County.

*Simpson and Taylor.*—None.

*Scott.*—Ship-building in this County is confined simply to small boats—stone and wood barges.

*Whitehead.*—None built lately; all used at home.

*Anderson.*—Steam tugs and scow schooners. About one vessel built in this port yearly. None sold away from the County.

*Gaskin.*—Vessels from 150 to 450 tons burthen are built here, four or five yearly. None go abroad, they are built for local use.

*Elliott.*—Wooden scows. It is very difficult to say what amount of tonnage. All owned here, and none sold abroad.

*Dumaresy.*—There have been no vessels built of late years in this County.

*Vignieu.*—Building timber being very scarce here comparatively, none have been built for some years. We buy from the neighboring Maritime Provinces, but the refusal of the bounty to such vessels has caused us to be losers by them, as they do not pay. It is therefore necessary that the bounty should be extended to all the vessels which we hold of British construction, or even of foreign, if that were possible, as our neighbors own superior vessels which might fall into our hands, in the case of shipwreck.

*Chrasson.*—We build our own vessels, but timber is now becoming scarce and for some years back we have had to purchase vessels in Nova Scotia.

*Bailey.*—Our vessels are of 60 tons and under.

*Henderson.*—The boats or vessels generally built are from 45 to 50 tons burden.

*McGonagle.*—A few small vessels.

*Doyle.*—All classes.

*Clark & Morgan.*—The largest and finest afloat.

*Jumieson, C. Cole, Cook and Harris.*—All classes; cannot answer latter question.

*Eden.*—Chiefly schooners, but some brigs and brigantines have been built,—the latter mostly owned by Jersey houses, the former in the County.

*Whalen.*—Only schooners of 90 to 200 tons.

*Dimock.*—Those built by Messrs C. Robin & Co. are first-class; the others, cannot say, nor state the yearly tonnage built, or whether sold abroad or owned in the country.

*Julien.*—The vessels built here are generally for the French and English markets: But very few are owned here.

*Council of Quebec Board of Trade.*—Schooners from forty up to one hundred and twenty-five tons, and vessels from three hundred up to two thousand tons. The pilotage being compulsory on vessels over one hundred and twenty-five tons, seriously interferes with the construction and owning of vessels varying from one hundred and twenty-five to three hundred tons. Nearly all the vessels of three hundred tons and upwards are sold abroad, and the tonnage varies according to the demand. The smaller vessels are generally owned in Quebec, and its neighborhood.

*Hon. J. Ferguson.*—A superior class of ships are built in this County, but as the tonnage fluctuates with the demand cannot state the annual production. Of these some are employed in the coasting trade of the country, but the greater number being built for sale, are owned only until disposed of.

*D. W. Stewart.*—Formerly larger sized ships were built here, but within the last two or three years ship building, has been confined to two brigantines, one of 118, the other of 124 tons. Both are owned here.

*Robertson and Hickman.*—Six years' class. About 3,000 tons annually. None sold abroad.

*A. Ferguson.*—Shipbuilding was carried on to a limited extent in this County in former years, and ships sent to England for sale; of late the building of ships has been quite discontinued. The owning of ships was never made a business in this County.

*Snell.*—The vessels built in this county are mostly small, from 400 tons down to 30 tons. I think that 1000 tons would be the average yearly, probably one-half of the tonnage being sold abroad.

*Tory.*—Vessels from 10 to 500 tons are built.

*Hemlon.*—The class of vessels built in this County are from 600 tons to schooners of 20 tons. The large vessels are all sold in the English market, while the small are owned in the County.

*Harley.*—A number of schooners, some brigs and ships. Almost all owned in the County.

*Tremain.*—Principally schooners and brigs: yearly tonnage about 1,000. Nearly all owned in the County.

*Donovan.*—Ship building has fallen off very much; last year there were only 9 vessels, 700 tons, built;—all owned in the County.

*J. V. Stewart.*—There is one ship built here yearly, averaging 600 to 700 tons register. There is now one of 800 tons on the stocks, owned in Yarmouth.

*Perry.*—There are now 5 ships in the course of construction in the district, of from 400 to 1,000 tons register each, aggregate about 3,300 tons, which is about the average amount annually built here for several years past. About one-fourth owned in the district and three-fourths in Yarmouth.

*Dewolf.*—Within the last 30 years but four small vessels have been built in this district.

*Corbet.*—None in this locality during the past few years.

*Amberly.*—Mostly spruce ships to class from 3 to 6 years. None sold abroad.

*M. Macdonald.*—None of the ships built in the County are classed. They cost from \$20 to \$30 per ton.

*Ditmars.*—Class A 1 and 1½.—Only occasionally classed. Yearly average for the last four years 300 tons. All owned here.

*J. Ross.*—All small vessels; none sold abroad

*Hatfield.*—Small, from 50 to 150 tons; two to three vessels,—all owned in the County.

*Sargent.*—Schooners, brigs and barques, averaging about 5,000 tons yearly. About half sold out of County.

*Mine.*—Vessels of from 60 to 700 tons are built here to the aggregate amount of from 3,000 to 5,000 tons yearly, of which three-fourths are owned in the County.

*Campbell.*—From 12 to 2,000 tons,—built chiefly for sale.

*Farnsworth.*—Schooners, brigs and some barques.

*McNeill.*—Shipbuilding in this County is nearly at a stand still.

*Sellon.*—Barques, brigs and schooners for our own trade. Six vessels, 674 tons.

*Ratchford.*—Tonnage varies. From 6 to 12 per year. Average tonnage each, 150.

*Cook.*—Vessels built here are classed from four to 7 years. There are now building about 2,500 tons, but in former years the average tonnage built would be from 5,000 to 6,000 tons. In general our shipbuilders build their vessels for the purpose of sailing them and they are therefore built and rigged in a superior manner. Few North American built ships can bear comparison with those built and fitted out in Pictou.

*W. Kidston, Jr.*—As a general thing, second class schooners of an average tonnage of 100. All are ultimately sold.

*McAuley.*—Schooners, brigantines, brigs and barques are built in our County and owned by different persons.

*Question 45.*—At what cost can 5, 6 or 7 year ships be built and fitted for sea, exclusive of disbursements for the voyage? By whom are your vessels classed, and what are the charges of classification, including the cost of survey when in course of construction?

*Answers of—*

*Chalmers.*—Vessels are classed by a marine inspector from Toronto.

*Patterson.*—We have no vessels built here to class over five years. Sailing vessels of 200 tons and under can be built and fitted for sea without disbursements for the voyage for \$45 per ton; over 200 tons for \$40. (Tonnage computed by carpenter's measurement.)

Our vessels are classed by marine inspectors, appointed and paid by the different Associations of Lake Underwriters. To get a vessel classed for seven years the inspector must see her at four stages of her construction. His expenses for such special surveys must be paid by the owner. They have not complied with this rule, and therefore we have no vessels classed for 7 years.

*Fraser.*—In no place could vessels be built cheaper than here, but ship-building not being encouraged there is very little done. What few vessels are built are classified by the various insurance agents who insure them, but I do not know what they charge.

*Dunham.*—Vessels built here will cost about \$30 per ton on an average. Classed by underwriters at their own expense.

*Simpson.*—Cost about \$50 per ton.

*Scott.*—I have no knowledge of the matter further than that there is some classification made by the Association of Canadian Underwriters.

*Anderson.*—Good vessels of 300 to 400 tons, as large as could pass through the Welland Canal, would cost, ready for sea, \$40 to \$50 per ton. Lake vessels are classed by the insurance inspectors.

*Middleton.*—Vessels are classed by the American Board of Underwriters through their inspectors in Canada, and by an inspector from each of the Canadian Insurance Companies. There is no charge made for classification.

*Elliot.*—Could not say.

*Vigneau.*—Our vessels cannot be built and rigged for less than twelve and even fifteen pounds a ton, apart from the outlay caused by the voyage. They are never classed, there being no inspector here, or regulation on the subject.

*Chrasson.*—Sea-going vessels cannot be built and fitted out under from £12 to £15 per ton. Our vessels are not classed; there is no inspection.

*Clark.*—They are 20 years, and cost £16 to £20 sterling.

*Morgan.*—The iron-built ships class 14 years and under.

*Delany and others.*—At cost of £500 to £650 for vessels of 40 to 50 tons.

*Dimock.*—Vessels classed No. 1 can be built and fitted for sea, exclusive of disbursements for the voyage, for \$32 per ton. Not aware by whom our vessels are classed, they being classed at other ports.

*Labbe.*—We build at Quebec vessels of all sizes and dimensions which are mostly classed at the English Lloyds and at the French Veritas as seven years' ships. The fees which we are bound to pay are £5 sterling for the first visit, and 1s. sterling for each ton of the ship's measurement. After having paid these fees we cannot obtain justice, as our ships ought to be classed as nine years' ships instead of seven years' ships. I have had occasion at different times to pass several years in England, and have discussed the merits of our ships there. The English themselves acknowledge that our ships lasted much longer than was shown by their classification, and that measures should be taken by our Government, and application be made to Lloyds through the British Government to

provide a remedy for this evil, inasmuch as the English market is nearly the only one to which we can send our ships for sale without paying expensive duties in addition to the exorbitant fees at Lloyds. It is my opinion that our Government should appoint Canadian Inspectors for Canada, to inspect and superintend the building of our ships. The Europeans who are imposed upon us, are often persons of no ability, who owe their appointment to patronage. There are at Quebec men of the highest capacity for the fulfilment of such a duty.

We can build magnificent ships at Quebec for the sum of thirty-six dollars (\$36) a ton, which would be classed as seven years' ships.

*Julien.*—Good vessels constructed here and classed for seven years, can be sold for \$32.

These vessels are classed by superintendents or inspectors, appointed by the English and French Lloyds.

The cost of classification is as follows:—For the first inspection a fee of \$20, and 25 cents per ton on completion of the vessel.

*Council of Quebec Board of Trade.*—It is not usual to build five or six year ships in Quebec. Our ships are classed seven years by the surveyors to Lloyds and Bureau Veritas, the cost of survey being one shilling per ton for Lloyds, and half that sum for the Bureau Veritas. The cost of a seven year ship fitted for sea, exclusive of disbursements for the voyage, ranges from thirty-six to forty dollars per register ton.

*Hon. J. Ferguson.*—At from six to ten pounds per ton, and are surveyed while in course of construction by a surveyor from Lloyds, by whom they are recommended for classification for 5, 6 or 7 years as the case may be, at a cost, for a general survey, of one shilling sterling per ton.

*J. & S. Leonard.*—Vessels can be built and fitted for about \$33 per ton, classed by English, French and American Lloyds, and at various prices, the American the cheapest.

*D. W. Stewart.*—The vessels are classed by an officer specially appointed for that purpose, who visits them while being built; the cost I don't know.

*Robertson.*—Five and six years' vessels fitted for sea, \$30; seven years class for about \$34 per ton; classed by English Lloyds and French Veritas. Cost of classing, according to size; for vessels of 400 tons register, about \$100.

*Hickman.*—Five and six years' class vessels can be fitted for sea at about \$30 per ton; seven years' class for \$34 per ton. Classed by English Lloyds and French Veritas at cost of about 20 cents per ton.

*R. Cole.*—At about \$32 per ton. They are classed by Lloyds; cannot state the charges for classification and inspection.

*Snell.*—Five year ships can be built for £6 per ton; six year ships for £7 per ton, and seven year ships for £9 10s. per ton; they are surveyed by Lloyds' agent while building. The agent's fee is one shilling per ton. The agent does not class them but recommends them for such a class as he deems proper. They are classed in England; the charge for classification is, I believe, £5.

*Tory.*—Forty dollars per ton for seven years; classed by Lloyds.

*Harley.*—From \$24 to \$30 per ton.

*Tremain.*—Our vessels are not built under inspection. They are built and fitted for sea for from \$40 to \$50 per ton.

*Ruggles.*—From \$35 to \$40 per ton, known as carpenter's tonnage. Of late years classed at French Lloyds.

*Donovan.*—Ships will cost about \$40 per ton. There is no person appointed to class vessels.

*Viets.*—A vessel of 174 tons, Custom House measurement, copper fastened, and well fitted out, costs from \$40 to \$45 per ton. The ships built in this County, if not altogether, are mostly classed at French Lloyds, being at less cost than by English Lloyds.

*J. V. Stewart.*—About \$36 per ton. They are classed at French Lloyds at a cost of about £35 sterling.

*Perry.*—About \$40 per ton register. Classed chiefly by French Lloyds. Six pence sterling per ton register for 5 year ships, and one shilling sterling for six year ships.

*Corbet.*—About \$48 per ton.

*Amberly.*—The cost of seven, six and five year ships built at Yarmouth is as follows

per ton register, viz :—7 years, \$48 ; 6 years, \$44 ; 5 years, \$43.50. The difference now is so little between six years' and five years' ships that the latter class is seldom built. Vessels classed at Lloyds and French Veritas, charges from \$15 to \$20 per 100 tons, including cost of survey.

*M. McDonald.*—None of the ships built in this County are classed. They cost from \$20 to \$30 per ton.

*Ditmars.*—\$35 to \$40. French Veritas generally. From \$100 to \$150, varying according to size and description.

*J. Ross.*—Don't know ; none classed.

*Hatfield.*—About \$40 per ton for our best vessels. Owners generally survey them in course of construction.

*Nicolson.*—There are two inspectors for classification of new vessels,—Tucker, agent for Lloyds, and Forbes, agent for the French Insurance Office.

*Sargent.*—About \$60 per ton register.

*Mine.*—Six years' ships can be built for \$50 per ton register. Classed by Mr. Sims of French Veritas. About 25 cents per ton.

*Campbell.*—\$40 to \$50 per ton. French and English Lloyds.

*Ratcliff.*—We have no classification. From \$20 to \$30 per ton for hull.

*Cook.*—A six years' classed ship of 600 tons can be built and fitted for sea for \$45 per ton, exclusive of disbursements for the voyage. If coppered she will cost \$5 per ton more. Our vessels are classed by English, French and American Lloyds' Surveyors, all of whose charges for classification and survey are much the same. I could only procure the table of charges of French Lloyds, which are as follow :—

SCALE OF CERTIFICATES and Survey Fees of Vessels in the Register Veritas, or French Lloyds.

(CERTIFICATES.)

Vessels of 100 tons and under,.....	£1 0 0
“ from 100 to 200 tons,.....	2 0 0
“ “ 200 “ 300 “ .....	2 10 0
“ “ 300 “ 400 “ .....	3 0 0
“ “ 400 “ 600 “ .....	3 10 0
“ “ 600 “ 800 “ .....	4 0 0
“ “ 800 “ 1000 “ .....	5 0 0
“ “ 1000 “ and upwards,.....	6 0 0
Duplicates 400 tons and under,.....	0 10 0
“ 400 “ “ upwards,.....	1 0 0

Fees for special survey of new vessels of all grades, during the whole course of building :—

Vessels of 100 tons and under,.....	£ 6 0 0
“ from 100 to 200 tons,.....	8 0 0
“ “ 200 “ 300 “ .....	10 0 0
“ “ 300 “ 400 “ .....	12 0 8
“ “ 400 “ 500 “ .....	14 0 0
“ “ 500 “ 600 “ .....	16 0 0
“ “ 600 “ 700 “ .....	18 0 0
“ “ 700 “ 800 “ .....	20 0 0
“ “ 800 and upwards, 6 pence per ton.	

When the surveyor's services are required in another port than his place of residence, each day of absence is to be paid at the rate of £2 per day, independent of travelling expenses.

*W. Kidston, Jr.*—A six years' ship can be fitted for sea for about \$36 per ton. None of those hitherto built here have been classed at all.

*Question 46.*—Would it be desirable to have the Canals of the Dominion widened and deepened, where it would save the breaking of bulk ?

*Answers of—*

*Chalmers.*—It would be an advantage to sailing vessels.

*Patterson.*—It would tend to a great increase of our trade if the Welland and St.

Lawrence Canals were deepened to pass vessels drawing 12 feet of water, without breaking bulk. I do not think the increase of tolls would pay for the outlay, but it would be a general advantage to the country, and much more so if the locks on the Welland were the same size as those of the St. Lawrence.

*R. Bell.*—The Welland, St. Lawrence and Ottawa Canals must be enlarged ere long to meet the increasing trade of the west.

*Fraser.*—The opinion of all men of intelligence is undividedly in favor of enlarging and deepening our canals, provided our Government could receive an assurance from the American Government that it would not interfere with or interdict the trade that would spring up between the Western States and the seaboard. This would give unlimited employment to British as well as American vessels, and as a natural consequence the building of vessels and navigating them, as well as the training of skilful seamen, would take care of itself.

*Dunham.*—The widening and deepening of the Canals is desirable for facilitating the carrying trade.

*Simpson and Taylor.*—Yes.

*Scott.*—The general opinion of ship-master here is that it is highly desirable.

*Whitehead.*—No doubt of it.

*Anderson.*—By all means. The enlargement of the Welland Canal would be a great boon to the whole country.

*Gaskin.*—It would be very desirable to widen the Welland Canal same as Cornwall Canal, and make the uniform depth 12 feet. Canal tolls should be removed from British vessels passing through the Welland Canal, and all cargoes imported in foreign bottoms should be charged tolls in both canals. If some such discrimination be not made, Canadian bottoms will ultimately be driven from the lakes, owing to the restrictions and impositions placed upon them in American ports.

*Middleton.*—I would not approve of the enlargement of the Welland Canal, which will I think, be able to do all the Lake Erie business for all time, but would recommend the construction of the Georgian Bay Canal, if practicable, of a size to admit vessels of 800 tons for the great western trade. By this the dangers of collision and grounding, of the St. Clair flats, and the islands of Lake Erie would be avoided, and the distance between Chicago and Kingston, the natural terminus of sailing vessels, materially shortened. I am of opinion that if vessels of that size and drawing only twelve feet, which is all the water we can depend upon in most of the lake harbors, cannot be made safe to encounter the gales and seas of the ocean at all seasons of the year. Freight can be carried by barges between Kingston and Montreal cheaper than by either steamers or sailing vessels.

*Elliott.*—Think it highly desirable and necessary to have the canals widened and deepened.

*Doyle.*—It would undoubtedly be serviceable to inland navigation.

*Jamieson.*—I think it most desirable and would be of great benefit.

*Cook.*—It would be very serviceable to inland navigation.

*Harris.*—Yes, in my opinion.

*Dimock.*—Yes.

*Labbé.*—It is unnecessary to widen or deepen canals to accommodate our sea-going vessels, as they are never of such dimensions as to be adapted for canals, any more than those intended for canal trade are fitted for sea. A few of such vessels built for lake navigation do go to sea but often (not to say always) with ill results and great losses.

*Montreal Board of Trade.*—We would repeat the opinion substantially expressed by the Board on more than one previous occasion, but especially on the 23rd day of September, 1867, that, in order to obtain the full measure of benefit contemplated from the works already accomplished in the St. Lawrence and Welland Canals, it is desirable to continue these improvements until uniformity of lockage and depth is obtained throughout the route from Lake Superior to the ocean. We would further suggest that the first part of the work to be prosecuted with a view to immediate advantage in the facility for loading vessels for the through voyage, and so economizing in freight charges, should be the work of enlarging the locks of the Welland Canal to the length of 200 feet and the breadth of 45 feet that are yet under that size. We would bear in mind, however, that these works have been successfully undertaken, and their prosecution recommended at dif-

ferent times, with a view to the accommodation of the growing volume of traffic, and the prospect then in view of such treaty relations with the United States as would tend to facilitate and increase traffic, and so make these works profitable either directly from tolls to be levied, or indirectly by the employment of the marine of the Dominion, and in the many forms attendant upon the active current of trade; and as we do so find that no progress is being made towards the attainment of these objects, we are of opinion that the further prosecution of these works and means for the improvement of traffic may fairly progress together. Turning to the Ottawa route: we find that the lock at St. Ann's, and the Carillon and Grenville Canals are all insufficient in size and efficiency for the actually existing traffic. The export of sawn lumber having, during last few years, grown to very large proportions, it is notorious that the vessels engaged in the trade are subject to constant delay, and the cost of transport is further increased by the inability to load vessels to their full capacity in descending from Ottawa to Lachine, rendering it necessary to complete their cargoes at the latter point before proceeding on the voyage to Lake Champlain; and we are further informed that the entire works upon the Carillon and Grenville Canal locks are in such state of decay and imperfection that there is danger of the route being closed by the structure giving way. The improvement of this route of navigation is a matter of pressing importance.

*Council of Quebec Board of Trade.*—We think so.

*A. Ferguson.*—As this is a subject with which I do not profess to be acquainted, I shall waive replying to it, more specifically, than by stating that in my opinion it is desirable at all times to avoid breaking bulk during transit.

*Edgett.*—Improving the canals I think would be a very desirable thing if can be done without overburdening the country with debt. The people here are very much alarmed about taxation.

*R. Cole.*—I am not aware of any canal that requires widening and deepening. A new one is anticipated and required from the head of Cumberland Bay to Bay Verte.

*A. Ferguson.*—The widening of the canals would materially facilitate trade in saving the breaking of bulk, if the vessels on the inland waters of Canada were adapted as sea-going craft.

*Snell.*—I think it would be desirable to have the canals of the Dominion widened and deepened where it would save the breaking of bulk. I think there should be a ship canal cut through from the head of the Bay of Fundy to the Gulf of St. Lawrence.

*Dewolf.*—By all means, have the canals widened and deepened when practicable.

*Cook.*—This is a question for Upper Canada.

*Kavanagh.*—It would be desirable to have the canals widened.

*W. Kidston, Jr.*—There are no canals here, and I do not feel justified in giving an opinion.

*W. Ross.*—In the event of free trade with the States, the want of which is reducing this Island to poverty, deepening and widening of *your* canals will become a public necessity, particularly if the free navigation of the St. Lawrence is granted to the Americans. By this means, fish, plaster, &c. would find a more direct conveyance to the Western States, and even to the markets of Ontario, where consumers are yet comparatively strangers to our rich, palatable and nutritious salt water fish.

*A. M. Rudolf.*—If the canals of the Dominion were larger and deeper it would generally facilitate business, and consequently add to the wealth of the country.

*Letter from W. Dunscomb, Esq., Collector of Customs at Quebec, in relation to the navigation of the Gulf and River St. Lawrence, also respecting the Electric light for Lighthouses.*

*Custom House, Quebec, 4th December, 1868.*

J. E. B. McCready, Esq. Clerk to Committee on Fisheries and Navigation, House of Commons, Ottawa.

SIR,—The navigation of the St. Lawrence having virtually closed for this season, all vessels for foreign parts having taken their departure; I have now the honor to acquaint you that in accordance with Mr. Fortin's request that I should procure, for the information of the Committee on Fisheries and Navigation, views and opinions of masters of vessels

frequenting this port as to the requirements necessary for rendering the navigation of the Gulf and River St. Lawrence easy and safe, I have taken every opportunity to obtain the opinions desired,—As all masters of vessels seemed to agree in the opinion of those already furnished, I thought it unnecessary to trouble the committee with any written answers in addition to those already sent to you,—but give you their views in the following paragraph :—

The masters of vessels whom I have consulted agree in opinion :

That a steam trumpet and a good light should be placed on the Bird Rocks.

Also a steam trumpet and light on Manicouagan shoal.

A steam trumpet on the south-east end of Red Island reef.

And that a second light, affording a leading light, should be placed in the Traverse.

Which several ameliorations in their judgment would make the navigation of the Gulf and River St. Lawrence easy and safe.

The masters of vessels generally bear testimony to the sobriety, intelligence and usefulness of the pilots as a body with as few exceptions as are usually found among so large a number of men.

In Mr. John Richard's (navigating Lieutenant R. N., H. M. S. "Constance") communication, the committee will not fail to remark the suggestion to substitute the electric light for the oil lamps now in use, it being the brightest artificial light yet known.

The late Professor Faraday, in his report on this light, "Royal Institution," 29th April writes :

"I beg to state that in my opinion Professor Holmes has practically established the fitness and sufficiency of the Magneto-Electric light for light-house purposes, so far as its nature and management are concerned.

"The light produced is powerful beyond any other that I have yet seen so applied, and in principle may be accumulated to any degree ; its regularity in the lantern is great, its management easy, and its care there may be confided to attentive keepers of the ordinary degree of intellect and knowledge."

In a personal interview with Lieutenant Richards, he seemed to think the introduction of the Electric light of such great importance for vessels navigating the Gulf and River St. Lawrence that in furtherance of the views of the committee I have procured full information on the subject, and particularly as to the cost of Magneto-electric light compared with the oil lamp lights now in use : And transmit to you to be laid before the Committee a series of papers printed by order of the (Imperial) House of Commons, a perusal of which will give an accurate idea and furnish full particulars of the Magneto-electric light now well established on the coast of England.

The parliamentary papers consist of—

Called for by Lord 1st.—Copy of Mr. Faraday's Reports on the Electric light to the Royal Com-  
Louvain 4th, missioners and of those made by order of the Trinity Board.

August, 62. 2nd.—Copy of Reports to the Trinity House, by Professor Faraday, upon the  
Mr. Milner Electric light now in use at Dungeness, subsequent to his report of 5th July,  
Gibson, 1862, printed in Parliamentary paper, No. 489, of session 1862 ; of correspon-  
24th April, dence between the Board of Trade and the Trinity House concerning the said  
1868. light ; and, of correspondence between the Board of Trade and the Trinity House concern-  
ing proposed alterations in the Portland light-houses, and the adoption of the Electric light  
at that station.

Called for by Mr. Graves, 30th May, 1866. 3rd.—Copy of correspondence between the Board of Trade, the Light-house  
Boards, and other bodies or persons, concerning the Electric light, subsequent  
to the date of the last Parliamentary Return.

Called for by Mr. Stephen Cave, 21st April, 1868. 4th.—Copy of further correspondence between the corporation of the Trinity  
House and the Board of Trade relative to the Electric light (in continuation  
of Parliamentary paper, No. 313, of session 1866.

The probable cost of the apparatus and the erection as well as the expenses attending the continual regulation and use of the Magneto-electric light will of course be governed by the rates of wages and the cost of fuel in this country. But notwithstanding that the change in the system of lights involves a fresh outlay, the committee will not fail to remark that it is intended to extend the use of the Magneto-electric light in the United Kingdom

by placing it at one or two salient points and head-lands of commanding position on the British coast.

As a matter in affinity to this subject I may remark in conclusion that Quebec, a ship building port, and ranking in the first class of shipping ports, with a tonnage this year (1868.) of 646,511, tons coming from, and going to all parts of the world, has not a school for teaching navigation, and it is a mystery to me in what way young men desiring to adopt the sea as a means of livelihood can acquire in Quebec a knowledge of navigation.

I am, Sir,

Your obedient servant,

J. W. DUNSCOMB.

Collector.

*Letter of J. C. Nolan and others, dealers in Fish and Oil, respecting compulsory inspection of those articles.*

QUEBEC, May 22nd., 1869.

P. FORTIN, Esq., M. P. Ottawa.

SIR,—We, the undersigned, dealers in Fish and Oils, respectfully request that you will use your best efforts during the present Session of Parliament to introduce a measure in the House of Commons, making it compulsory to have an Inspection Law passed for Fish and Oils. If some such law be not passed, the trade must suffer considerably or become almost wholly extinct. Buyers and sellers (as you are aware from a knowledge previously acquired by you in connection with the Fisheries) are all alike interested in pressing for a compulsory measure to enable them to remedy the evils which has been for a long time a subject of general complaint.

We are respectfully yours,

J. J. Nolan,  
M. Grant,  
Thos. Fraser & Co.,  
L. & A. Carrier,  
Wm. Convey,  
Hunt, Brock & Co.,

W. H. Jeffery & Co.,  
Arch. Leduc & Co.,  
W. & R. Brodie,  
John Ross & Co.,  
A. J. Maxham & Co.,  
H. Murphy.

Matthew G. Mountain,  
Turcotte & Frère,  
Henry Glass,  
Jno. Hearn,  
LeMoine & Sewell,

#### PILOTAGE IN THE RIVER ST. LAWRENCE.

##### *Mr. Price's Bill.*

The *News* begins by stating that "the system which now controls the pilots is essentially a bad one," but he does not prove it.

"We believe," he says, "that there are only three or four ports in the world where the cost of pilotage is as high as at Quebec, and we know that the proprietors of vessels feel this keenly."

What is the truth? At Quebec the cost of pilotage during the summer season is, for the ascent 18s. a foot, and for the descent 15s. a foot, for a distance of 150 miles.

The cost of pilotage at New York, for a distance of 18 miles only, is 10s. for vessels drawing less than 14 feet; 12s. 6d. for those drawing from 14 to 18 feet, and 15s. for those drawing more than 18 feet. These are the prices for vessels within the pilotage limits; but if the vessels are boarded by the pilots out of sight of the light house at Sandy Hook, where pilotage commences, for 10s., 12s. 6d. and 15s., there must be substituted 12s. 6d., 15s. 7½d. and 18s. 9d.

These are the charges for American vessels, but foreign vessels pay according to the draught of water which we have just indicated: 15s., 17s. 6d., 18s. 9d. and 24s. 5d.

Armed vessels pay at New York 25s. a foot.

At New York the navigation is open throughout the whole twelve months of the year, whereas it is only so for six months and a half at Quebec.

The pilotage distance is eight times longer at Quebec than at New York, and as nearly all the vessels at the latter place are boarded out of sight of the light-house at Sandy Hook, the pilots there almost invariably receive the highest rates of pilotage.

At Liverpool, where the extent of the pilotage limits is, for the ascent, 36 miles, and for the descent 12 or 18 miles at the most, the charge for pilotage per foot is, for English vessels 11s. 3d. currency, and for foreign vessels 15s.; for the descent the charge is 6s. 3d. for English vessels and 10s. for foreign vessels.

Now the extent of pilotage, in the ascent, is four times greater at Quebec than at Liverpool, and in the descent eight times greater.

Let us now compare the London prices with the Quebec prices.

At Quebec, the extent of pilotage is 150 miles, and at London 84 miles, or rather more than half.

At London, navigation is open throughout the whole twelve months of the year; at Quebec, it is only so for six months and a half.

ASCENT.			
London 15 feet.....	\$ 54 50	.....at the rate of.....	\$3 63
Quebec 15 " .....	54 00	..... " .....	3 60
London 17 " .....	64 49	..... " .....	3 79
Quebec 17 " .....	61 20	..... " .....	3 60
London 19 " .....	92 21	..... " .....	4 85
Quebec 19 " .....	68 40	..... " .....	3 60
London 21 " .....	113 63	..... " .....	5 41
Quebec 21 " .....	75 60	..... " .....	3 60
London 23 " .....	136 85	..... " .....	5 95
Quebec 23 " .....	82 80	..... " .....	3 60

DESCENT.			
London 15 feet.....	\$ 54 55	.....at the rate of.....	\$3 63
Quebec 15 " .....	44 89	..... " .....	3 15
London 17 " .....	64 49	..... " .....	3 79
Quebec 17 " .....	50 87	..... " .....	3 15
London 19 " .....	92 21	..... " .....	4 85
Quebec 19 " .....	56 86	..... " .....	3 15
London 21 " .....	113 63	..... " .....	5 41
Quebec 21 " .....	62 84	..... " .....	3 15
London 23 " .....	136 85	..... " .....	5 95
Quebec 23 " .....	68 83	..... " .....	3 15

These figures will suffice to convince every impartial person not only that the cost of pilotage is not high at Quebec, but also that it is considerably less than in the other parts of the world. Again, the *News*, after asserting that there are only two or three ports in the world where pilotage is as costly as at Quebec, and that merchants complain of this bitterly, gives a formal denial to that strange assertion by adding immediately after:—"We are far from saying that the pilots are too highly paid."

It would be important to know the number and the names of the pilots who desire the dissolution of the Corporation, "or who are desirous of withdrawing from it," in order to compare them with the mass who are in favor of the corporation, and to form an estimate of their motives. There is nothing very surprising in the fact that two or three individuals, dissatisfied for one reason or another, reject to-day what they desired yesterday. Perhaps, if their position was altered, and their reasons in that way removed, they would, as before, be for the Corporation!

No one has forgotten the reasons which called the present Corporation into existence, and induced the Committee on Private Bills unanimously to approve of it, despite the protestations of all grades of representatives of trade. That Committee was composed of Upper and Lower Canadians, of men entirely independent of the influence of the pilots, and rather disposed to lend an ear to those who, in large numbers, took upon themselves to speak in the name of the trade of the country.

Parliament sustained the decision of the Committee, and words more eloquent than those of the parties interested, and now and important reasons will be needed to induce the Legislature to reverse its action.

If, as the *News* declares, certain active pilots formerly earned from £250 to £300, and if they now receive on an average only £140, why did those pilots, without one single exception, sign the petition asking for the corporation? why did certain pilots, whose services were most in demand, and who withstood the corporation for more than fifteen years, conclude by asking for it more earnestly than the others? It was because, as was proved by the discussion of 1860, it was not the pilot who received his pilotage, but the merchant consignee, the captain, the marine dealer, the stevedore and the butcher!

These are the reasons which make it easy to understand why men who then apparently earned from £250 to £300 now prefer to receive but £140.

The *News* expresses pity for the lot of pilots whom merchants select by preference, as the law allows, and who, he says, are in consequence obliged to do more piloting than the others.

That sheet, which speaks in the interest of the merchants, certainly ought not to complain of a clause inserted in the law at their special request and agreed to by all the pilots. But an examination of the roster at the pilots' office will prove to the writer that he has fallen into error, and that the work, under good management, is equally divided among all the pilots.

The incorporation of the pilots has been productive of two circumstances: first, the merchant consignees, who used to obtain employment for an excessively limited number of pilots, have in this matter considerably extended their confidence and have discovered that there are many more good pilots than they formerly thought; second, the number of special applications for particular pilots is daily diminishing. And why? Because of the 250 pilots there are but very few who are incompetent.

"Captains of vessels complain loudly," says the *News*, "of the want of energy manifested by the pilots under the existing system. They declare that instead of the pilots seeking the vessels as in other ports, the vessels are frequently compelled to seek them, often thereby incurring great risk; and we have heard that several vessels have been compelled this spring to anchor at Bic, having been unable to find the pilot schooner."

"We are also informed that others have been detained in the harbour of Quebec when they were ready for sea in consequence of their pilots having come on board drunk; we are ready to furnish proof of this, if called on to do so."

The assertions of the *News* are in flagrant contradiction with the facts of the case, for we have before us 8095 certificates granted by captains since the corporation came into existence, that is to say, during the year 1861-62-63. These certificates are in the following terms:

"I certify that pilot———has piloted the———drawing———feet———inches of water (from Quebec to the sea, or from the sea to Quebec) to my entire satisfaction.

Signed——— "Captain."

Of these 8095 certificates, there are but four in which the captain has not stated that the pilot had done his duty to his entire satisfaction.

It is absurd to say that the pilots do not seek the vessels, since it is to their interest to make as much money as possible, and not to lose a single pilotage, even the smallest. It may happen that in a fog or when the fleet arrives all at once in the spring, some ships may escape them in spite of all they can do. But what was the state of affairs under the old system? The pilots proceeded in search of vessels as far as the Banks of Newfoundland and 300 miles from the coast; and if despite their natural wish to catch the vessels at Bic where the river is so narrow, they sometimes miss them, how could they always perceive them in the open sea where a space is unlimited?

In those days as many as 80 ships arrived at Quebec without pilots, and more than 200 have passed Bic in one year without meeting any. Those who lived by the old system saw nothing of these disadvantages because their eyes were closed by self-interest.

It is not true that ships have been detained at Quebec because the pilots were under the influence of liquor; for the instant the captain informed the board of management of the fact, those pilots were immediately replaced by others. The law allows the suspension of a pilot who is intoxicated when in charge of a ship, and yet no captain has hitherto availed himself of the law in that respect. Besides, the same disadvantage might have obtained before the corporation existed, and the latter has no power to make sober men of those who are not so; it can only punish them if those who are exposed to suffer from them prefer their complaint as the law provides. It may be said that the corporation has done much to add to the dignity of the pilot and to encourage the active and industrious pilot, since the amount of fines imposed on pilots, who failed in their duty in any respect, amounted last year to \$12,000, which amount was divided among those pilots who faithfully performed their duty.

This year the amount of the fines has been very insignificant, because the severity of the management, shown by the amount of the fines last year has had a salutary and improv-

ing effect on pilots who are in the habit of falling into error from any cause whatever.

English maritime insurance companies, the *News* tells us, have all addressed petitions to the Canadian Legislature against the corporation of pilots and "have in consequence," he thinks, "increased the autumn rates during the last two seasons."

Yes; Lloyds addressed petitions to our Legislature; but, in explanation, we may state that those companies acted at the instigation of their agent here, who was a merchant consignee and largely interested in preventing the formation of the corporation. At all events those petitions which contained no valid reasons, did not operate to prevent either the committee on private bills or the House from granting the act of incorporation.

The *News* does not positively assert, (he merely *thinks*) and he is right, that the insurance companies have increased the autumn rates in consequence of the existence of the corporation. Had the rate been really increased, those who gave him his information would have made him speak more positively, for they are perfectly conversant with what occurs at Lloyds.

That Journal assures us that the £6 sterling a month, given to a pilot carried out to sea by a ship, are sufficient to induce pilots to allow themselves to be so carried away.

Now there is nothing to compel the captain to carry the pilot away with him, and then to say that a pilot may be tempted to allow himself to be carried off for £6 sterling a month, is to stretch the bounds of absurdity beyond all measurement and exhibits a wish not to be believed at any price.

The Liverpool pilot carried out to sea receives from £20 to £25 a month over and above remuneration—the amount of which is fixed by the board.

The New York pilot carried out to sea receives £25 a month.

Now our pilots only ask £15! Is that so exorbitant?

The number of pilots that have been carried off since pilots have existed is very minute; there have been years when not a single pilot has been carried off. This fact controverts the statement that the pilot loves to abandon his family and to cross the sea for a miserable six pounds sterling. And even then he does not receive them for they belong to the general fund. He only receives the 250th part—the 250th part of £12 or £15 sterling at the most, for on an average not more than one pilot is carried off to sea in each year.

The increase of wages from \$30 to \$60 would have but one effect—it would make captains of ships careful not to carry off pilots inconsiderately.

The *News* alluding to the clause which provides that in future indentures of apprenticeship shall be entered into between the corporation and the apprentices, and not between the latter and individual pilots, says: "as the board of management is exclusively composed of French Canadians this is clearly a barefaced method of excluding sons of other nationalities from pilotage."

This accusation which we refuse to assign to the ordinary editor of the *News* is unjust in the extreme, and evidently proceeds from a mind which imputes to others motives by which it would itself be influenced in like circumstances.

No, exclusion has never been an attribute of French Canadian character, and the proof is that there are this day pilots of British origin who have been the apprentices of French pilots; and a further proof is that to give the lie to the writer in the *News*, the board of management had some days previously replaced one of its members who resigned, Mr. Dumais, by a pilot of British origin, Mr. O'Reilly.

The only object of the board of management is, while imparting better and more complete instruction to the apprentices, to utilize them at the same time on the corporation schooners.

What the pilot apprentice has to learn is not so much the working of a ship at sea, which is easy enough in itself as the space is bounded, as in the river in its most difficult and contracted channels, where the least mistake might prove fatal.

We quote the *News* :—

"The 6th clause repeals the old Act which obliged the pilot to remain in charge of the vessel for 48 hours after arrival in port; so that if a vessel is compelled to anchor because the tide is too low to allow of her proceeding to the place where she is to discharge her cargo, or in a storm, or it may be while the captain is obliged to go ashore for orders, the pilot may claim a second pilotage."

As every reader is aware, contrary to what is the case at London, New York or Liver-

pool, vessels arrive here in the spring and autumn nearly all together, and the provision which allows the captain to retain his pilot for 48 hours after his arrival in the harbor has been precisely the cause why vessels have failed to find pilots at Bic.

As all the ships arrive together the greater number cannot proceed even within the 48 hours to the unloading ground, and thus the opposition to the 6th clause is based upon no reason of any real value.

A ship *which is arriving*, caught in a storm, is in no worse position than a ship *which has arrived* and is caught in a storm; this latter, if in need of a pilot, obtains one at the rate of a pound a day.

But we do not see that any inconvenience would result from allowing twelve hours or even more to the captain to allow of his going ashore, should he see fit, for orders. What is of importance is this, that when ships are fairly at anchor in the harbor, other vessels which are on their way up should not be exposed to be wrecked for want of pilots.

The *News* objects, when it is desired by the Board of Trade to extend the pilotage grounds below Bic, to the increased extent being paid for in proportion to the remainder. Yet such a demand is based on justice if time is to be taken into account as well as risk, trouble and responsibility. "But," says that journal, "the captain does not want a pilot below Bic, because the river there is more dangerous than elsewhere, but because he requires to have one on board when he enters upon the dangerous part of the navigation above Bic. The Board of Trade proposes to extend the pilotage ground to Matane, and for this to allow the pilot 3s. a foot more," that is to say, a fifth or a sixth, as the case may be, while the new extent of ground would add more than one half to the present extent. What justice and what generosity!

The pilots are not desirous to go beyond Bic, a limit fixed by able and experienced men and adhered to as such without dispute for a century; but as under the new arrangement they would be obliged to establish four new stations, one at Matane, one at Pointe des Monts, a third at Metis and a fourth at Manicouagan, as the four schooners would entail greatly increased expense, with much less facility for replacing them, and as even with these arrangements the return would not be in proportion to the outlay, the river being much wider at Matane than at Bic, and it being likely that many vessels might pass without being seen, they consider that they shew great moderation in asking only for payment in proportion to the distance.

"We have seen," adds the *News*, "a table prepared and printed by the Board, in which the prices in Quebec and in New York are contrasted. They appear to conclude from the table that as the extent of the pilotage ground at New York is only 18 miles and at Quebec 150 miles, the Quebec pilots ought to receive eight times as much as those of New York. But this is an absurdity. Distance does not constitute the sole basis of the remuneration of the pilot. The New York pilots go from 60 to 250 miles out from Sandy Hook in search of vessels, and they are obliged to keep up a fine and costly fleet of schooners."

No, the pilots asked for nothing of the sort; they only put that table before the public to prove that they are not fairly paid. What they seek is fully set out in their demand. The facts will remain uninfluenced by the exaggerations of our contemporary.

Before the existence of the corporation our pilots often went 600 miles out from Quebec, and received nothing more on that account; but the New York pilot is entitled to increased pay if they board vessels out of sight of the light house at Sandy Hook, and hence his ambition to keep a good offing. Many captains have refused to receive our pilots below the limits of the pilotage grounds, even during storms; but at New York the law makes it compulsory that they should be received, and that they should be paid.

The pilots of New York have better vessels than our pilots, because they earn more money than the latter. There are 190 of them while of ours there are 250. With a view to their comfort there are never more than ten or twelve of them in a schooner, and the Board of Management at Quebec, in order to economise, puts as many as forty in one small schooner. The average outlay of the Corporation for each of our pilots is \$47, and for each New York pilot it amounts to from \$280 to \$320; and despite all this the net income of each pilot is on an average from \$1,000 to \$1,200, while that of the Quebec pilot ranges from \$500 to \$560.

The following table shews the sums which have been paid to each pilot according

the number of ships arrived from 1856 to 1863 ; together with the further amount of one sixth additional asked for (calculating from the eleventh foot upwards) if such an increase had been granted :—

Years.	Arrivals.	Revenue.	Addition of one-sixth.
1856.....	920.....	\$368 00.....	\$60 00 @ \$64 00 increase.
1857.....	1203.....	512 00.....	86 00 "
1858.....	912.....	360 00.....	60 00 "
1859.....	884.....	320 00.....	52 00 "
1860.....	1169.....	468 00.....	79 00 "
1861.....	1353.....	528 00.....	88 00 "
1862.....	1152.....	460 00.....	76 00 "
*1863.....	1515.....	591 35.....	98 55 "

N. B.—The foregoing ships were those which were bound to take pilots.

By a document submitted to the English parliament in 1863 respecting pilots and pilotage in the United Kingdom for the year ending 31st December, 1862, we find that there are at Liverpool 12 pilot vessels, consisting of schooners and cutters, on board of which there are 36 masters serving alternately, collecting moneys, and sitting with the members of the Board of Trade, and 198 pilots : there being three masters in each schooner, which carries a definite number of pilots and apprentices. The apprentices serve as crews under the corporation and not under the pilots individually.

The total revenue for the year 1862 was £60,640 sterling, giving an average for each master and pilot of £257 8s. 8d. sterling.

The *News* complains of another table published by the Board of Management. We give it below. It is divided into two portions, which we should have preferred to place in juxtaposition with a view to their comparison. The first shows the relation between the tonnage and the draught of water in the old styles of vessels, and the second the same relation in vessels constructed according to the new system. The object of this table is to shew that a vessel of 1,200 tons, built upon the new system, pays no more than a ship of 600 tons, when constructed in the old style, used to do.

### OLD STLYE OF BUILDING.

NAME.	TONNAGE.	Draught of Water; Ascending.	Amount of Pilotage.	Draught of Water; Descending.	Amount of Pilotage.
		ft. ins.	\$ cts.	ft. ins.	\$ cts.
Quebec.....	587	17	61 20	20	63 00
Columbus.....	514	13 6	43 60	20	63 00
Aurora.....	629	17 6	63 00	19 6	61 43
Thistle.....	265	13	46 80	18	56 70
Thames.....	388	15	54 00	18	56 70
China.....	634	17 3	62 10	19	59 55
Russia.....	349	12	43 20	16	50 40
Eldon.....	437	13	46 80	20 3	63 79
Congress.....	412	13 10	49 80	16	50 40
Cambrin.....	417	15 6	55 80	17 6	55 13
Rainbow.....	401	14	50 40	18 6	58 28
Bows.....	247	13 6	43 60	15	47 25
Thomas.....	211	14 4	51 60	16	50 40
Lamont.....	283	10 4	37 20	16	50 40
Indefatigable.....	587	12 6	45 00	17 6	55 13
C. Harrison.....	530	16	57 60	18 2	57 22
Warburton.....	404	12	43 20	16 3	51 19
Urania.....	194	9 9	35 10	14 4	45 15
Globe.....	228	10 3	36 90	15 6	48 83
Dybes.....	223	13	46 80	14	44 19
Deveroux.....	425	13	46 80	19	59 85

\* An extraordinary fact calls for remark ; it is that there was not a single wreck within the limits of the pilotage grounds during the year 1863, and consequently there can exist no grounds for apprehension in relation to an increase in the rates of insurance as a consequence of the existence of the Corporation of Pilots.

## NEW STYLE OF BUILDING.

NAME.	TONNAGE.	Draught of Water; Ascending.	Amount of Pilotage.	Draught of Water; Descending.	Amount of Pilotage.
		ft. ins.	\$ cts.	ft. ins.	\$ cts.
Powerful.....	1230	12 6	45 00	21	66 15
Bosphorus.....	1445	12 6	45 00	22	69 30
Marcia Green Leaf.....	1177	13 6	48 60	20 10	65 62
Advance.....	1466	13 6	48 60	21 6	67 73
Ailsa.....	1299	14 6	52 20	21 6	67 73
Illustrious.....	1172	14 6	52 20	21 9	68 51
Ocean Empress.....	1069	12	43 20	20	63 00
Ottawa.....	1049	12 2	43 80	21 6	67 73
Colonial Empire.....	1350	12 6	45 00	19 8	61 95
Empire.....	957	12	43 20	17 6	55 13
Almira.....	1019	14 6	52 20	21	66 15
Tasmanian.....	1136	13 4	48 00	20 10	65 62
Beaconsfield.....	794	11 6	41 40	16 6	51 98
Caspian.....	1018	13	46 80	19	59 85
Island Home.....	950	12	43 20	19	59 85
Celestial Empire.....	1278	12	43 20	20 6	64 58
Grace Ross.....	1217	12 6	45 00	21 6	67 73
Ontario.....	1067	12	43 20	18 6	58 28
E. W. Farley.....	1269	14	50 40	21 6	67 73
Czar.....	1147	14	50 40	21 8	68 25
Great Eastern.....	22000	25 6	91 80	26 6	83 48

"Yes," says the writer in the *News*, "but not to mention that many of these vessels never came to Quebec, the Board takes care to select from among the vessels built in the old style those that were in ballast or partially laden when ascending, while it chooses out to contrast with these ships built in the new style which were perfectly light."

There cannot be any error, for this table is made up from the Custom House books. But since the comparison as to the ascent is rejected, let us take the descent when the ships are all completely laden.

The *Quebec*, 587 tons, drew when going down twenty feet of water, and the *Powerful*, 1,230 tons, drew 21 feet. The first yielded \$63 to the pilot, and the second \$66. The *Columbus*, 514 tons, drew 20 feet, and the *Bosphorus*, 1,425 tons, 22 feet. The *Eldon*, 437 tons, drew 20 feet 3 inches, and the *Great Eastern*, 22,500 tons, 26 feet 6 inches.

The reader may continue the comparison from the table.

"The real gauge of the responsibility of the pilots" is not "only the draught of water of the ships,"—it is the draught of water and the mass to be moved. It needs not to be far advanced in the science of navigation to know that the heavier a vessel is the less she is under the control of her anchor, and the longer she is the more difficult it is for her to move in a narrow channel. If the wind or the tide fail just when they are most needed, or if the set of the current is upon a reef and her anchor does not hold, she will run aground, while a vessel of less weight will escape. Long vessels also turn more slowly than short ones, in accordance with a natural law; and sometimes a long vessel has barely room enough to go about in certain narrow and difficult channels of the river.

The proof of this assertion is that of the eight vessels which have gone ashore within the limits of the pilotage grounds since the Corporation has been in existence, one only—the *Canada*—measured less than 600 tons.

The *Rennevis* measured 1,434 tons; the *Almyra* 1019; the *Madras* 1,200; the *Constance* 1,000; the *Advance* 1,100; the *Bee* from 1,000 to 1,200; and the *Echo* 1,100.

We hope therefore that the Legislature will turn a deaf ear to the unjust claims of certain petitioners. Let us add in conclusion that all the merchants are not equally unjust, and we are assured that Mr. Ross, who was the outfitter of not less than 18 large ships built this winter at Quebec, considers the demand of the pilots a just one.

SUPPLEMENTARY LETTER from Mr. R. D. Stupart, Secretary to the Canada Lake Underwriters' Association, to Alexander Mackenzie Esq. M. P.

A. MACKENZIE Esq., M. P.

&c, &c, &c.,

SIR,—At the commencement of the session I forwarded to Ottawa, for presentation, the enclosed petition, signed by about 760 Ontario shipowners, captains, &c, and the bills before the House all neglect the points petitioned for.

That "respecting inspection of steamboats" seems generally faulty, inasmuch as it presumes engineers, (*i. e.* machinists) to be fit persons to inspect vessels' hulls, and to determine how boats shall be lowered.

"Inquiries into shipwrecks." If Toronto is not on the "coast of Canada" or the "Split Rock" "adjacent thereto," (Page 1. lines 4 & 5) accidents on the St. Lawrence cannot be inquired into; but most assuredly there is no navigation in the world that requires more especial supervision than that between Brockville and Montreal.

It is the interest of Ontario to improve her sailing masters. Nova Scotia has coal, Marmora Iron, and Ontario generally food and men. If her merchant seamen will not qualify for the ocean others will do the ocean work, and her vessels will continue to be idle for six months of the year.

Should you see no objection to doing so (that is if it is not considered presumption) will you give the enclosed to the chairman of the committee on Inland Navigation.

Your obedient Servant

R. D. STUPART.

*Secretary to the Canada Lake Underwriters' Association.*

### MEMORIAL.

*To His Excellency the Right Honorable SIR JOHN YOUNG, Baronet, G. C. B., &c &c. Governor General of the Dominion of Canada, in Council.*

The Memorial of the undersigned shipowners, shipmasters, merchants and others,  
RESPECTFULLY SHEWETH;

That great loss and damage to shipping and property, peril and loss of life, and inconvenience to trade, is caused by the absence of due provision in the laws of this Dominion for the regulation of matters connected with merchant shipping and especially for,

An investigation into the circumstances attending loss of or serious danger to vessels.

The signing of articles by seamen so as to secure efficient control over them, prevent their abandonment of vessels in case of disaster, and guard against their raising unjust claims whilst in foreign ports.

The compulsory detention of foreign vessels in Canadian ports until security be given for damage done by them, or other claims against them.

An examination into the qualification of masters and mates of less than two years' standing; the granting certificates of capability, and the withdrawal or suspension of such certificates in cases of incompetency or misconduct.

Wherefore, your memorialists would respectfully urge upon Your Excellency the necessity of extending to this Dominion, and to the navigation of its inland water, all such provisions of the Merchants' Shipping Acts of 1854, 1855 and 1862 as may appear practicable and desirable, as well to meet the foregoing requirements as generally to benefit the important interests of trade and shipping.

And your memorialists would further pray Your Excellency to take into consideration the establishment of some simple and equitable system whereby provision may be made for sick and disabled seamen, and for the support of their widows and orphans.

And your memorialists, as in duty bound, will ever pray, &c.

*Extract from Minutes of Canadian Lake Underwriters' Association, July 5th, 1866.*

"To be eligible for a master, a man must have navigated the lakes or seas for five years, two of which he must have been mate on the lakes. Of these two years he shall have been first mate for one.

The losses from ignorance of masters had been so great that underwriters would not insure unless the captain of a vessel was qualified as above. Requiring much more than this for lake captains would be useless. Permitting any one that can pay \$1500 or \$2,000 for

a vessel to become her captain would do little harm if he only lost his own property, but unfortunately he loses a great deal more of other peoples.

LETTER from Mr. Stupart to the Chairman of the Select Committee on Fisheries and Navigation.

TORONTO, ONTARIO, 4th June, 1869.

To the Chairman of the Committee of the House of Commons on Maritime and Inland Navigation, &c &c &c.

SIR,—As Canada has about 2,800 miles of lake and river navigation, with shoals, canals and dangerous rapids, some laws will be required for which no precedent can be found in those of other nations.

The Bill respecting inspection of steamboats, contains a clause (4) providing means of lowering boats. Last year the propellor *Perseverance* caught fire and fourteen lives were lost, yet she had boats which were not lowered. The propeller *Enterprise* came up whilst the ill-fated vessel was burning,—heard cries for help from those of the crew who were floating about on spars, &c, yet this vessel could render no assistance. Why did they not pick up the drowning men with their boats?

If ever there was an accident that required investigation, this did; but the law had been complied with, both vessels had been inspected, both had proper boats, and the engineers were competent. The safety of all depended on the master, a person not recognized by the law as being of any consequence.

The *Grecian* has struck on the St. Lawrence rapids and sunk four times within two years. On the 18th ultimo, it was a miracle that several hundred men were not drowned; yet, so far, it does not appear that any steps have been taken to ascertain the causes of the several disasters, or the qualifications of the masters in charge of vessels, or the pilots they employ.

I am, Sir,

Your obedient servant,

R. D. STUPORT.

Secretary to Canada Lake Underwriters' Association.

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REPORT  
OF  
HER MAJESTY'S ACTING VICE-CONSUL GENERAL  
AT CHRISTIANIA,  
ON THE  
COD & HERRING FISHERIES OF NORWAY,  
FOR THE YEAR 1866.

COD FISHERIES.

THESE fisheries are carried on all along the coast of Norway, from the Naze to the Varanger Fjord, close to the Russian frontier.

They are divided into three distinct fisheries, viz. Loffoden, Romsdal and Finmark fisheries, the most important of which is that of Loffoden, carried on among a group of islands of this name, lining a portion of the Norwegian coast from north latitude  $67^{\circ} 20'$  to  $69^{\circ} 20'$ , occupying four degrees of longitude.

They comprise a number of islands, some of considerable magnitude, and collectively form the outer or western side of the West Fjord, where the great annual cod fishery is chiefly carried on.

This Fjord, which is the most extensive on the coast of Norway, has a communication with the ocean, independently of its 60 miles broad entrance, by numerous narrow sounds, through which the main receives and supplies the immense mass of water which flows in and out of this Fjord. In it the depth of water is so considerable that there are but few places where the lead will reach the bottom; on these it varies from 80 to 200 fathoms.

Near the coast there is a fishing bank of irregular breadth; it neither deepens nor slopes gradually, but consists of three terraces of different depths.

Nearest the land this bank has a depth of from 20 to 30 fathoms, extending for certain distance at that level, when it suddenly drops to between 40 and 50 fathoms, which, in a similar way, again extends some distance, when the third ledge or terrace appears, on which there are from 90 to 120 fathoms water.

It is on these ledges or banks that the extensive Loffoden fishery is carried on, affording, during three or four months of the year, lucrative employment to between 25,000 and 30,000 people.

The famous and undeservedly dreaded Maelstrom runs between the above mentioned islands, and is so little thought of by the inhabitants, that they pass and repass it in their frail vessels at all states of the tide, except at certain times in the winter season; and far from drawing in whales and other things that come within its range, it appears to be a favourite resort of the fish of the country, and the fishermen reap a rich piscatorial harvest from its bosom.

The greatest rate of the tide at the Maelstrom, in winter, does not exceed six miles an hour.

As is usually the case, the cod made its appearance at the Loffodens towards the end of December. From the commencement of the following month the inhabitants of these islands carried on a lucrative fishery; but as the weather during this month was frequently stormy, and the fishermen not numerous, the month's catch was unimportant.

As customary at the beginning of the fishery, the so called "nightlines" (deep-sea lines) were the only gear used.

From the middle of January until Easter there blew a succession of easterly winds, with alternate clear and frosty days and snow storms, which greatly retarded the arrival of the fishing population from the south; towards the middle of February, however, nearly the usual number had reached the fishing grounds.

They repaired, this year, in preference, to the grounds as Henningsvær and to the eastward, where nearly all the stations were crowded, while but little more than 500 boats were engaged on the banks to the westward.

Towards the end of March, when the Finmark fishing commences, a large number of the men leave the Loffodens to proceed thither, and about the 14th of April the remainder generally depart, not indeed from decrease of fish, but more from custom, and the fact that they are under farm contracts on land, where their services are required for the labours of the field and other domestic purposes.

The fish remained, this winter, a longer time than usual under the land, at the western stations in the Ostnæsford, and later in the season, for some time, at Gimsostrømmen, where they appeared in great quantities. It was unfortunate, therefore, that the western stations, this year, were so little frequented, for although the total catch exceeds that of an average year, it would have been very considerable, had the fishermen not gone, in such large numbers, to the eastern stations, where the fish, comparatively, were not abundant.

According to the 11th section of the law regulating this fishery, and at the request of the men themselves, the sea was, in many cases, portioned out by the Inspectors into parallels or lines, between the net and line fishers; this was, nevertheless, not done to the same extent as last year.

From the following table will be seen the number of fishermen employed, as well as the description of the gear used, and in what districts:—

| Districts.                   | With Nets. |        |        |                         |                           | With Lines. |        |        | With Deep Sea Lines. |                   |                      | Totals     |        |        |
|------------------------------|------------|--------|--------|-------------------------|---------------------------|-------------|--------|--------|----------------------|-------------------|----------------------|------------|--------|--------|
|                              | Fishermen. | Crews. | Boats. | Number of Nets per Man. | Nets combined with Lines. | Fishermen.  | Crews. | Boats. | Fishermen.           | Boats with Lines. | Boats without Lines. | Fishermen. | Crews. | Boats. |
| Bergen .....                 |            |        |        |                         |                           |             |        |        | 2                    |                   | 1                    | 2          | 1      | 1      |
| Christiansand .....          |            |        |        |                         |                           |             |        |        | 3                    |                   | 1                    | 3          | 1      | 1      |
| Province of S. Drontheim, .. | 115        | 23     | 24     | ....                    |                           | 9           | 3      | 3      | 350                  | 2                 | 116                  | 474        | 144    | 145    |
| Province of N. Drontheim, .. | 164        | 28     | 28     | ....                    | 1                         | 31          | 7      | 7      | 355                  | 6                 | 147                  | 550        | 188    | 188    |
| Nordland .....               | 7,726      | 1,331  | 1,690  | ....                    | 319                       | 5855        | 1521   | 1740   | 1521                 | 95                | 570                  | 18,102     | 3,517  | 4,095  |
| Finmark.....                 | 2,345      | 391    | 596    | ....                    | 84                        | 1723        | 436    | 474    | 656                  | 173               | 50                   | 4,724      | 1,050  | 1,293  |
|                              | 10,350     | 1773   | 2338   | ....                    | 404                       | 7618        | 1976   | 2224   | 2887                 | 276               | 885                  | 20,855     | 4,901  | 5,723  |

From this it will be seen that there were 25,756 men and 5,723 boats engaged in this year's fishery at Loffoden alone, exclusive of the numerous driers and salters, &c., on shore (whose number may be estimated at 7,000), engaged in preparing the cod for exportation and home consumption.

It may not be without interest to know how many men and boats were employed in the Loffoden fishery on a given day; I therefore include the following table, which shows the actual number engaged on the 16th of March this year, as well as the districts they belong to, and the tonnage and crews of their crafts:—

| DISTRICT.               | Number of Boats. | Number of Crews. | Total Tonnage in Barrels. | Average Number of Crews per Boat. | Average Tonnage of Boats. |
|-------------------------|------------------|------------------|---------------------------|-----------------------------------|---------------------------|
| Bergen.....             | 15               | 74               | 7,250                     | 4.9                               | 483                       |
| Aalesund.....           | 1                | 5                | 420                       | .....                             | 420                       |
| Christiansu.....        | 24               | 122              | 10,990                    | 5.0                               | 450                       |
| Drontheim.....          | 77               | 415              | 29,780                    | 5.4                               | 400                       |
| Bodo.....               | 4                | 18               | 1,330                     | 4.5                               | 332                       |
| Indherred.....          | 3                | 15               | 1,420                     | 5.0                               | 473                       |
| Orland.....             | 3                | 10               | 1,000                     | 3.3                               | 333                       |
| Fosen.....              | 15               | 60               | 5,240                     | 4.0                               | 349                       |
| Namdal.....             | 24               | 140              | 10,690                    | 5.1                               | 445                       |
| Helgeland.....          | 78               | 361              | 39,955                    | 4.8                               | 512                       |
| Salten.....             | 87               | 405              | 36,690                    | 4.7                               | 422                       |
| Loffoden.....           | 19               | 87               | 9,360                     | 4.6                               | 493                       |
| Senjen and Tronsoë..... | 27               | 138              | 10,780                    | 5.0                               | 399                       |
|                         | 377              | 1850             | 164,905                   | .....                             | .....                     |

The number of fishermen employed was about as many this year as last, whereas the number of boats was less by about 46.

The total take of fish at the Loffoden, was about 21 millions, of which 12 millions were salted and prepared as clipfish, and 8½ millions dried and prepared as stockfish; the remainder was applied for home consumption.

The size and fatness of the fish were pretty regular. It must be observed that the cod liver does not always bear the same proportion to the fish; there is often a striking difference between the yield of one year and that of another. Some years it takes as many as 500 to make a barrel of oil; at others 300 are sufficient; this year 400 were required to make a barrel of liver oil.

20 to 22 fish gave an average weight of 40 lbs. of clipfish; 27 to 28 ditto gave a like weight of stockfish.

The yield of oil was about 26,000 barrels, and of roe about 18,000 barrels.

The prices per great hundred (of 120 fish) ranged between 4 and 6½ dollars; average rate 6 dollars

Fresh livers fetched from 9 to 10 dollars per barrel; old livers, towards the close of the fishery, only from 6 to 7 dollars per barrel.

From 6 to 6½ dollars were paid for a barrel of salted roe.

The weather, in general, was not stormy; several accidents, however, occurred, and 15 men lost their lives by drowning.

No considerable loss of gear took place.

The government Inspectors cause all such derelict property to be sought for and taken up, and at the close of the fishery have it sold by public auction at some convenient place in the neighbourhood.

The salvage account shows, this year, that the expense of recovering lost property caused an outlay of 306 dollars 76 skillings, while the proceeds of the public sales were only 285 dollars 38 skillings.

The medical officers appointed by the Government report the sanitary state of the fishermen to have been satisfactory. At Loffoden there were 36 cases of typhus and 16 of inflammation of the lungs; 13 of these patients died.

The Government Inspectors were stationed at the fishing grounds from the 16th January to the 14th April. They have no longer much control over the description of implements or gear employed, nor over the manner of prosecuting the fishery; but, they are invested with large powers as a maritime police, with extensive magisterial jurisdiction

over the different stations and waters, with authority to treat summarily all disputes and offences in connection with the fisheries.

The following statement will show the character of the misdemeanors for which fines were inflicted, viz:—

- 1 for breach of the peace.
- 6 for fishing without proper boat-marks.
- 110 for drawing their nets before the morning signal, and placing them out before the evening signal.
- 18 for using illegal gear.
- 2 for injury to other men's gear.
- 4 for leaving gear out on the Sunday.

141, total number levied, amounting to 349 dollars, of which 328 dollars fell to the State, and the remainder to the local poor-box.

No Government superintendence is exercised at the other fisheries.

The expense incurred by the State in superintending and keeping order at the Loffodens amounted, this year, to 8,457 dollars 69 skillings.

An attempt has been made this year to bring into use the boats used in the south of Norway, called the Lister boat, (resembling the Norwegian pilot-boats about the Naze and entrance of the Christiania Fjord, *i. e.*, one-masted, long, open boat, with jib, fore, and mainsail,) with a view to supersede the antiquated "Nordland boats," now almost exclusively used, and which, in form, resemble the old Roman galley, having only one lug sail, reefed from the bottom.

A large Lister boat was provided, in size and capability as large as any now used at the fishery, bearing 36 nets, and capable of carrying 18,000 fish, and of keeping the sea in ordinary weather. In order to induce the men to use a boat, to them of so novel a description, the Inspectors were obliged to guarantee them a certain payment, in case their catch should prove unproductive. This eventuality, however, did not arise. The new boat proved itself seaworthy, and appropriate for the work it had to do, so much so that it was sent afterwards to the Finmark fishery, where it also worked successfully; and from the experience thus acquired, there is reason to believe that the Lister boat will gradually replace the ill-adapted constructions now in use. A trial was also made, this year, with the "synke nat," (sinking or submerged net,) but with a much larger and more expensive one of a new construction. It was fished with during 27 days by 29 men, and the result was a total take of 36,000 fish, valued, with the livers, at 3,000 dollars, a result sufficiently good to justify further trials.

It has hitherto been believed that both the cod and herring, at stated times, seek the neighbourhood of the land to deposit their ova, which they do at the bottom of the ocean, and that the yield of the fisheries in great measure depended upon the suitableness of the localities they choose for this purpose; and the irregular produce has accordingly been attributed to disturbing causes which disquieted the spawn, and interfered with its due development. In many cases the disturbance has been attributed to human agencies, which it became of importance to investigate and control.

When the recent legal enactments for the better regulation of the saltwater fisheries of this country were under discussion, arguments were adduced in favor of the complete or partial prohibition of the use of certain nets and gear, which it was presumed interfered with the development of the young fry.

The use of trawl nets was especially considered baneful to the herring fishery, as in drawing them the spawning grounds were swept, and the ova supposed to be disturbed and destroyed; and with respect to the cod, the casting of the net in the early stages of the fishing was believed to stay the rising of the fish and their subsequent spawning.

Science now appears to have arrived at a different conclusion, so far at least as the spawning of the cod and mackerel tribes is concerned.

The Norwegian Government, for some years, have annually expended a certain sum of money for the purpose of investigating the habits of the cod, and for obtaining information with a view to improve and develop the fisheries of Nordland and Finmark; and last year a Commission was named for the purpose of collating this information, and proposing suggestions for a revision of the laws regulating the deep-sea fisheries.

These investigations, which have been made with great care and patience, and, have extended over a considerable period of time, appear to prove that the winter cod, "*Gadus morrhua*," spawns in the open sea, at a considerable distance from the bottom, and that the spawn or ova do not sink to it, but go through the entire process of incubation floating about at no great distance from the surface. The same is believed to be the case with the haddock and mackerel, and the numerous other species of the *Gadus*.

It is yet doubtful how far this new discovery will affect the current opinion as to the injurious effect of the use of deep-sea nets; but it is clear that, should further research tend to the same conclusion as regards the herring, the old complaints against their use during the herring fishery will likewise become groundless.

The Government themselves have, at any rate, come to the conclusion that the fewer restrictions that are imposed the better; and the evident tendency of their legislation is to remove all existing barriers, and, leave to the individual full freedom of action to carry on the saltwater fisheries in the manner his expediency and experience may suggest to him.

Before quitting this subject, I should mention that the Commissioners are of opinion that nets which are placed out both up and down in the sea, (deep-sea nets and floating nets,) may, in narrow channels and waters, be placed out in such numbers and at different depths as effectually to impede the rising of the fish. Taking this view of the case, they propose to prohibit, in certain localities and cases, too early and indiscriminate casting out of nets at the Loffoden fishery.

The instances where injury is stated to have been caused by an injudicious use of certain nets appear to me not to be sufficiently authenticated, and may probably have been put forward by parties whose interest it was to prevent their wider application. When, therefore, regard is had to their immense importance as a successful fishing implement, and to the material loss, in a national economical point of view, which even their partial and qualified prohibition might entail, more conclusive data should be required before giving such prohibition the force of law.

As there is no Government inspection at the Romsdal and Finmark fisheries, it is not easy to collect reliable information concerning them. The first one is of minor importance: its yield, even in the best years, rarely exceeds five millions of fish, and figures but very little in the returns as an article of export. The take, this year, is estimated at about four millions of fish.

The second named fishery is of great importance to the trade between the province of Finmark and its Russian neighbour of the White Sea, and it is difficult to say to which of the two it is the more valuable.

The whole coast abounds in fish, and a considerable quantity is taken at a time of the year when it would be difficult for the Finmark fishermen to cure and prepare them for distant foreign markets; but the Russians make their appearance at this season, and purchase the raw fish as they come out of the water, weigh and count them on the decks of their vessels, and pay the Norwegians on the spot, in rye meal and other Russian produce. Several hundred Russian vessels yearly find employment in this manner.

The Russian Government consider this intercourse of such importance that they have specially exempted the Norwegian raw and salted fish from duty at the ports of the White Sea. The great encouragement that Government afford to the trade with Finmark has, no doubt, strengthened the belief that the Russians are endeavouring to obtain a permanent footing in the north of Norway.

Independently of political considerations, the commercial importance of an open-water port in these latitudes, and the right of direct participation in these lucrative fisheries, would make such an acquisition highly desirable. They possess, moreover, large tracts of inland forests in Russian Finmark, which lie unproductive, from want of available issues on their own coasts for the lumber, the only water outlet being the Pasvig river, which empties itself in the Varanger Fjord in Norwegian Finmark.

A few years ago, the Norwegian Government revised the laws regulating the Loffoden fishery, and rescinded the greater part of the restrictions which impeded its free prosecution. The Romsdal and Finmark, and Nordland fisheries were, however, not interfered with, so that the antiquated and illiberal enactments which hampered the first-named fishery, are, for the most part, still in force at the two latter.

At these, the ocean is still divided into parallels or districts, corresponding with the different stations on shore, and the fishermen belonging to the one are forbidden to fish in those belonging to the adjacent station. No one is allowed to proceed singly to sea, but all must put off at a certain signal given by the inspector at each shore station, who decides "according to the weather," whether the fishing shall be carried on that day or not. Many other repressive rules are enforced, which it would be too long to enumerate in this Report.

The result of the labours of the Commissioners appointed, in 1853, by Her Majesty's Government, to investigate and report on the deep-sea fisheries of Great Britain and Ireland, has been read with much interest in this country, and the conclusion they have come to, that all existing restrictions should be removed, will, I doubt not, have considerable influence in modifying these mediæval enactments, when the contemplated revision of the laws on the Norwegian salt-water fisheries takes place.

The Finmark fishery begins in April, and generally continues until July or August.

It is called the "Lodde" or capelin fishery, from the fact that the appearance of this little fish (*Mallotus arcticus*) off the land is the signal of the near approach of the cod, which eagerly pursues and devours it.

It was unusually productive this year, the catch having been equal to an average year at the Loffodens, viz., 15 millions of fish.

The collective result of the cod fisheries will be, at Loffoden, 21 millions; in Finmark, 15 millions; in Romsdal, 4 millions; or about 40 millions as the total fishing for the year 1866, and which, computed at the current prices at the fishing grounds, represent about one million sterling.

The following table gives the returns of the fishings since 1860 :—

| Years. | Loffoden.  | Finmark.   | Romsdal.  | Total Catch. |
|--------|------------|------------|-----------|--------------|
| 1861   | 20,000,000 | 5,000,000  | 3,500,000 | 28,500,000   |
| 1862   | 11,500,000 | 8,000,000  | 6,000,000 | 25,500,000   |
| 1863   | 17,500,000 | 3,000,000  | 4,000,000 | 24,500,000   |
| 1864   | 10,000,000 | 11,500,000 | 5,500,000 | 27,000,000   |
| 1865   | 19,000,000 | 9,000,000  | 9,500,000 | 37,500,000   |
| 1866   | 21,000,000 | 15,000,000 | 3,900,000 | 39,900,000   |

I am unable to obtain accurate information as to the fishings of any number of the previous years, but I annex a table showing the extent of the export of cod fish and its products for 51 years—1815-65—which may serve as a guide to ascertain the quantities fished in each of these years :—

| Years.  | Stockfish. | Clippish.  | Liver Oil. | Roes.    |
|---------|------------|------------|------------|----------|
|         | lbs.       | lbs.       | Barrels.   | Barrels. |
| 1815-19 | 17,363,560 | 3,264,000  | 19,193     | 8,545    |
| 1820-24 | 22,847,360 | 9,690,240  | 27,265     |          |
| 1825-29 | 34,688,720 | 12,851,200 | 40,458     | 22,146   |
| 1830-35 | 36,301,440 | 14,887,480 | 27,468     | 21,742   |
| 1836-40 | 32,955,040 | 22,513,760 | 38,564     | 21,356   |
| 1841-45 | 27,315,560 | 18,505,960 | 49,004     | 22,863   |
| 1846    | 35,089,760 | 26,070,320 | 60,504     | 21,149   |
| 1847    | 33,315,400 | 24,047,480 | 53,932     | 21,583   |
| 1848    | 30,324,720 | 29,591,720 | 55,500     | 25,657   |
| 1849    | 36,365,560 | 26,214,120 | 59,910     | 23,957   |
| 1850    | 33,719,520 | 26,244,000 | 54,730     | 21,262   |
| 1851    | 42,676,240 | 32,468,160 | 39,509     | 31,233   |

| Years. | Stockfish. | Clipfish.  | Liver Oil. | Roes.  |
|--------|------------|------------|------------|--------|
| 1852   | 38,596,600 | 24,328,800 | 45,571     | 24,429 |
| 1853   | 32,879,120 | 29,414,760 | 53,127     | 35,230 |
| 1854   | 35,575,040 | 25,883,920 | 47,437     | 23,215 |
| 1855   | 32,748,960 | 44,636,680 | 78,804     | 30,668 |
| 1856   | 40,173,760 | 43,247,920 | 76,694     | 39,816 |
| 1857   | 34,216,680 | 51,925,520 | 55,298     | 19,739 |
| 1858   | 27,221,520 | 34,664,680 | 36,552     | 24,109 |
| 1859   | 22,763,440 | 41,410,680 | 56,894     | 24,954 |
| 1860   | 29,119,440 | 41,536,280 | 72,634     | 34,064 |
| 1861   | 27,390,960 | 40,271,080 | 67,551     | 30,591 |
| 1862   | 29,633,680 | 36,422,240 | 63,181     | 26,165 |

| Years. | Stockfish. | Clipfish.  | Cod salted in bulk in Ships. | Liver Oil. | Roes.    |
|--------|------------|------------|------------------------------|------------|----------|
|        | lbs.       | lbs.       | Barrels.                     | Pots.      | Barrels. |
| 1863   | 26,609,320 | 36,075,200 | 57,680                       | 5,570,711  | 31,456   |
| 1864   | 27,647,300 | 50,832,000 | 61,169                       | 7,577,574  | 33,636   |
| 1865   | 37,223,600 | 54,918,560 | 33,771                       | 9,030,221  | 37,941   |
| 1866   |            |            |                              |            |          |

The Norwegian "pot," or quart, is equal to 0.2124 gallon.

The barrel is equal to 3.1862 bushels, or 0.3983 qrs.

The export of cod salted in bulk and bartered to the Russian traders of the White Sea, cannot be accurately ascertained; it is computed to average between 10,000 and 15,000 tons annually. The number of barrels above quoted is only the quantity cleared out from the custom houses.

The following table shows the countries to which the above fish goods were shipped in 1865:—

| To.                            | Stockfish. | Clipfish.  | Cod in Bulk. | Liver Oil. | Roes.  |
|--------------------------------|------------|------------|--------------|------------|--------|
|                                | lbs.       | lbs.       | Brls.        | Qts.       | Brls.  |
| Great Britain and Ireland..... | 24,000     | 1,473,800  | .....        | 343,997    | .....  |
| Gibraltar.....                 | 2,125,800  | .....      | .....        | .....      | .....  |
| Sweden.....                    | 5,762,000  | 1,800      | 2            | 76,640     | .....  |
| Russia.....                    | 2,012,280  | .....      | 33,769       | 634,460    | .....  |
| Finland.....                   | 602,240    | .....      | .....        | 2,400      | .....  |
| Prussia.....                   | 152,000    | .....      | .....        | 504,004    | .....  |
| Denmark.....                   | 230,800    | 4,240      | .....        | 138,010    | .....  |
| Holstein and Altona.....       | 1,200      | .....      | .....        | 1,575,116  | .....  |
| Hamburg.....                   | 825,080    | 844,320    | .....        | 2,382,190  | .....  |
| Lubeck.....                    | .....      | .....      | .....        | 26,760     | .....  |
| Bremen.....                    | 12,480     | 218,240    | .....        | 213,480    | .....  |
| Hanover.....                   | 2,280      | .....      | .....        | 140,040    | .....  |
| Holland.....                   | 5,467,200  | 62,000     | .....        | 3,097,948  | .....  |
| Belgium.....                   | 1,868,560  | 5,200      | .....        | 146,460    | .....  |
| Brazil.....                    | .....      | 980,840    | .....        | .....      | .....  |
| France.....                    | 459,760    | .....      | .....        | 175,555    | 35,424 |
| Spain.....                     | 349,600    | 44,959,760 | .....        | 116,220    | 2,485  |

| To                 | Stockfish. | Clipfish. | Cod in Bulk. | Liver Oil. | Roes. |
|--------------------|------------|-----------|--------------|------------|-------|
| Portugal.....      |            | 2,223,480 | .....        | .....      | 30    |
| Italy.....         | 4,670,920  | .....     | .....        | 6,960      |       |
| Austria.....       | 1,999,120  |           |              |            |       |
| Mediterranean..... | 10,378,040 | 27,000    | .....        | 15,961     |       |
| West Indies.....   | 42,800     | 4,117,760 |              |            |       |
| China.....         | 238,760    |           |              |            |       |

The export to China seems likely to increase, as the small shipments hitherto made have left a profit. A cargo of clipfish has this year, been shipped from Bergen to Hong Kong, and the Norwegians appear hopeful of competing successfully with the Japanese in this article.

A considerable quantity of guano has, of late years, been made of the "debris" of the cod at the Loffodens. A native, as well as a French Company has been formed, in order to render it available as an article of export; their success, however, has been but little encouraging, owing, I believe, to injudicious management, and the great difficulty of collecting the refuse at a moderate outlay. The fishing extends over a large extent of coast, which renders it difficult to bring a sufficiency of the raw material to the manufactory at a reasonable cost. The French have a considerable staff at the fishery during the season, and have erected at Kablevaag an expensive hydraulic press and other machinery, as well as storehouses, &c.

About 600 tons were exported during the past year.

To make this report as complete as the materials at my disposal will allow, I will conclude by a short description of the gear and implements in use at the fisheries.

They are of the same description throughout the country, and consist of three kinds, viz., the deep-sea line, the ordinary line, and the link net.

The first is a simple hand line of about 600 feet, used in all places where the fish has made its appearance, but does not rise from the bottom; each boat is equipped with from three to five such lines, and manned by a crew of a similar number. The bait used is herring, roe, or the capelin, which last is considered much the best. False bait, of shining tin, imitating the herring, is likewise used, and jerked up and down until the fish bites. The number taken in 24 hours by such a boat averages about 250.

For ordinary line fishing a boat is used manned by six men and a boy, and provided with sufficient lines to carry 24 rings or sets of hooks of 120 each. The hooks are placed from four to six feet apart and baited as the hand lines. When the approach of the cod is signalled, they put out to sea to a distance of from seven to twenty miles, and either sink the lines to the bottom, or suspend them at a depth of 250 to 350 feet, according to the position of the fish. The ordinary catch of a boat averages 350 in the 24 hours. For the link-net fishing a boat manned by six men and a boy is required. Each man has generally 10 nets, making 60 for the boat. The vertical measurement of the net is 12 feet, the horizontal from 100 to 120 feet, and the meshes measure fully three inches square; it is suspended by glass floats. 16 to 20 nets are linked together and placed out in the water at night, either near the bottom or otherwise, according to the position of the fish. The average number taken in the 24 hours by a link-net boat is 350; sometimes double that quantity.

Christiania, 1st November, 1866.

## HERRING FISHERIES.

Although the herring fishery can hardly be considered the most important of the Norwegian deep-sea fisheries, inasmuch as there is a large capital invested in the cod fishery, yet it is carried on on a longer range of coast, and employs a greater number of hands than any other.

It is divided into three distinct branches. Called the winter or spring herring fishery, the summer herring fishery, and the pilchard herring fishery. The first of these

has, from the earliest times, been the source of riches to the inhabitants of the Scandinavian sea board, and it is especially this spring herring fishery, (so called from the season at which the fish make their appearance off the coast) which has been the most abundant, and given employment to the greatest number of people, and it is therefore, justly considered the most important.

The two other fisheries are of minor importance, and figure but little in the commercial annals of the country as an article of export.

The peculiarities of the summer herring differ, in some respects, from those of the spring herring, both as regards size, appearance, spawning time, and even in the shape of the fins and bone formation; these differences, however, are ascribed to the influence of local circumstances under which they have been developed; and although naturalists have assigned to them different classifications as regards form, they have included them all in the genus "*Clupea harengus*," and consider them to be one and the same with the herring found throughout the North Sea.

I should probably be overstepping the limits of a succinct report of the nature of the present one, were I to endeavour to elucidate the questions as to the causes of the irregular appearance of the herring, and the unaccountable changes in the times and places of its apparition, or to dilate on the theories advanced as to where this fish sojourns during its long absence from the coast.

The solution of these queries is doubtless of importance, from their close connection with the question as to where the fish repair for spawning; but it must be left to science to solve satisfactorily these problems.

The belief was that the home of the fish was in the North Arctic Ocean, whence they issued at stated times to spawn on the shores of the Atlantic and North Sea; but it is now very generally accepted that their home is in the depth of the ocean, in near proximity to the coasts where they spawn, and that their food are the crustacea and small sand eels abounding there.

In common with others of the finny tribes, each kind of herring, impelled by a natural law, seeks, at the spawning time, the spots where it was bred; this operation ended, it returns to its former haunts, which fact explains the appearance near the land of the different kinds of herring, at different times and places. The fry remain for a while stationary near the places where they are hatched, but gradually return to the depths of the ocean, as they increase in size, remaining there until they are mature for procreation, when they again visit the spot where they themselves first came into existence.

Upon the working of this natural law depends the yearly yield of the fishery, and it is not easy to account for the occasional total absence of the fish from their wonted haunts, and their subsequent as sudden re-appearance. This has at times not only been the case on the Norwegian coast, but also on that of Sweden, where the herring suddenly disappeared in 1808, since which time they have never reappeared in any quantity. So large indeed, was the herring fishery in Sweden previous to that date, that in one year upwards of one million of fish were alone used for pressing train oil.

It is a circumstance worthy of note that the same year in which herring disappeared from the Swedish coast, the large fisheries commenced on that of Norway, and yet the Norwegian spring herring is of quite a different form from the fish taken in Sweden.

There have likewise been long periods in the last century during which no herrings were seen on either the Norwegian or Swedish coast.

It is an incontrovertible fact that the herring fishery, from the earliest times, has been a chief source of support and wealth to the inhabitants of Scandinavia. As early as the ninth century we have accounts of successful fishings; and again, about the year 1416, a description of the application of salt as a preservative; in the sixteenth century we are told that as much as 100,000 tons weight of fish were exported from Marstrand (near Gothenburg), and that the herring was so plentiful at Bergen about the middle of the same century that a barrel of the fish cost only about twopence English.

In 1567, the fish disappeared altogether, and it was not until the year 1700 that we have any authentic accounts of an abundant and regular fishery; from this date until 1808, it fluctuated, with longer and shorter interruptions; but since the total disappearance of the fish, as before mentioned, from the coast of Sweden, in the beginning of the

present century, an uninterrupted and extensive fishery has been regularly prosecuted on the coast of Norway.

It has been stated by many persons, whose arguments have been numerous and well-supported, that the herring caught on the Norway coast was identical with that fished in the Swedish waters; but facts appear to contradict this assertion. It is certain that the large fishings in Norway have always taken place in the months of January, February and March, while those of Sweden have as invariably been carried on in October, November and December. The induction, therefore, would be that the form of the fish was different, and that it had a different spawning time, and was quite local to the shores of the Cattegat.

It might be interesting to investigate more closely the history of the herring fisheries of this country; but fear of being led into too much detail impels me to curtail the subject, and to proceed to describe them as they are at present carried on, and give their practical results for the current year.

The coast between the Lindesnæs (the Naze) and Stat, lat  $62^{\circ} 10'$  is the chief home of the herring. To the east of the Naze it has only occasionally shown itself, in the year 1760 and 1833; on the other hand, a considerable fishery was formerly carried on to the north of Stat, in the years 1736 and 1756; but since the momentous appearance of the large shoals in 1808 these fishings have fallen off. In the present century the most extensive fishings have been and are still carried on to the south of Bergen, round the island of Karm (Karmoen) from Skudenes, on both sides of the island, to Osnægavlen and the adjacent islets Fæs and Rovær; and on the mainland, from Haugesund, past Sletten, to Tjernagel; and along the south-eastern and western sides of Bommel island, (Bommeloen,) from Baarlandsvaag to Hisken, which range includes Espevær, also one of the best fishing grounds.

Although the fishings on this long range of coast have been abundant during the greater part of the present century, the fish have been capricious in their appearance at the different points along the coast, appearing in some years in large shoals at one spot, and totally abandoning others, which, for years, had been regularly visited. This uncertainty in the wanderings of the fish doubtless renders the result of the year's take equally uncertain; but, on the other hand, it cannot be denied that, were their habits less erratic, too great a number of boats and nets might congregate at one spot, and not only render the fishings difficult and dangerous, but still worse, impede the spawning of the fish, and probably frighten them away, in search of quieter localities. The impression in this country is, that the future permanency of the fishings depends in some measure upon ignorance of their movements.

Explanations have not been wanting as to the capriciousness of their migrations, only one of which I will mention, as appearing to me less imaginative than the others—and that is, the herring shun the places where the year previously large fishings have taken place, because large quantities of dead fish fall to the bottom and infect the water.

Instances are given where, in great shoals, masses of dead herring have sunk to the bottom, and where for many years afterwards, no shoals have reappeared. One place in particular, near Gatten, south-west of Bergen, is pointed out, where, one year, between 20,000 and 30,000 herring died from want of room for the shoal, and at which spot no fish have since been seen.

The real cause however, has yet to be discovered, and more probably it will be found to be in close connection with occult submarine agencies, with the abundance or scarcity of food, and with the storms and currents affecting the ocean.

The fishing population on the coast of Norway have a belief in certain "sights" or "warnings," according to which they predict the good or bad results of the next year's fishery, as well as the places where the shoals may be expected; for instance, the appearance of the "autumn whale" in large numbers augurs an abundant fishery in the following spring, and that the fish may be looked for in the places where the whales have been seen; the appearance likewise along the coast of large floating masses of slimy microscopical animalcula are supposed to indicate a plentiful fishery.

The only reliable warning, however, of the near approach of the shoals, is the appearance of a small herring, called by the natives "strasild," (straw-herring,) which is fished off the coast all the year round; when this shows itself in more than usual quantity, it is

a sign that the spring herring are rising from the depths of the ocean, and may soon be looked for near land. Their actual approach is heralded by the shrill cry of the immense flock of sea fowls, and the spouting of the numerous whales which eagerly pursue the shoals and prey upon them.

The best fishings now commence in the month of January, and end towards the close of the month of March. The fishermen, with some show of reason, affirm that they are best when the moon is on the increase. The fishings began, this year, early in January, but during nearly the whole of this month, the weather was so tempestuous that it was both difficult and dangerous for the boats and craft to put out to sea; the fishings, in consequence, were greatly impeded, and many accidents occurred, twenty men lost their lives by drowning. On the 17th of the month, the first large shoals appeared, but the weather continued so boisterous that the use of trawls or seines was, to a great extent, prevented, and the most fish were taken by drift-nets.

The most extensive fishings in the southern district (which, in the latter years, have been at Rovær) took place this year on the south side of Karmoen, on the north side they were insignificant. The chief resort of the fish, however, was at Kinn, in the northern district; they did not seek smooth water, nor enter the sounds and smaller Fjords in any quantity, but wherever any considerable fishings did take place, the men had a hard task to empty their overflowing nets and dispose of their produce in time for the next day's labours. The fishings at Kinn only lasted from the 11th to the 14th February, but 2,000 boats and 15,000 men engaged in them, and 200,000 barrels of fish, or more than one-fourth of the total catch of spring herring, were caught in this short time.

As a proof of how profitable the fishings can be at times, I will mention that, at Skudsnæs, several boats earned as much as \$700 each, and that six boat gangs from Lister netted about \$1000 a piece (\$224.) At the Hvitings Islands the shoals were so thick that a boat fished 183 cwt. in one day; and in another place so large a shoal appeared that after 1000 tons of fish had been taken, no sensible diminution in its extent could be perceived, and the impression is that the shoals were larger this year than usual, a fact which seems borne out by the unusually large number of whales and sea-birds that visited the coast.

The total quantity of herrings fished was fully 750,000 barrels, of which 600,000 were salted for exportation; the remainder represents the home consumption. The barrel contains about 224 lbs. English; the catch, therefore in weight is equal to 75,000 tons.

The proximity of the fishings to the principal salteries greatly facilitated the immediate curing of the fish, and it is expected that this year's produce will be of a superior quality. It is now, I believe, generally admitted that the cure of the Norwegian herring is excellent, and that careful sorting and packing have given it a better name on the foreign markets than it formerly had; but in many parts of the country the curing is still carelessly done; the fish are good enough in quality, but they are suffered to lie too long in heaps, and the full barrels are often left open, exposed to the action of the weather.

The Government inspectors have endeavored to replace the old system of counting the fish by measuring, and suitable appliances for the purpose were, this year, placed at the different stations. The herrings are now counted as they are taken out of the nets, and are sold to the buyers, (who follow the fishing boats,) at the rate of 480 fish to the barrel.

The average price paid at the fishing grounds was 10 to 11 marks per barrel of herrings, (9s. to 10s.,) for drift net fish; but in exposed situations, where the buyers' craft could not keep the sea for want of harbours, the price fell as low as 4 to 6 marks (3s. 5d. to 5s. 5d.) The increased competition and the use of the telegraph tended this year to equalize prices at all the stations.

The result of the fishery is unusually good; the catch was very nearly the largest ever taken, and the price obtained very remunerative. If we take the total quantity fished, viz. 750,000 barrels, at an average price of \$2, we obtain a sum of 1½ millions of dollars as the earnings of the fishermen. The profits of the speculators, who again sell the fish to the salters, and those of these latter and of the numerous hands employed on the shore in its further preparation, may be estimated at another half million, making two millions of dollars as the value of the herrings taken this year, before their appearance on the market as an article of export. Their value, a few months later, at the Baltic ports, has been between four and five dollars the barrel; therefore, if we take the quantity as likely to be

exported this year at 600,000 barrels, and multiply this by 4½ dollars, we obtain a sum of 2,700,000, dollars, which represents the minimum amount of foreign capital brought into the country by three months' successful fishings; of this sum about 170,000 dollars represent the portion that probably falls, this year, to the share of the native shipping.

In order to arrive at the annual money value to the country, of the herring fisheries. I will take the average export of the last few years, as well as the average price, and estimated extent of the home consumption; the result will be as follows:—

|                                                 | Barrels. | Dollars. | Dollars.           |
|-------------------------------------------------|----------|----------|--------------------|
| Spring Herrings, yearly shipments.....          | 600,000  | at 3     | 1,800,000          |
| “ “ Home consumption.....                       | 100,000  | 2        | 200,000            |
| Summer Herrings, yearly shipments.....          | 200,000  | 4        | 800,000            |
| “ “ Home consumption.....                       | 100,000  | 2½       | 250,000            |
| Pilchard Herrings.....                          | 20,000   | 2        | 40,000             |
| Anchovies ( <i>clupea sprattus</i> ), kegs..... | 20,000   | 0½       | 10,000             |
|                                                 |          |          | <b>\$3,100,000</b> |

The shipping prices are taken as “free on board” in Norwegian harbours. To the above sum must be added the amount earned in freights, which cannot be less than 200,000 dollars, making a total of 3,300,000 dollars, as the annual value to the country of these fisheries alone, and which I believe to be underrated; for in some years, the export has reached as much as 900,000 barrels, and prices on foreign markets have gone up to 7 dollars per barrel.

It has attracted some attention in this country, that the British fisheries, which, it appears from the returns, were formerly on a par with those of Norway, should have exceeded them in produce during the last few years; this is attributed to the fact of the employment of a greater number of hands and nets to each boat.

Considerable entanglement and loss of gear took place; in one night, at Kinn, upwards of 2,000 nets were lost, of a value between 6,000 and 8,000 dollars. The inspectors' salvage account shows that the expense of recovering lost property amounted to 1,017 dollars 82 skillings, and that the produce of the sale thereof brought in 1,066 dollars 6 skillings. Fifty-five fines were inflicted for the following offences; they varied in amount between 1 and 100 dollars, and were of the following nature:—

- 24 for being at the fishing grounds at prohibited times.
- 3 for placing out seines at prohibited times.
- 2 for having gear in the water at prohibited times.
- 1 for having placed out gear over a seine's floats or marks.
- 2 for cutting other men's nets, without properly fastening them again.
- 1 for throwing out ballast contrary to regulation.
- 2 for proceeding to the fishing grounds in a craft having gear in tow.
- 9 for breaches of the peace.
- 11 for illegal sale of spirituous and malt liquors.

55 fines, amounting to 792 dollars, of which 672 dollars fell to the state, 70 dollars to the local poor boxes, and 72 dollars to the informers. The expense incurred by the state, for superintendence and extra judicial officers, was 8,758 dollars 53 skillings.

The fishings have, of late years, extended over a longer range of coast than formerly, and the want of proper lights and harbours of refuge has been much felt. The Government have now decided upon expending a certain sum of money for the purpose of remedying the evils their non-existence occasions; and when the works they have projected are completed (including a harbour of refuge at Udsire), it is expected that the produce of the fishery will be much increased. In the interest of the fisheries in general, they have likewise decided on extending the telegraphic wires to the Russian frontier, notwithstanding that this work will involve a large and unremunerative outlay, for the lines will pass through but few and unimportant towns, separated by large and sparsely populated tracts of country.

As far as I am aware, the application of the telegraphic wire in aid of the fisheries is peculiar to Norway; and as it is has already been of great utility in this respect, a few words concerning its operation may not be out of place in this Report. As I have already endeavoured to explain, the deep sea fisheries take place from the Naze to the Varanger

Fjord, the most important of them between Stavanger and this last named Fjord, extending over a range of 1,200 miles of coast; some of them are variable, both as regards time of year and locality; others recur at stated periods, but with lesser oscillations with respect to time and place.

The population directly and indirectly interested in the fisheries, is probably not less than 150,000, and the fishermen actually engaged in them at one time not less than 60,000. These latter move to-and-fro with their boats along the coast, according to the reports they hear of the so called "sights," *i. e.* straw herring, sea birds, whales, &c., &c.; and formerly—before the telegraph was impressed into their service—the inability to test the accuracy of the reports, and the great distance they had to traverse before reaching the neighbourhood of the shoals, were the cause of endless disappointments and failures, and the catch was frequently lost for the want of hands to capture fish. This is now all changed as far as the herring fishery is concerned. Telegraphic stations are now erected, or are in course of erection, at the principal points along the coast, and the Inspectors cause daily notices of the appearance and position of the shoals to be posted up at each station, and keep up constant communication with all these stations now in operation. "Field" telegraphs are kept, in readiness to be joined on to the main line, and thus the slightest movements of the shoals are carefully watched and communicated, and it is a curious sight to witness the sudden exodus of thousands of fishermen with their train of buyers, salters, &c. with boats, barrels and appliance hastening to a distant place at the call of the wire. The men seem to prize highly this valuable coadjutor, and when the catch is chiefly attributable to its agency, they call the fish "Telegraph herrings." The Inspectors likewise, every morning post up at the different stations a statement of the quantities fished, and quotations of prices paid per barrel, which they continue to do until the spawning time is passed, which is indicated by the milky appearance of the water.

Although the herring is fished during three months, the chief fishings only extend over about six weeks, during which from 10,000 to 20,000 tons are taken weekly.

The benefit likely to accrue from the use of the telegraph is incalculable, for it is not only likely to increase the yield of the great annual cod and herring fisheries, but it will enable the scattered dwellers along the coast and on the shores of the large Fjord to assemble at given spots during other seasons of the year, and to prosecute with advantage the minor but numerous other fisheries of the country, especially that of the fat and much esteemed summer herring, which, in plumpness and delicacy of flavour, fully competes with the Dutch or "North herring."

The quantity of spring herring fished, during the last twelve years, was as follows:—

|              | Barrels. |              | Barrels. |
|--------------|----------|--------------|----------|
| In 1855..... | 420,000  | In 1861..... | 365,000  |
| 1856.....    | 320,000  | 1862.....    | 740,000  |
| 1857.....    | 320,000  | 1863.....    | 730,000  |
| 1858.....    | 400,000  | 1864.....    | 590,000  |
| 1859.....    | 610,000  | 1865.....    | 685,000  |
| 1860.....    | 730,000  | 1866.....    | 750,000  |

I have no means of ascertaining the extent of the fishings of any number of previous years, but the followed Table of the quantity exported since the year 1816 will give an approximate idea of it, if it be borne in mind that scarcely more than one-seventh of the gross catch is consumed in the country, and that, in some years, the export has been fully equal to the year's take:—

|                                      | Barrels. |                             | Barrels. |
|--------------------------------------|----------|-----------------------------|----------|
| In 1816 to 1820, average export..... | 95,850   | In 1832, actual export..... | 523,151  |
| 1821, actual export.....             | 269,197  | 1833 do.....                | 622,368  |
| 1822 do.....                         | 237,355  | 1834 do.....                | 632,797  |
| 1823 do.....                         | 298,409  | 1835 do.....                | 430,712  |
| 1824 do.....                         | 172,231  | 1836 do.....                | 386,270  |
| 1825 do.....                         | 244,508  | 1837 do.....                | 643,959  |
| 1826 do.....                         | 260,912  | 1838 do.....                | 322,144  |
| 1827 do.....                         | 359,459  | 1839 do.....                | 346,930  |
| 1828 do.....                         | 450,906  | 1840 do.....                | 643,619  |
| 1829 do.....                         | 347,870  | 1841 do.....                | 487,554  |
| 1830 do.....                         | 260,095  | 1842 do.....                | 567,922  |
| 1831 do.....                         | 416,870  | 1843 do.....                | 368,947  |

|                              | Barrels. |                              | Barrels.        |
|------------------------------|----------|------------------------------|-----------------|
| In 1844, actual export ..... | 732,960  | In 1856, actual export ..... | 480,852         |
| 1845 do .....                | 584,142  | 1857 do .....                | 415,831         |
| 1846 do .....                | 712,565  | 1858 do .....                | 478,677         |
| 1847 do .....                | 556,180  | 1859 do .....                | 605,577         |
| 1848 do .....                | 431,868  | 1860 do .....                | 685,384         |
| 1849 do .....                | 698,747  | 1861 do .....                | 366,571         |
| 1850 do .....                | 490,591  | 1862 do .....                | 744,658         |
| 1851 do .....                | 659,986  | 1863 do .....                | 734,075         |
| 1852 do .....                | 516,156  | 1864 do .....                | 549,871         |
| 1853 do .....                | 511,488  | 1865 do .....                | 630,467         |
| 1854 do .....                | 427,759  | 1866 do .....                | (about) 600,000 |
| 1855 do .....                | 469,868  |                              |                 |

The above Table does not include the summer herring, of which as much as 200,000 barrels are sometimes exported.

I annex likewise a Table showing the chief countries which imported Norwegian herrings, in the years 1863, 1864, and 1865.

| NATION.            | In 1863.        |                | In 1864.        |                | In 1865.        |                |
|--------------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|
|                    | Spring Herring. | Other Herring. | Spring Herring. | Other Herring. | Spring Herring. | Other Herring. |
|                    | Barrels.        | Barrels.       | Barrels.        | Barrels.       | Barrels.        | Barrels.       |
| Great Britain..... | 4,179           | 2,762          | 21,125          | 19,642         | 32,549          | 6,815          |
| Sweden.....        | 230,470         | 33,207         | 203,381         | 43,407         | 215,670         | 21,417         |
| Russia.....        | 295,735         | 7,764          | 182,189         | 7,092          | 201,462         | 11,907         |
| Finland.....       | 18,148          | 1,301          | 2,059           | 1,967          | 4,478           | 232            |
| Baltic Ports.....  |                 | 2,590          |                 | 3,053          | 1,305           | 3,829          |
| Prussia.....       | 182,522         | 76,564         | 133,596         | 96,782         | 166,662         | 91,114         |
| Mecklenburg.....   |                 | 2,253          | 1               | 5,276          | 357             | 6,434          |
| Denmark.....       | 2,133           | 42,663         | 3,066           | 26,537         | 2,557           | 46,928         |
| Sleswig.....       |                 |                |                 | 2              |                 | 4              |
| Holstein.....      |                 | 2,490          |                 | 454            |                 | 34             |
| Hamburg.....       | 631             | 9,414          | 1,184           | 17,801         | 2,229           | 16,057         |
| Lubeck.....        |                 | 1,919          | 434             | 596            |                 | 342            |
| Hanover.....       |                 |                | 10              | 305            | 550             | 130            |
| Belgium.....       | 92              |                | 227             | 30             | 455             | 42             |
| Mediterranean..... |                 |                |                 |                | 400             |                |
| United States..... | 38              | 445            |                 | 536            |                 | 5              |
| Holland.....       | 77              | 374            | 2,643           | 831            | 3,451           | 4,508          |
| Bremen.....        |                 | 1              |                 | 300            |                 |                |
| Total.....         | 734,075         | 183,747        | 549,915         | 224,631        | 632,625         | 209,798        |

Sweden, Russia, and the Baltic ports are the chief markets for the Norwegian herring. Attempts have been made to ship to Leghorn, the Black Sea, and Madeira, but the results have not been encouraging. Of late years, shipments have been made to England, but it appears that the prices obtained there are low, and the demand depends to a great extent upon the result of the Scotch fisheries. The English, it seems, purchase only what they call here "round salted" herrings, which they afterwards smoke, and the Norwegians are turning their attention to the possibility of themselves smoke-curing, with a view to finding a good market in England and Holland, and, through this latter country, in Germany, where smoked herrings are consumed in very large quantities.

The Scotch and Dutch herring command a higher price on foreign markets than the Norwegian does; but this fact does not, it appears, injure the demand, for the consumption of the former kinds is principally limited to the better or middle classes, whereas the lat-

ter, which is a cheaper, and at the same time a good article, is chiefly consumed by the masses:

The herring export trade has hitherto been pretty nearly concentrated in a few hands in Bergen, Stavanger, and Haugesund; but since the opening of the railway to the frontier, Christiania has begun to engross a large portion of the trade with Sweden.

The method of the capture of the herring is by means of drift-nets and seines or enclosing nets, called also, I believe, trawls. The drift-net boats are manned by a crew of four or five men each, and the usual practice is to carry in each boat 20 to 25 nets. In the northern fishing district there are sometimes only 15 to 18 nets to a boat. The nets are from 60 to 74 feet long, and have meshes measuring about an inch from knot to knot, or 10 to 12 squares to the foot. The depth of the net is between 100 and 150 meshes. Two sets of such nets, of three each, are fastened together, and are called a link. They are kept up by buoy ropes with cork floats, and are sunk by common stones attached to them, either right to the bottom or not, as circumstances require; they are placed out in the evening, and drawn in the morning, remaining all night in the water, drifting with the current.

As much as 40 cwt. of herring may be taken in a "link," and even as much as 20 to 24 cwt. in a single net. Day fishing is likewise practised when the herring are chased by the whale or cod-fish (*Gadus virens*.) A drift net boat has often several links in the water at one time, but in many cases one is found sufficient to load a boat. An ample reserve of nets is always necessary, for the entanglement and loss of tackle and gear is, at times, so considerable that masses of entangled nets are found, so large and compact that several persons can stand on them without sinking.

The drift nets are generally made of common hemp twisted double or triple and tanned with birch or oak bark. I should mention, before quitting this subject, that the average take of a drift net is about 1,000 fish. The seine or enclosing net was used in Norway as early as 1820, since which time it has been employed side by side with the drift net in the herring fishery.

A complete set is composed of three nets, viz:—one large one measuring 100 to 120 fathoms in length and 16 to 20 fathoms in depth; a lesser one of 80 to 100 fathoms long and 14 to 15 fathoms deep; and a still smaller one measuring only 35 to 40 fathoms by seven to nine fathoms in depth. A separate boat is required for each of these nets, (of which the largest must have a tonnage of 80 to 100 barrels,) besides smaller boats carrying a quantity of ropes, tarpaulins, grappels, landing nets, scoops, white painted beards, buoys, &c., and other requisites.—The gang numbers 25 to 30 men, and their complete equipment, with nets, boats, &c., as above described, costs between 1,500 and 2,000 dollars (£337 to £450.) The gang elect from among their number a "leader," upon whose activity and special knowledge depends the success of the seining. It is he who, from the deck of the lodging-boat (which always accompanies the fishermen,) gives the signal of the approach of the shoal, and decides when the operation is to commence, which he wholly directs. The method of using these nets is probably so well known in Scotland that it is unnecessary for me to describe it here; but I may remark that the quantity of fish a seine gang, such as I have described, can take, rarely exceeds 600 to 800 barrels in a day, without extra assistance.

Fishing with seines is more uncertain than with drift-nets, and it frequently happens that owing to stormy weather and other causes, seines catch nothing at all; but, on the other hand, they can be very successful, and there are instances of one single "lock" or enclosure containing 20,000 to 30,000 barrels. This uncertainty, however, and the large capital required to fit out a seine gang, limits their use. The relative number of drift net and seine gangs that fished, this year, has already been stated in a preceding part of this Report.

The boats used in this fishery are one-masted open boats, carrying jib, fore and mainsail, and measuring about 30 feet by 10 feet; the depth of hold is from 3½ feet to 4 feet; they are chiefly built for sailing, but carry oars, and are made of fir or pinewood. Their cost is about £27.

Numerous and animated controversies have taken place on the relative merits of the two modes of fishing, with a view to determine their influence on the future permanency of the fisheries, and on the ulterior quality of the herrings as a marketable article, but the

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arguments are too numerous to be embodied in the present statements, and may more appropriately form the subject matter of a subsequent communication. I will, therefore, conclude this Report by stating that there are no legal prohibitions in this country against the use of any kind of nets, either as regards description, measurement, or size of meshes; but the existing laws, nevertheless, enforce certain restrictions as to the mode of using them, which clearly encourage the employment of the drift net, to the detriment of the seine.

As I have already stated in my recent Report on the Cod Fisheries, the tendency of the legislation of this country is to remove the restrictions which still interfere with the free prosecution of the fisheries; and as the latest law concerning the herring fisheries dates from 1851, it is probable that when the alteration which it is proposed to effect in the laws regulating the cod fisheries are made, this law will likewise be included in the same revision.

Christiania, November 16, 1866.

# SEVENTH REPORT

OF THE

## SELECT COMMITTEE

ON

### FISHERIES, NAVIGATION, &C.

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COMMITTEE ROOM, 16th June, 1869.

The Select Committee on Maritime and River Fisheries, Ocean and Inland Navigation and the Inspection of Fish, beg leave to present the following as their Seventh Report.

Your Committee having had the personal attendance of Mr. S. Wilmot, of Newcastle, Ontario, and heard his explanations of his very ingenious and successful operations in breeding and reproducing salmon and other fish, would express their strong approbation of the same, and would earnestly recommend to Your Honorable House that proper encouragement should be given to this most important branch of industry, believing that Mr. Wilmot is eminently deserving of commendation and remuneration.

Your Committee would also bring under the consideration of Your Honorable House a Report respecting Mr. Wilmot's operations, recently submitted to the Honourable, the Minister of Marine and Fisheries by Messieurs Whitcher and Venning, which Report is hereunto appended.

All which is respectfully submitted.

P. FORTIN,  
*Chairman.*

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#### SPECIAL REPORT OF MESSRS. WHITCHER & VENNING, ON FISH BREEDING, AT NEWCASTLE, ONTARIO.

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To the Hon. P. MITCHELL,  
Minister of Marine and Fisheries,  
&c., &c.

OTTAWA, 4th June, 1869.

SIR,  
We proceeded, yesterday, to Newcastle, Ontario, in compliance with your directions, and made a personal inspection of the Fish Breeding Establishment there under charge of Mr. Wilmot.

The premises are situated on Baldwin's (or Wilmot's) Creek, a small stream traversing the township of Clarke, in the county of Durham, and discharging into Lake Ontario, about forty miles east of Toronto.

This creek is well situated for salmon, as it forms a natural inlet of the sheltered bend of the lake between Bond Head and Darlington. Although at its entrance into the lake it passes through a marshy lagoon the bed of the stream further inland is of a gravelly nature, and the water is pretty clear, regular and lively in its flow.

In early times it was famous for salmon, great numbers of which fish frequented it every autumn for the purpose of spawning. They were so plentiful forty years ago, that men slew them with clubs and pitchforks—women seined them with flannel petticoats—and settlers bought and paid for farms and built houses from the sale of salmon. Later they were taken by nets and spears, over one thousand being often caught in the course of one night. Concurrently with such annual slaughter, manufactories and farming along the banks had fouled and changed the creek from its natural state, and made it less capable of affording shelter and spawning grounds. Their yearly decreasing numbers at length succumbed to the destruction practised upon them each season from the time of entering the creek until nearly the last stragler had been speared, netted or killed. Such is, in short, an epitome of the history of every once populous water connected with Lake Ontario.

In 1865 a scanty remnant was snatched from extinction through the efforts of the Fishery Department. This remnant was afterwards utilized by Mr. Wilmot, who conceived the idea of restocking the stream by artificial reproduction. His initial experiments, purely of an individual character, were prosecuted during two years under much outside difficulty and at very considerable personal labor and expense. They were however successful, establishing the important fact that salmon eggs could be hatched out there, and the young fish reared through proper means and intelligent care. Aided to a very limited extent in the following years by the Government, Mr. Wilmot has persevered, and he now exhibits to us upwards of 140,000 well shapen, healthy and active Salmon Fry from three-fourths of an inch to one and a half inches long, already susceptible of being fed and reared to that stage of vigor and growth when naturally they would emigrate from their native stream and return adolescent salmon. Let us state here that these fry are no hybrids—no doubtful or inferior members of the salmon family—but the thorough progeny of the true salmon (*Salmo salar*) which forms so valuable a product of our sea-coast and tidal river fishings in other parts of the Dominion. Their identity is an ascertained certainty. We note this point for the double reason of anticipating a doubt which is known to exist in the minds of many persons and also to show that the commercial value of the fish so bred renders the subject of its increased production worthy of greater attention. Grilse, or in other words, two year old salmon of the experimental hatching of 1866, having revisited the creek in the fall of 1868, are actual progenitors of part of the present large hatch of salmon fry. The female grilse is not known to propagate on her first migration from sea, but the male does. The few full grown stock fish, male and female, which were last autumn accompanied by the large number of grilse returning to the stream, were rendered available towards supplying the fecundated ova laid in the hatching troughs.

Mr. Wilmot purposes bringing to Ottawa, and exhibiting to all interested, living specimens of the salmon fry so reproduced. Also the stuffed male and female full grown salmon from which the milt and eggs were obtained; together with a pair of grilse presumed to be from the hatch of 1867. This exhibition of the parent salmon, the adult, and the infant fish should convince the most skeptical of the reality and utility of the fish culture with which these experiments are connected.

The buildings in which Mr. Wilmot's operations are carried on are durable, efficient and economical. They consist of a hatching house and a reception house. The former is about sixty-four feet long and some twenty four feet in width, strongly roofed, and having a stone masonry wall seven feet deep, and so embanked with solid earth as to form a complete underground cellar impervious to frost. Within these walls are placed on trestles, longitudinally, a series of wooden hatching troughs extending nearly the whole length of the apartment, each about twelve inches wide and eight inches deep, raised three feet from the ground floor. These troughs are laid on a slight decline to facilitate the steady and constant flow of water through them to ensure due aeration. They are fed from a water-tight tank at the head pierced for tin spouts, and arranged to admit the water through filtering screens. This tank is supplied from the canal dug alongside of the main stream, on a small dam across it, which at once gives a head for the canal and turns the salmon into the tail race below, leading them into a commodious reception house adjoining, where they are enclosed and kept until

ripe for manipulation. Above the cellar are other useful apartments. The whole establishment is built on a well devised, simple and inexpensive plan. It is calculated for the disposal of between four and five millions of fish eggs.

After the ripened eggs are expressed from the female fish and impregnated by the milt from the male fish they are placed on grills made by arranging double rows of glass rods in small wooden frames, sufficiently close together for the eggs to rest without falling through. The frames are so disposed in the troughs that a gentle current of water flows constantly over them from the reservoir: and the work of incubation proceeds. Incessant care and delicate and minute attention are necessary to ensure the safety and healthy condition of the eggs, and the gradual development of the embryo fish. The slightest mistake, neglect or carelessness might frustrate every endeavour, and some trivial accident may thwart the entire process. The hatching out occupies from 150 to 180 days, according to the mean temperature. Most of the eggs laid down by Mr. Wilmot, in November, hatched out on the 24th of April. When the young fish first emerge from the shell they are self subsisted for about six weeks from the oily yolk of the egg in the form of an umbilical sac adhering to their transparent bodies. This appendage having become absorbed by the living organism, the young fish require to be afterwards fed by artificially prepared food. Boiled bullocks liver grated very fine is scattered amongst them, and they devour the morsels with great avidity.

The outside works at Mr. Wilmot's, intended as receptacles for the brood, consist chiefly of a succession of ponds caused by damming the main creek at different places. In these the fish will be nursed till they attain sufficient strength and size for the lake, preparatory to pursuing their natural instincts—salmon to seek the salt water, white fish and salmon trout the larger water of the lake.

When it is considered that fully seventy per centum of the eggs deposited in this establishment have produced healthy young fish, last year's operations may be safely pronounced most successful. And should these fish pass a lucky season, there is every reason to count on their returning to the vicinity of this stream as adults in such immense numbers as to astonish and delight us with the prospect of a new and abundant source of valuable and nutritious food.

It is worthy of mention here that the large quantity of salmon fry now ready to be released from the hatching house, is nearly half as great as that raised from last year's deposit of eggs in the famous Stormonfield ponds, on the River Tay, which establishment has been in full operation for upwards of fifteen years.

Besides the salmon eggs hatched out at Newcastle, Mr. Wilmot has tried some equally satisfactory experiments with the ova of white-fish, hatching out considerable numbers. Owing to an accident the bulk of these were unfortunately destroyed. He also has proved the result of impregnating with the milt of a male grilse the eggs of a female salmon-trout. This experimental cross has resulted in the production of hybrids of a very promising kind. It is quite probable such a mixture may form a desirable addition to our already varied stock of native fishes—partaking perhaps of the fine edible qualities of both the migratory and lacustrine species. These hybrids may not propagate, but if they can be artificially bred in sufficient numbers the improvement is a very material one. We have the testimony of Professor Von Siebold and Dr. Gunther for the superiority as table food of barren fishes of the salmon family. Their flavor is excellent, and their flesh is more easily cured than that of the true salmonidæ.

The principal advantages to the public fisheries of the Province of Ontario which these very successful operations justify us in anticipating, are of a two-fold nature—direct and indirect. Directly we count upon a cheap and immediate increase, capable of almost indefinite extension, in the supply of salmon to our markets; and the restoration of this fish to many of our rivers throughout Canada which are now in an exhausted or deserted state. The breeding also by similar process of other descriptions of fresh water fishes such as can be propagated in unlimited quantities, consequently at cheaper cost, and are required to furnish the wants of those classes among our people who cannot afford the high priced fishes, is also a direct public benefit. This establishment may become not merely an exemplar, but a feeder to other endeavours of the same kind in the various Provinces of the Dominion. And in a commercial sense we are justified in expecting remunerative results from the enhanced value of the various fishing stations.

We venture to affirm that within three years not only the present, but any like estab-

lishment, may be made self sustaining through the pecuniary proceeds from the sale of fish eggs obtained and fish purchased for use in the neighboring States and by private individuals. The states of Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York are now making most vigorous efforts to procure impregnated ova and young fish. They pay high prices; and individuals find it profitable to raise and sell them. There are at present several persons engaged in this business. With the exception however of one person who has invested capital in obtaining vivified salmon eggs in Canada, the other parties devote their attention mainly to the breeding and rearing of brook trout and shad. Mr. Seth Green, who lives near Rochester, New York has amassed wealth by selling eggs and young of speckled or brook trout. He receives \$10 per thousand for the eggs and \$40 per thousand for the young fish. The spawn and fry of Canadian trouts and white fish are of superior worth, and those of the salmon more than double that value. There would be no difficulty in procuring and hatching millions of eggs from various species of fish, out of which sales could be made from the surplus after supplying our own waters.

There is a special feature in these indirect benefits which applies more particularly and forcibly to the maritime Provinces; it is, that by these nurseries myriads of small fishes may be readily produced and used to replace the failing supplies of piscine food on which depends so vitally the prosperity of the coast fisheries, and the loss of which has for two or three seasons past reduced the sea board population in many places to actual want.

We cannot close this brief report without bearing cheerful witness to the untiring zeal, practical intelligence, and ingenious industry which have enabled Mr. Wilmot to surmount difficulties and brave discouragements necessarily attending the experiments which he has so perseveringly pursued to a successful conclusion; and we beg leave respectfully to commend his interesting and useful labors—promising extensive benefits for our fishing interests,—to such substantial recognition on the part of the Government as they deserve.

We have the honor to be,

Sir,

Your obdt. servants,

W. F. WHITCHER,

W. H. VENNING.

*Fishery Officers.*

2nd Session, 1st Parliament, 32 Victoria, 186

## SEVENTH REPORT

Of Select Committee on Fisheries, Navigation,  
 &c., &c., &c.

Printed by order of Parliament.

OTTAWA:

PRINTED BY HUNTER, ROSE & COMPANY.

# RETURN

To an Address of the HOUSE OF COMMONS, dated 3rd May, 1869 ; For a Return of all Licenses granted during the past year to American Fishermen to fish in the waters of the Dominion ; the names of the vessels and of their masters or owners, and to what Port they belonged ; the amount of revenue derived from such licenses, and the names of the Ports or places at which such licenses were issued ; also, of all Regulations and Orders in Council that have been made respecting the protection of the Fisheries since the 1st July 1867, and for the current year.

By Command.

HECTOR L. LANGEVIN,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

Ottawa, 14th May, 1869.

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## RETURN TO AN ADDRESS OF THE HOUSE OF COMMONS,

For information relating to the issue of Licenses to foreign fishing vessels, and correspondence affecting the protection of the Fisheries of Canada.

P. MITCHELL,

Minister of Marine & Fisheries.

Department of Marine and Fisheries,  
Fisheries Branch.

Ottawa, 14th May, 1869.

(Copy.)

DOWNING STREET, 6th July, 1867.

MY LORD,—I have the honor to transmit to you the enclosed copy of a despatch from the Lieutenant Governor of Prince Edward Island, stating that his Government had increased the fee on fishing Licenses, because the Government of Nova Scotia and New Brunswick, acting as Mr. Dundas presumed in concert with Canada, had determined to issue fishing licenses on a tonnage fee of 4s. instead of 2s. per ton ; or, as elsewhere stated, a dollar instead of half a dollar.

Similar information as to Nova Scotia has reached England from the Admiral at Halifax.

I have learned with surprise that the fee to be demanded from American Fishermen has been doubled without communication from Her Majesty's Government.

I request that Your Lordship will have the goodness to inform me whether the step has been taken in Canada, and if so, that you will apprise me of the reasons which may have induced the Canadian Government to adopt the measure. As the proceeding is reported to have occurred in Nova Scotia and New Brunswick before the date of Confederation, I have, in order to save time, written to request Sir F. Williams and Major General Doyle for similar information.

I have, &c.,

(Signed,)

Governor, the Right Hon. Viscount Monck,  
&c., &c., &c.

BUCKINGHAM & CHANDOS.

(Copy.)

QUEBEC, 18th July, 1867.

To Hon A. CAMPBELL,  
Ottawa.

Am I right in saying that no change has been made in price of Canadian fishing Licenses to U. S. vessels this year ?

(Signed,)

DENIS GODLEY.

(Copy.)

OTTAWA, 18th July, 1867.

*Answer.*

To DENIS GODLEY, Esq.,  
Quebec.

There is no change.

(Signed,)

W. F. WHITCHER,  
for Hon. Mr. Campbell,  
Acting Minister of Marine and Fisheries.

(Copy.)

DOWNING STREET, 3rd September, 1867.

MY LORD,—I have the honor to transmit to you, for your information, the enclosed copy of a despatch received from the Lieutenant Governor of Prince Edward Island.

The anomaly of having a charge of one dollar for licenses in those waters connected with the former separate Government on the sea-board, and half a dollar in the waters belonging to the former Government of Canada is objectionable. But the season is now so far advanced, that unless you should find it necessary on the spot, I have no desire to suggest a change for the remainder of this current season.

Mr. Dundas' despatch affords some reasons for thinking that next season one dollar would be no more than a suitable fee for the whole Dominion of Canada, and for the smaller adjacent Colonies; and also that it would be advisable to give up the plan of three warnings, which plainly renders the existing Laws ineffectual and teaches the American Fishermen to treat them with indifference. On this point, however, I should be glad to receive your opinion.

It does not appear whether Monsieur Fortin of "La Canadienne" has received a fresh commission since the Dominion has been created, so as to extend his authority over all the waters of the Dominion.

I presume that this has been done, but I quite concur in the expediency of the orders which he appears to have received, that in case of his granting any Licenses, he is not to charge more for them than the half dollar authorized in the waters of the former Province of Canada.

I have, &amp;c.,

(Signed,) BUCKINGHAM &amp; CHANDOS.

Governor, the Right Hon. Viscount Monck,  
&c., &c., &c.

## DEPARTMENT OF MARINE AND FISHERIES.

(Copy.)

FISHERIES BRANCH,

OTTAWA, 27th February, 1868.

The Minister of Marine and Fisheries has the honor to report on reference by the Privy Council of despatches from the Duke of Buckingham and Chandos, dated 6th July and 3rd September last, relative to increasing the fees at present charged for Season Fishery Licenses to American fishing vessels and United States fishermen, authorizing them to take bait and fish and frequent harbours in all the waters, and to land or haul and dry nets, and to cure fish on the coasts of the several Provinces now forming the Dominion of Canada, and those of Prince Edward Island, in common with subjects of Her Britannic Majesty; also on a memorandum by the Governor General, dated 21st ultimo, bringing under notice of the Privy Council, the actual position of the Fishery Question, and suggesting four different modes of dealing with the subject, namely:—

*First.* To maintain the small fee (of fifty cents per ton) merely still as an assertion of title.

*Second.* To increase the fee to a sum representing the value of the liberty conceded.

*Third.* To absolutely prohibit fishing by United States fishermen in colonial waters.

*Fourth.* To propose to the Government of the United States, to admit their vessels and fishermen on condition of opening American markets to Canadian caught fish.

The despatches from the Secretary of State for the Colonies favor the continuance of the present licensing system, and intimate the expediency of adopting a uniform tonnage rate at one dollar per ton.

The first course suggested by the Governor General's memorandum, besides its inadequacy, is liable to the grave objection noticed by His Excellency of being likely to degenerate into a tacit relinquishment of the exclusive right of fishery. A continuation even for another year of this nominal license fee, which system when established was expressly limited to the first year, but has now extended over two years, ought on no account whatever to be proposed. The special privileges thus conveyed were for the season of 1866, after the termination of the Reciprocity Treaty, and as a temporary measure, permitted to United States fishing vessels and fishermen in a conciliatory and liberal spirit and on entirely exceptional terms. The merely nominal fee of fifty cents per ton of measurement of the vessels proposing to engage in fishing was, as expressed in a despatch from the then Governor General of Canada (Lord Monck) to the late Sir Frederick Bruce, on the 23rd May, 1866, intentionally fixed at this very low rate for the formal purpose of asserting exclusive rights of fishery in Colonial waters; and His Excellency indulged the hope that some satisfactory permanent arrangement might be arrived at before the recurrence of another fishing season. It was further observed, in this connection, that the minimum tonnage duty so imposed was adopted for that year only, and must not in any sense be regarded as an equivalent for the advantages accorded. And in the course of negotiations to effect such a temporary arrangement, it was distinctly understood, in the words of a despatch from Mr. Cardwell, dated 3rd March, 1866, that unless some satisfactory agreement between Great Britain and the United States, embracing the whole subject of reciprocal commercial relations, should be made during the course of the then current year, the special privileges thus allowed should cease, and all concessions made in the treaty of 1854 be liable to withdrawal.

There is every reason to think, it was in the expectation of its enduring for such limited period and being succeeded by legitimate exclusion, that the then Governments of Nova Scotia and Prince Edward Island were enabled to overcome the strong reluctance felt to the proposed arrangement, and expressed in a minute of the Executive Council of Nova Scotia, dated 21st June, 1866, although they ultimately concurred with Canada in granting joint licenses.

Notwithstanding these reserved conditions, the issue of licenses to American fishing vessels at a nominal charge has been continued throughout the past year, subject only to an alteration which increased the rate per ton to one dollar for those licenses issued at Ports in Nova Scotia and Prince Edward Island. The Government of the late Province of Canada deeming it essential to maintain the obviously nominal character of the rate first stipulated, and desiring to act in complete accord with Her Majesty's Government, did not concur in the partial advance of fifty cents suggested by the Governments of the sister Provinces in the course of last season.

Throughout the year 1866 about eight hundred American vessels have prosecuted fishing in various places around the sea coasts and in the Gulf and River St. Lawrence, many of them making two or more voyages,—of which number only 454 took out licenses, the aggregate amount of tonnage fees paid by them being \$13,016.85. In Nova Scotia there were 354 licenses issued, the collections on which amounted to \$9,368.50; in Prince Edward Island 89 were taken out, and fees paid to the amount of \$3,339.35; only 10 licenses were obtained in Canada, on payment of \$296.00, and but one in New Brunswick, at \$13.00. None were granted in Newfoundland.

The returns for 1867 have not yet been completed, but it is generally understood that the number of licenses issued is in still greater disproportion to the number of vessel actually fishing in provincial waters than it was during the previous year. From Canada<sup>s</sup> and New Brunswick, none were procured; and in Nova Scotia, the whole number issued<sup>a</sup> was 269, the amount received (\$13,929) is proportionately greater because of the doubt<sup>d</sup> rate. This diminution is said to be partly owing to the practice of Imperial cruisers<sup>le</sup> in

giving three separate warnings to each vessel before either enforcing the acceptance of licenses or attempting to make seizures. Such indulgence is mentioned in a despatch from the Colonial Office of 3rd September last, as rendering the existing laws ineffectual, and causing the American fishermen to treat them with indifference. It also operates as a relative injustice towards those who have voluntarily taken licenses, and offers a premium on evasion or refusal.

Thus the practical effect of a formal license system has been to admit Americans to an almost free use of our fisheries, whilst incurring on our own part, and that of the Imperial Government, a very considerable and uncompensated expense to merely regulate foreign participation in those important advantages, to protect British fishermen in the concurrent enjoyment of their rightful privileges, and to guard the fishing grounds against substantial injury.

With reference to the fourth course pointed out by His Excellency, it may be here remarked that a somewhat similar proposal has already received the earnest consideration of the Government. In answer to Mr. Secretary Seward's proposition, conveyed by the despatch from the British Minister at Washington, under date of 4th June, 1866, to negotiate a reduction of United States customs duties on fish imports from the Provinces, in consideration of admitting American fishing vessels and fishermen to fish in provincial waters, it was stated in the Minute of Council, approved on the 18th of June, 1866, and communicated on the day following to the United States Government, that no engagements could be entered into which would at all connect the admission of American vessels and fishermen to the desired liberty, with a remission of duties proposed to be levied by the United States on provincial caught fish.

The undersigned is of opinion that, besides being in other respects objectionable, any proposal to now effect this object and open a free market as an equivalent for unrestricted access to Canadian fisheries, would certainly fail of its intent. And even if successful it must indefinitely defer all hopes of a return to the policy of reciprocal trade. Moreover, the time required to bring about such an alteration in the United States tariff, involving the sanction of Congress, would amount in fact to the loss of another season.

The United States Government are fully advised of the provisional nature and nominal character of the licensing system adopted avowedly as a temporary expedient in 1866; and while their fishermen have continued to enjoy the fishing privileges during an additional year, no advance has been made towards effecting a permanent and fair arrangement, nor have any means been sought to attain a just settlement of the Fishery Question. Early in the year 1866 the Earl of Clarendon, on behalf of Her Majesty's Government, expressed a cordial desire to associate with the American Government in naming a mixed Commission to enquire into and define the several questions which had been put in abeyance by the Reciprocity Treaty of 1854, and had authorized the British Minister at Washington to enter forthwith into negotiations with Mr. Secretary Seward for such purpose. It does not however appear that the friendly concert then suggested has since been acceded to; notwithstanding that revival of the former irritating and critical conditions was due entirely to the deliberate action of the United States in abrogating the treaty. Their customs regulations are not modified, nor are their (virtually prohibitive) tariff rates on the chief productions of the Dominion yet relaxed.

These excessive duties bear with peculiar hardship on our fishing industry, and particularly that of Nova Scotia and Prince Edward Island: the fishermen and dealers in those Provinces being forced into competition, in United States markets, under serious disadvantages side by side with the American free catch taken out of our own waters. At the same time other producers are subjected to equally heavy charges on the agricultural, mineral and other natural products of the United Provinces. (1)

(1) MEMO. FROM U. S. TARIFF:

|                         |                 |
|-------------------------|-----------------|
| Mackerel.....           | \$2 00 per bbl. |
| Herrings.....           | 1 00 " "        |
| Salmon.....             | 3 00 " "        |
| Other pickled fish..... | 1 50 " "        |
| All others.....         | ½ ct. " lb.     |

NOTE.—These rates with other Government taxes are in most instances equal to 33 per cent, and as regards pickled fish from Lakes Superior, Huron, Erie and Ontario, are utterly prohibitory.

The direct extent to which such prohibitory duties affect the fishery interests of these Provinces may be stated in few words. During the year 1866, for example, the several Provinces have paid (in gold) as custom duty on provincial caught fish exported to the United States about \$220,000, whilst American fishermen in the same period have paid as license fees the comparatively insignificant sum of \$13,000, although in that year they took from our deep sea and inshore fishings over four millions of dollars worth of fish, and one hundred and fifty thousand dollars worth from the inland waters of the Province of Ontario. (1)

If there appeared at this juncture any near prospect of continued liberality and forbearance being reciprocated by the United States—if there was evinced an active desire to restore equitable trade relations and promote reasonable interchange of the staples of the two neighboring countries,—the inequality of these conditions and the discriminative features of their commercial policy, might not seem to press with so great urgency. There is, however, no indication of such desirable results. And whatever may be at present determined on by Her Majesty's Government, unless before the advent of another fishing season some satisfactory arrangement shall be effected, the existing and any other mere provisional system ought wholly to cease, and all concessive liberties of fishing be absolutely withheld.

Regarding the third course mentioned by His Excellency, the adoption of which is considered to be fraught with disagreeable and perhaps dangerous complications, it is obviously that one which sooner or later must be adopted. The difficulties and delicacy of this question constantly increase through deferment. Every renewal of concessions seems calculated to augment the claims advanced, and serves to confirm the American fishermen and people in an indefinite conviction of the rightful character of their entire pretensions. They must come at length to the conclusion that Great Britain is indisposed to effectively dispute them, or unwilling to assert and maintain the just claims of Her subjects. Any misconstruction of this kind must necessarily intensify disputes, and may, in spite of the utmost moderation and prudence on the part of British fishermen, expose the two nations to occupy a position at once false and perilous.

It is stated in the instructions from the Secretary of State for the colonies, dated 12th April, 1866, that Her Majesty's Government are clearly of opinion that by the Convention of 1818, the United States have renounced the right of fishing, not only within three miles of the colonial shores, but within three miles of a line drawn across the mouth of any British Bay or Creek; and also, that American vessels might be lawfully prevented from navigating the Gut of Canso.

There can be no doubt the claims advanced in former times by the maritime provinces, and which are said to have occasioned difficulties, are just and tenable—being confirmed alike by British and American authorities on international law. A report by the Officer in charge of the Fisheries, on certain disputes arising out of the above named Convention, is submitted herewith.

The people of these Provinces having loyally responded to the policy of the Empire, and under severe trials and increasing disadvantages for two years past displayed that moderation and forbearance anticipated in Mr. Cardwell's despatch of the 21st April, 1866, might justly urge the peculiarity of their situation. They might earnestly impress upon Her Majesty's Government the vital and vast importance of these Fisheries to the actual position and prospective interests of the New Dominion, and confidently expect that the maritime jurisdiction and national right of fishery derivable from the parent state shall be now firmly asserted and vigorously enforced. Such a policy, temperate in spirit, just in its operation, and national in its objects, would doubtless favourably influence the public sentiment of Nova Scotia, and present a new and tempting inducement to the Islands of Prince Edward Island and Newfoundland to join the confederation.

(1) NOTE.—More forcibly to illustrate the unequal operation of the present system suffice it to instance the following cases: a British vessel of 71 tons, built and equipped last season at St. John, (N.B.), costing \$4,800, expressly for the mackerel fishery in the Gulf of St. Lawrence and Bay of Chaleurs, took 600 barrels of fish, which sold in Halifax and Boston for \$6,000. After paying expenses (including \$986 in gold for customs), a profit of \$1,200 accrued to the owners. An American vessel from Newburyport, (Mass.), of 46 tons burden, took a license at Port Mulgrave, (N.S.), paying \$46. The whole cost of vessels and voyage was \$3,200 or \$2,400 Halifax cy. She fished 910 barrels of mackerel, which sold in Boston for \$13,000, about \$9,110 in gold, leaving a profit of \$6,710.

However desirous we may be to restore those commercial relations which have proved mutually beneficial to both parties, the Canadian Government would disclaim all idea of coercion through the medium of forcibly excluding Americans from their fishing grounds, and disavow any action conceived in a retaliatory spirit; being actuated solely by the conviction that absolute exclusion (if only from the indisputable limits of the inshore fishery) is more likely to ensure an amicable adjustment of the entire controversy than renewed evasion of an issue that should be fairly met and in the interests of peace and justice be finally determined. The welfare of this country depends upon the peaceful pursuit of its several industries, and the steady development of its varied resources. With the extensive sea board we possess, and the rich fields our coast afford for maritime enterprise, Canadians look forward to the occupation of those shores by a still more numerous and productive population supplying the wants of our people and contributing largely to the foreign and domestic commerce of British North America, whilst affording material for a hardy and skilled marine. Hence their anxiety that this important question should be brought to an early and satisfactory settlement. Conscious of their rights, and equally anxious to obviate every possibility of estrangement between neighboring peoples, or of international difficulty between Great Britain and the United States, they would rather accept a further temporary arrangement for the current year—provided it shall be made contingent on co-temporary enquiries by a mixed commission of the nature indicated in the Earl of Clarendon's despatch of 11th May, 1866.

Referring therefore to the second course proposed by His Excellency, and suggested by the Secretary of State for the Colonies, as if alone open to immediate and practical adoption, it remains to be considered on what term licensed admission should take place.

Without at present raising any question as to the definition of bays, &c., and conceding for the time being that the modification of strict right already consented to by Her Majesty's Government in respect to all bays or creeks of less than ten geographical miles in width at the mouth, might without detriment to our legal claims temporarily continue, it is suggested that Americans be again admitted to the inshore fishings without limitation, but at an increased rate of charge.

In order that provincial fishermen may be placed on a somewhat less disadvantageous footing in comparison with United States citizens in British waters, a higher rate per ton should be charged for licenses to American vessels. This charge should be regulated with reference as well to compensating our own fishermen and traders for the tax levied on fish exported to the United States markets, as to forming a fund for the maintenance of a Marine Police, made requisite by the presence of foreigners, and also to encourage and develop the fisheries; and it should not in any sense be rated either as an equivalent for the privileges conveyed, or as commensurate to the advantages enjoyed.

It is recommended that the rate be \$2 per ton. The mackerel fishery being that in which Americans chiefly engage, and as mackerel is the principal fish marketed in the United States by Canadians, on which the tax is now \$2 per barrel, this rate amounts to a charge of but 20 cents per barrel, still leaving them an advantage of \$1.80, on each barrel besides the drawback allowed on salt. (1)

To effectively carry out the proposed policy it is necessary that the practice of repeated warnings should be abandoned, and other regulations made with reference to such participation in the fisheries by United States vessels and fishermen. The Government of the Dominion will also require to establish and maintain a respectable force of marine police. And it may be found desirable on the part of Her Majesty's Government, as formerly, to instruct the naval officers in command of the North American Squadron to co-operate with the Dominion authorities in enforcing this system and protecting the fisheries. It is further recommended that an Act be submitted for the consideration of Parliament during the present session, which would legalize and enforce the policy herein recommended—and as this policy is merely experimental—that such act be limited in its duration to one year. (2)

(1) NOTE.—The total amount estimated from this increase of rate is \$130,000, being about \$90,000 less than the sum payable as duties.

(2) NOTE.—Vide statute 31 Vic. Cap. 61, "An Act respecting fishing by foreign vessels."

The whole, nevertheless, respectfully submitted.

P. MITCHELL,  
Minister of Marine and Fisheries.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 11th day of March, 1868.*

The Committee have had under consideration the annexed memorandum dated 27th February, 1868, from the Hon. the Minister of Marine and Fisheries, having reference to the subject of the Despatches dated 6th July and 3rd September last, from His Grace the Secretary of State for the Colonies, as well as to Your Excellency's Memorandum of the 21st January last, respecting the policy to be pursued in regard to the admission of American citizens to fish on the coasts of the several Provinces, now forming the Dominion of Canada, and they respectfully report their concurrence in the views and recommendations contained in the said annexed Report, and submit the same for Your Excellency's approval.

They would further suggest that a copy of this Order in Council, when sanctioned by Your Excellency, should at once be communicated to the Secretary of State for the Colonies, and also to the Government of Newfoundland and Prince Edward Island.

Certified.

(Signed,)

W. A. HIMSWORTH,  
Asst. C. P. C.

To the Honorable

The Minister of Marine and Fisheries,  
&c., &c., &c.

The Committee of the Privy Council have considered the Memorandum of His Excellency the Governor General relative to a Minute of the 11th instant upon the subject of licensing American fishing vessels;

His Excellency correctly observes that he considers himself relieved from any inconvenience which may arise from the lateness of the period at which this Minute has been agreed to, and the Council have certainly no reason to impute blame for any delay which has heretofore arisen either to His Excellency or to the Imperial Government.

His Excellency also observes that in assenting to the Minute of Council referred to, he has done so upon the understanding that it shall not be made public or be acted upon until he shall have received the assent of the Secretary of State for that purpose, and observes that the plan of licensing was originally instituted in concurrence with the Imperial Government, and calls the attention of the Privy Council to the fact that the forces of the Royal Navy have been those which have been used for the assertion of the right to exclude Foreigners from these Fisheries.

With reference to His Excellency's stipulation that no action should be taken on the approved Minute of Council until the policy adopted shall have been assented to by the Secretary of State, the Committee of Privy Council must observe that such a delay will not only give rise to new occasions of difficulty, but is not justified by the circumstances of the case.

If United States fishermen are now allowed to proceed to the fishing grounds under the supposition that a merely nominal system still exists, and the right of exclusion is practically abandoned by the British Government, they will in all probability either resist the exaction of an increased fee, or altogether avoid paying for any licenses.

There certainly is nothing in the present aspect or past history of this matter to afford any justification or even excuse for inaction. And referring to the various communications on the subject between the Imperial, Canadian and American Governments, the Council find ample ground for the action presently taken being promptly carried out.

His Excellency will perceive that the Minute of Council of 31st March, adopted on the letters of Mr. Secretary Cardwell, dated 3rd and 10th March, 1866, originated the

license system, and although, as His Excellency states, it was in concurrence with the Imperial Government, it was based on the previous action of the Canadian Government, and the policy which was thought most desirable for colonial interest as proposed by them. That policy, it is true, was adopted in express deference, to the wishes intimated by Her Majesty's Government, pointing to the logical and just consequences of the voluntary abrogation of the Reciprocity Treaty by the United States, which should succeed the proclamation of 20th of July, 1866, and it was so adopted "on the distinct understanding" suggested in Mr. Cardwell's first named despatch already referred to by the Privy Council, "that unless some satisfactory arrangement between the two countries be made during the "course of the year, this privilege will cease, and all concessions made in the Treaty of "1854, will be liable to be withdrawn."

Such was the principal condition on which the system was approved by the Government of the then Province of Canada; and on which this Government procured its adoption by the Maritime Provinces. To this conditional policy Her Majesty's Government gave direct confirmation by the despatch to the Governor General of 21st April, 1866, fully approving of the course proposed for the then current year.

The principle therefore being recognized, and its operation having been since extended and acted upon with an advance in the rate of charge of licenses in some of the Maritime Provinces, whilst no effectual endeavour has been in the meanwhile made to realize the expectation of some more permanent and satisfactory arrangement indulged in by the Secretary of State and intimated to the American Government,—the Privy Council respectfully consider that any reasonable and moderate terms on which the license system may be continued for another season form a matter of detail within the Province of the Canadian Government, being simply *the extension of a principle fully sanctioned and acted upon and involving no new elements of consideration*. In this connection the Council beg to refer to the fact of such advance in the price of licenses not being a new proposal. The despatch of Vice-Admiral Hope, of the 7th July, 1866, communicated to His Excellency by Earl Carnarvon on the 18th August of the same year, recommends that "next year the rate of the present license shall be raised to that which will still "be a moderate "one, after which that it shall be doubled each succeeding year until it becomes prohibitory." This recommendation was communicated by His Excellency in a despatch to the Colonial Office, of 18th August, 1866, with the suggestion that advantage should be taken of the intended presence of the Confederate Delegates in London, to arrange a more satisfactory understanding on the fishery question than the existing one; and as no change of policy was proposed by the Imperial Government, it is presumed that they viewed the licensing system as sanctioned in principle and detail, to be carried out by the Province so long as they were content to submit to the unjust disadvantages which it entails.

Referring to the observation of His Excellency, that the present state of the relations between England and the United States renders it necessary that great care should be taken that no act on the part of any British Dependency should introduce fresh complications into these relations, the Privy Council quite concur in the desirability of avoiding every possible cause of irritation, and have on such account guarded most carefully against introducing any new element into the policy adopted. An attentive perusal of the Minute in question will show that, even as respects the limits for exclusion of unlicensed vessels, any action which might occasion dispute has, for the time being, been waived. It does not seem at all probable that Her Majesty's Government will find, in the guarded and moderate policy adopted, any such objectionable feature. And as regards the employment of the forces of the Royal Navy to assert the right of excluding Foreigners from these fisheries, His Excellency will find that the Minute of Council provides that the license fees shall form a fund for the support of a Marine Police to enforce the system, thus supplementing the efforts of Her Majesty's vessels.

The Privy Council cannot refrain from respectfully impressing upon his Excellency the urgency of communicating, without further delay, to the American Government, the course decided on, as they feel, should this not be done, advantage may be taken to continue the present objectionable and inefficient system for still another year. Already has decisive action been deferred in the hope that certain indications of a returning disposition towards renewed commercial intercourse, which were perceptible in the United States, would lead to proposals obviating the necessity for any special policy on the fishery ques-

tion. These, however, have not as yet led to anything definite, and the subject being in this instance more urgent than when two years ago it was pressed upon the decision of the Canadian Government by Mr. Secretary Cardwell, it is of the highest importance that no further time should be lost.

Privy Council Chamber,  
Ottawa, 16th March, 1868.

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DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)

Ottawa, 3rd April, 1868.

The Minister of Marine and Fisheries has the honor to bring under the notice of the Governor General in Council, that for several years past a practice has prevailed in the United States of repacking (in bond) certain kinds of British and French caught fish for exportation to foreign markets, and although the custom is profitable to Americans engaged in the business, while it has incidentally proved beneficial to our own fishermen, the United States Customs authorities have, it is credibly reported, received instructions to disallow it in future. Such a regulation will afford an additional advantage to the United States fishermen, and superadd to the almost prohibitory effect of American imposts on provincial caught fish. It is highly desirable therefore that immediate action should be taken to carry out the policy adopted by the Minute of the 11th ultimo. Any further delay may occasion the loss of a great part of the license fees which might be collected from the spring fleet of American fishing vessels resorting to Canadian waters.

Respectfully submitted,  
(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

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DOWNING STREET, 9th May, 1868.

MY LORD,—With reference to your Lordship's despatch of the 11th of March, and your subsequent despatch, No. 52, of the 23rd of March, I have the honor to inform you that Her Majesty's Government do not object to the proposed rate this year of two dollars a ton on licenses to American fishermen to fish within British waters on the coasts of the Dominion of Canada.

This information will be communicated to the Governor of Prince Edward Island and Newfoundland.

The Lords Commissioners of the Admiralty have been requested to authorize the Admiral to instruct the Naval Officers under his command that one previous warning will henceforward be sufficient before seizing any vessel which may be fishing in transgression of the law.

I have, &c.,  
(Signed,) BUCKINGHAM & CHANDOS.

Governor, the Right Hon.  
Viscount Monck.

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(Copy.)

GOVERNMENT HOUSE,  
PRINCE EDWARD ISLAND, 12th May, 1868.

MY LORD,—I had the honor to receive last evening your telegram of date the 9th instant, informing me that the Imperial Government had sanctioned a fee of two dollars per ton fishing licenses this year.

Under these circumstances fishing licenses will be issued by this Government at that rate, and the licenses will declare that they give the privilege of fishing for the present

year in the waters subject to the jurisdiction of the Dominion of Canada, as well as of this Island.

I have, &c.,  
(Signed,) GEORGE DUNDAS,  
Lieut. Governor.

His Excellency  
The Viscount Monck,  
&c., &c., &c.

CHARLOTTETOWN, P. E. I., 18th May, 1868.

(Copy.)  
To Viscount Monck.

Island licenses state that they give permission to Americans to pursue deep sea fisheries in all waters within jurisdiction of Island or of Dominion, and to crews to land upon the coasts of Island or of Dominion to dry nets or cure fish subject to fishery laws of Canada. Is there any objection to this?

(Signed,) GEORGE DUNDAS,  
Lieut. Governor.

(Copy.)—Immediate.

GOVERNMENT HOUSE,  
PRINCE EDWARD ISLAND,  
19th May, 1868.

MY LORD,—I have the honor to enclose copies of the Fisheries license, which it is proposed to issue for the present season.

As these licenses state that they give the privilege of fishing in the waters of the Dominion of Canada, I yesterday telegraphed to your Lordship to ascertain if there is any objection on the part of your Lordship to the form of this license. The extension to the Dominion of Canada is proposed by my advisers to be inserted in the licenses of this year, in order to remove doubts which existed last year on the part of the American fishermen, as to the mutual recognition of these licenses.

In order to avoid any difficulty, these licenses will not be issued until I am assured that there is not any objection on the part of your Lordship to this form; I shall, therefore, be obliged, if your Lordship will communicate to me your decision by telegraph at your earliest convenience.

I have, &c.,  
(Signed,) GEORGE DUNDAS,  
Lieut. Governor.

His Excellency the Right Hon. Viscount Monck.

DEPARTMENT OF MARINE AND FISHERIES. (Fisheries Branch.)  
OTTAWA, 19th May, 1868.

The Minister of Marine and Fisheries begs to recommend that the arrangement entered into in 1866, between the then provincial Governments, by which fishing licenses issued to United States vessels should be mutually interchangeable without reference to the respective collection of fees thereon, be for the present season continued; and that the Lieut. Governor of Prince Edward Island be informed, by telegraph, in reply to His Excellency's telegram of yesterday, that there is no objection to the form of license proposed.

The whole, nevertheless, humbly submitted.

(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch.)  
OTTAWA, 20th May, 1868.

The Minister of Marine and Fisheries begs to report with respect to the telegraphic despatch from the Lieutenant Governor of Prince Edward Island, relative to the form of

fishing licenses proposed to be issued to United States vessels by His Excellency's Government, that, in pursuance of an agreement made in 1866, between the then provincial governments, mutually interchangeable licenses were granted during two years past to American fishermen without reference to the appropriation of moneys collected thereon.

Under this arrangement the Government of Prince Edward Island has already received as license fees on 115 licenses, the sum of \$4,272 00 without having incurred any other expense than the mere issuing of such licenses; while the governments of Nova Scotia, New Brunswick and Canada have incurred considerable outlay towards enforcing the licensing system. The agreement in question was regarded as a temporary one; and any such provisional understanding entered into prior to confederation might now very properly be revised. If that province may continue to enjoy the benefit of protection afforded as well by the Dominion as by the Imperial Government to the inshore fisheries, being relieved of all cost and responsibility in the matter, and at the same time derive funds from the system, its operation in this regard will prove highly objectionable. Whatever inducements a just policy and efficient measures to prevent intrusion by foreign vessels and fishermen, are supposed to hold forth to those of the inhabitants of that Island engaged in or interested in the fisheries, would be much lessened in their effect if the system be indiscriminate.

The undersigned perceives that the question of local jurisdiction is merged in the mutual recognition of licenses; and that any difficulty which might otherwise attach to the necessity for common action and co-operation among the naval and Dominion service, is thus avoided. It seems however none the less desirable to establish at once a practical distinction in favor of the united provinces upon whom must devolve so much of the trouble and cost of enforcing an exclusive policy, or the modification of it by compulsory licensing.

As the season is now far advanced, and further delay in negotiating a different arrangement on the basis of participation on the part of Prince Edward Island in the expense of the fisheries protection service, or the payment of some proportion of the fees collected might injuriously affect the issue of licenses for this year, it is respectfully suggested that the form of license which the Lieutenant Governor proposes should be at once approved, and that in the event of the license system being continued another season, definite terms shall be made for the future.

Occasion is taken to state that it is requisite, for the information of the Privy Council, that returns in detail of the names, tonnage, &c., of vessels licensed at Prince Edward Island during the years 1866 and 1867, similar to those published for Nova Scotia and Canada, should be furnished to the Government.

The whole, nevertheless, humbly submitted.

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

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*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd May, 1868.*

On a Memorandum dated 20th May, 1868, from the Honorable the Minister of Marine and Fisheries, reporting with respect to the telegraphic despatch from the Lieutenant Governor of Prince Edward Island relative to the form of fishing licenses proposed to be issued to United States vessels by His Excellency's Government, that in pursuance of an agreement made in 1866 between the then Provincial Governments, mutually interchangeable licenses were granted during two years past to American fishermen without reference to the appropriation of moneys collected thereon.

That under this arrangement the Government of Prince Edward Island has already received as license fees on 115 licenses the sum of \$4,272, without having incurred any other expense than the mere issuing of such licenses; while the Governments of Nova Scotia, New Brunswick and Canada have incurred considerable outlay towards enforcing the licensing system. That the agreement in question was regarded as a temporary one, and any such provisional understanding entered into prior to Confederation might now very properly be revised.

That if that Province may continue to enjoy the benefit of protection afforded as well by the Dominion as by the Imperial Government to the inshore fisheries, being relieved of all cost and responsibility in the matter, and at the same time derive funds from the system, its operation in this regard would prove highly objectionable.

That whatever inducements a just policy and efficient measures to prevent intrusion by foreign vessels and fishermen are supposed to hold forth to those of the inhabitants of that Island engaged in or interested in the fisheries, they would be much lessened in their effect if the system be indiscriminate.

The Minister states that the question of local jurisdiction is, he perceives, merged in the mutual recognition of licenses, and that any difficulty which might otherwise attach to the necessity for common action and co-operation among the Naval and Dominion Service, is thus avoided. That it seems, however, none the less desirable to establish at once a practical distinction in favor of the United Provinces upon whom must devolve so much of the trouble and cost of enforcing an exclusive policy, or the modification of it by compulsory licensing.

That as the season is now far advanced and further delay in negotiating a different arrangement on the basis of participation on the part of Prince Edward Island in the expenses on the fisheries protection service, or the payment of some proportion of the fees collected, might injuriously affect the issue of licenses for this year, he suggests that the form of license which the Lieutenant Governor proposes should be at once approved, and that, in the event of the license system being continued another season, definite terms shall be made for the future.

The Minister takes occasion to state that it is requisite for the information of your Excellency in Council that returns in detail of the names, tonnage, &c., of vessels licensed at Prince Edward Island during the years 1866 and 1867, similar to those published for Nova Scotia and Canada, should be furnished to the Government.

The Committee concur in the Report of the Minister of Marine and Fisheries, and advise that the form of license proposed by the Lieutenant Governor of Prince Edward Island be approved as recommended.

Certified.

WM. H. LEE, Clk. P. C.

DEPARTMENT OF MARINE AND FISHERIES (Fisheries Branch,)

OTTAWA, 22nd May, 1868.

The Minister of Marine and Fisheries has the honor to refer to certain suggestions offered in the report of Captain Hamilton, in command during last season of Her Majesty's ship "Sphinx," engaged in protecting the fisheries of the Gulf of Saint Lawrence, and fully concurred in by Vice-Admiral Sir Rodney Mundy. These suggestions relate to the more effectual detection of trespass on the inshore fisheries by United States fishing vessels, and better enforcement of the licensing system.

This officer suggests, as the best means of ensuring protection to British fishermen, and securing compliance with our fishery laws on the part of Americans, that small schooners should be employed similar to those belonging to the fishing fleets, and cruise inshore to intercept vessels when clearly within forbidden limits; also that boats from the men-of-war should cruise about in the vicinity of their ships for the purpose of detecting such vessels as might be unprovided with licenses.

The Canadian Government having already in employ an armed schooner (*La Canadienne*), together with a steamer (*The Druid*), and as the expense of chartering other schooners would be very considerable, it seems to the undersigned most advisable rather to improve the suggestion made by Captain Hamilton relative to the engagement of boats crews than to incur the cost of other decked vessels.

The fishing fleet often resort for shelter, and sometimes for bait, to harbors within easy reach of the fishing grounds; they also fish quite close inshore off several parts of the coast where in fair weather said boats can readily accost them. And as several boats' crews stationed at convenient places could at the same time co-operate with and assist the local Fishery Overseers charged with carrying out the fishery laws and regulations, among Canadian fishermen, it is considered preferable to adopt such means, having reference to

both economy and efficiency, instead of engaging schooners. The fact, moreover, of waiving for the time being the right of exclusion from bays of less than ten miles in width, favors the adoption of smaller craft.

It is respectfully recommended that the undersigned be authorized to employ efficient boats' crews at the following places :—

Ports Hood and Digby, in Nova Scotia; Miramichi, West Isles and Miscou, in New Brunswick.

Arrangements may be made for these crews to act under the general direction of the officers in command of the Government vessels, and to receive directions and aid in case of need from Her Majesty's ships. Licenses can also be supplied to the person in charge of each boat, for issue to any vessel to the owner of which the alternative of seizure or acceptance might be afforded.

The whole, nevertheless, humbly submitted.

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 1st June, 1868.*

On the annexed Report from the Hon. the Minister of Marine and Fisheries, submitting in reference to certain suggestions made by Captain Hamilton of H. M. Ship "Sphinx" for the employment of vessels for the detection of trespass by United States Fishing Vessels on the inshore Fisheries, and the better enforcement of the licensing system,—that boats crews be employed for that service on certain parts of the coasts of Nova Scotia and New Brunswick.

The Committee advise that the recommendations contained in the said annexed Report be approved; it being understood that the Officer in charge of a boat shall not be authorized to capture or seize any vessel, but only to report the fact of such vessel fishing without license to the nearest Government vessel.

Certified.

(Signed,)

WM. H. LEE,  
Clerk, Privy Council.

To the Honorable

The Minister of Marine and Fisheries,  
&c., &c., &c.

#### DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)

OTTAWA, 22nd May, 1868.

The Minister of Marine and Fisheries has the honor to report for the information of the Governor in Council, that the steamer "*Druid*" is nearly ready for sea, and to recommend that a suitable person being selected as commander, she be placed, when ready, on active service.

In addition to the duties assigned to this vessel, in supplying the light-houses, rendering assistance to wrecks, relieving distressed mariners, and tending the Humane Establishments around the coasts of Nova Scotia, it will be necessary also to employ her as formerly in carrying out the fishery laws still in force in that province, and the recent Acts of the Dominion Parliament for protecting the fisheries, particularly with respect to the collection of license fees imposed on American fishing vessels. The officer in command will receive instructions similar to those proposed to be issued to the officer in charge of the schooner *La Canadienne*.

As the licenses issued by Canada are to be interchangeable with those granted by Prince Edward Island, it is desirable that these officers should procure commissions of the peace from the island government, which view might be communicated to the Lieutenant Governor.

The whole, nevertheless, humbly submitted.

(Signed,)

P. MITCHELL,  
M. of M. & F.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th May, 1868.*

On a Report, dated 22nd May, 1868, from the Honorable the Minister of Marine and Fisheries, stating that the steamer "*Druid*" is nearly ready for sea, and recommending that a suitable person being selected as commander, she be placed, when ready, on active service.

That in addition to the duties assigned to this vessel, in supplying the light-houses, rendering assistance to wrecks, relieving distressed mariners, and tending the Humane Establishments around the coasts of Nova Scotia, it will be necessary also to employ her as formerly in carrying out the fishery laws still in force in that province, and the recent Acts of the Dominion Parliament for protecting the fisheries, particularly with respect to the collection of license fees imposed on American fishing vessels.

The officer in command will receive instructions similar to those proposed to be issued to the officer in charge of the schooner "*La Canadienne*," a copy of which is annexed to his report.

That as the licenses issued by Canada are to be interchangeable with those granted by Prince Edward Island, it is desirable that these officers should procure Commissions of the Peace from the Island Government, which view might be communicated to the Lieutenant Governor.

The Committee concur in the report of the Minister of Marine and Fisheries and submit the same for Your Excellency's sanction.

Certified.

(Signed,)

WM. H. LEE,  
Cik. P. C.

To the Honorable  
The Minister of Marine and Fisheries,  
&c., &c., &c.

(Copy.)

GOVERNMENT HOUSE,  
PRINCE EDWARD ISLAND,  
28th May, 1868.

MY LORD,—With reference to my Despatch of date 17th instant, I have the honor to enclose an extract from the Island Gazette of this day's date, shewing the places at which Fishing Licenses for the present year are to be issued, with the names of the officers authorized to issue such licenses.

I have, &c.,

(Signed,)

GEORGE DUNDAS,  
Lt. Governor.

His Excellency,  
The Viscount Monck,  
&c., &c., &c.,  
Governor General,

BY AUTHORITY.

PRINCE EDWARD ISLAND.

COLONIAL SECRETARY'S OFFICE,  
May, 13, 1868.

Fishing Licenses will be granted at this Office to United States Vessels to prosecute the Deep Sea Fisheries during the year 1868, in all waters within the jurisdiction of Prince Edward Island, and of the Dominion of Canada, on payment of a Tonnage Fee of TWO DOLARS, or TWELVE SHILLINGS, currency, per ton; and at the following Out-ports, viz:—

Cascumpee, John Clark, Esq.  
Richmond Bay, Henry Stewart McNutt, Esq.  
Georgetown, Archibald J. McDonald, Esq.  
Colville Bay, John McLean, Esq.

GEORGE COLES,  
Colonial Secretary.

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)  
OTTAWA, 29th May, 1868.

The undersigned has the honor to report, in further reference to a report from this Department dated 20th instant, on the proposal of the Government of Prince Edward Island to issue Fishing Licenses to foreign vessels interchangeably with those issued by the Canadian Government, and to the Minute of Council of 22nd instant passed thereon, also referring to recent despatches from Lieutenant Governor Dundas, (12th and 19th May) communicating the form of License proposed to be issued in pursuance of such mutual recognition; that, as the present form of Licensing already in use and adopted by the Dominion Government (a copy of which is herewith), does not specify any extension to the waters of that province, nor imply any jurisdiction beyond the waters of Canada, but effects the interchangeable character desired by means of a manuscript endorsement by the issuing Officer, it is inadvisable to allow so important a substantial difference in the form as might be drawn into a precedent, and will convey to foreigners an indistinct idea of jurisdiction liable to be confused with the concurrent rights of colonists as British subjects.

It is therefore respectfully suggested that the form submitted by the Government of Prince Edward Island be approved, after omitting the words "or of the Dominion of Canada," "or of the said Dominion of Canada," and "of the Dominion of Canada," and leaving the application over our waters to be endorsed by the issuing officer on each license granted similar to the practice adopted in Canada; and that the Naval Officers in Her Majesty's Service should be advised of this and instructed to recognize the endorsements.

The whole, nevertheless, humbly submitted.

(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 1st June, 1868.*

On a Memorandum, dated 29th May, 1868, from the Honorable the Minister of Marine and Fisheries, reporting in further reference to his memorandum of 20th instant, on the proposal of the Government of Prince Edward Island to issue Fishing Licenses to foreign vessels, interchangeably with those issued by the Canadian Government, and to the Minute in Council of 22nd ultimo, passed thereon; also, referring to certain recent despatches from Lt. Governor Dundas (12th May) communicating the form of License proposed to be issued in pursuance of such mutual recognition; that as the present form of License, already in use and adopted by the Dominion Government, a copy of which he submits, does not specify any extension to the waters of that Province, nor imply any jurisdiction beyond the waters of Canada;

He, the Minister, states he deems it inadvisable to permit the Government of that Province to assume, as is done by their Licenses, a jurisdiction in the waters of the Dominion beyond that which our Government have assumed by our Licenses in the waters of Prince Edward Island.

He therefore suggests that the form submitted by the Government of Prince Edward Island be approved, after omitting the words "or of the Dominion of Canada," "or of the said Dominion of Canada," and "of the Dominion of Canada," and leaving the application over our own waters to be endorsed by the issuing officer on each license granted, similar to the practice adopted in Canada; and that the naval officers in Her Majesty's Service should be advised of this, and instructed to recognize the endorsements.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed,)

WM. H. LEE,  
Clerk, Privy Council.

To the Honorable

The Minister of Marine & Fisheries,  
&c., &c., &c.

*Admiral Mundy to Lord Monck.*

(Copy.)

"ROYAL ALFRED,"

Halifax, 8th June, 1868.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's letter of the 28th ultimo, on the subject of granting Licenses to United States fishing vessels.

I regret that I am unable to comply with the suggestions offered by Mr. Mitchell, Minister of Marine and Fisheries, that the captains in command of Her Majesty's ships employed in the Gulf of St. Lawrence for the protection of the fisheries, should take charge of and issue licenses to any fishing vessels which they may fall in with, and find unprovided with them.

It is not within the province of the duties of a ship of war to undertake this service, more especially as it would appear from the last paragraph of Mr. Mitchell's letter, that the money which the master of the fishing vessel might be provided to pay would be received by the captain of Her Majesty's ships, and subsequently paid over to the credit of the Receiver General.

The officers in command of the cruisers will be furnished with the list of the places named by the Minister of Marine and Fisheries at which licenses will be issued to American vessels, and when the boarding officer finds that the vessel he has visited has not the required license, he will indicate the stations where these may be procured, acquainting the master at the same time that he will be liable to detention if he should again be met within British limits unprovided with a license.

I have, &c.,

(Signed,)

RODNEY MUNDY,

Vice-Admiral.

His Excellency the Right Hon. Viscount Monck,  
Governor General of the Dominion of Canada.

(Copy.)

*Lieut. Gov. Dundas to Lord Monck.*

GOVERNMENT HOUSE,

Prince Edward Island, 9th June, 1868.

MY LORD,—In consequence of your Lordship's despatch of 1st instant, I have ordered the issuing officers at the various outports of this Island to return the fishing licenses which (after the assurance that the Canadian Government had no objection to the form) had been forwarded to these officers, and licenses with the omission of the words now objected to by the Canadian Government will be issued in their place.

So soon as answers are received from all the officers authorized to issue licenses, I shall have the honor to report to your Lordship whether any of the licenses of the form to which objection is now taken, have been issued, and I trust that if any such have been issued, the fishery officers of Canada may receive instructions to recognize and endorse them, or to take such other steps as may be deemed advisable in order to prevent any difficulty therefrom to the holders.

I shall be glad to receive from your Lordship, at your earliest convenience, the form of endorsement used in Canada, and also to hear what officials are authorised to endorse these licenses, and at what places.

I would also be glad to hear whether your Lordship would commission an officer of the Island to endorse the Island licenses.

Enclose a report of the Attorney General on the Minute of the Privy Council of Canada of the 1st June.

I have, &c.,

(Signed,)

GEORGE DUNDAS,

Lieut. Governor.

The Right Honorable  
Viscount Monck,  
&c., &c., &c.

(Copy.)

ATTORNEY GENERAL'S OFFICE,  
CHARLOTTETOWN, 8th June, 1868.

SIR,—I have read over His Excellency Viscount Monck's despatch of the 1st June instant, transmitting copy of an approved Minute of the Privy Council of Canada, suggesting a change in the form of the license to be issued in Prince Edward Island, and also a copy of the Minute referred. The fishery licenses issued by Prince Edward Island are objected to, because they purport to extend to the waters of Canada, and imply a jurisdiction beyond the waters of Prince Edward Island, and it is suggested that the form of license to be issued hereafter be amended by omitting the words "or of the Dominion of Canada," "or of the said Dominion of Canada," and "of the Dominion of Canada," leaving the application over Canadian waters to be endorsed by the issuing officer on each license granted.

The proposed amendment would leave the licenses applicable solely to Prince Edward Island and its waters. I advise therefore that pending further correspondence with the Canadian Government, no license be granted except such as are limited to this Island and its waters only, and that instructions be at once sent to the various officers authorized to issue licenses, not further to issue any of the licenses which contain any reference to the Dominion of Canada.

To prevent delay, new licenses had better be printed and issued referring to this Island and its waters only, and furnished to the proper officers.

There is, however, some ambiguity in the recommendation which suggests that the application to Canadian waters should be endorsed by the issuing officer on each license granted. The term "The Issuing Officer" can hardly mean, I should think, the officer who issues the license here in Prince Edward Island, because that would appear to be at variance with the suggestion to remove all reference to the Dominion of Canada from the license, who then is the "issuing officers" referred, and how and where is the license to be presented to him for endorsement?

Meantime licenses had better be issued in the limited form to which I have already referred.

I have, &c.,  
(Signed,) JOSEPH HENSLEY,  
Attorney General.

His Excellency George Dundas, Esq.,  
&c., &c., &c.

To prevent difficulties under licenses already issued, the Canadian Government should be requested to direct their officers to recognize and endorse any licenses already issued, although they are more extensive than they desire. The Canadian Government will, no doubt, accede to this request upon being assured that steps have been taken to prevent any more of such licenses being issued in Prince Edward Island.

(Copy.)

GOVERNMENT HOUSE,  
PRINCE EDWARD ISLAND, 18th June, 1868.

MY LORD,—I have the honor, with reference to my despatch of 8th June, to enclose fishing licenses, which I am now issuing to U. S. vessels.

I have ascertained that the officers commissioned to issue licenses in Nova Scotia have received instructions from the Minister of Marine and Fisheries to endorse the licenses, which they issue, stating that they apply to the waters, and admit to the fisheries round Prince Edward Island.

I have therefore, ordered a similar practice here, and the indorsements are to be signed by the issuing officer.

This does not meet the difficulty raised in Your Lordship's despatch of June 1st. It is perhaps worthy of consideration whether it would not be expedient, that the issuing officers of this island should receive commissions from Your Lordship to indorse for Canadian, and that your officers should receive like commissions from me to endorse for the waters of this Island.

I find that there had not been any licenses of the form to which your Lordship's Government objected in the minute of the 1st June, issued, when I recalled them from the issuing officer.

(Signed,)

I have, &c.

GEORGE DUNDAS,  
Lieutenant Governor.

The Right Honorable, VISCOUNT MONCK.  
&c. &c. &c.

DEPARTMENT OF MARINE and FISHERIES, (Fisheries Branch,)  
OTTAWA, 20th June, 1868.

The Minister of Marine and Fisheries has the honour to report on a despatch from the Lieutenant Governor of Prince Edward Island, dated the 9th instant, requesting further information as to the manner of endorsing on the fishing licenses to foreign vessels granted by His Excellency's Government, their special extension to Canadian waters, as authorized by an Order in Council of 1st instant. The undersigned would observe that the said order provides that the officers instructed by the Government of Prince Edward Island to issue such licenses, should be authorized to endorse thereon, that such licenses would be recognized by the Government of Canada, and that the naval officers in H. M. service should be advised of this and instructed to recognize such endorsements with a view to make them interchangeable. The officers of the Dominion, in accordance with the minute referred to, are instructed to endorse on the licenses issued by them that they apply also to the waters around Prince Edward Island, and they are directed to recognize licenses granted by the Island government and similarly endorsed by their officers appointed by them to issue such licenses, which we agree to recognize as applicable to the waters of Canada.

Should any of the Island officers have issued licenses without endorsement prior to the receipt by the island authorities of the terms of the arrangement the same should be recognized.

Respectfully submitted,  
(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd June, 1868.*

On a memorandum dated 10th June, inst, from the Honorable the Minister of Marine and Fisheries, reporting on a Despatch from the Lieutenant Governor of Prince Edward Island, dated 9th instant, requesting further information as to the manner of endorsing on the fishing licenses to foreign vessels, granted by His Excellency's Government, their special extension to Canadian waters as authorized by an Order in Council of 1st June, instant.

The Minister observes that the said Order provides that the Officers instructed by the Government of Prince Edward Island to issue such licenses should be authorized to endorse thereon that such licenses would be recognized by the Government of Canada, "and that the Naval Officers in H. M. Service should be advised of this and instructed to recognize the endorsements with the view to make them interchangeable."

That the Officers of the Dominion, in accordance with the minutes referred to, are instructed to endorse on the licenses issued by them the fact that they apply also to the waters around Prince Edward Island, and that they are directed to recognize licenses granted by the Island Government and similarly endorsed by their Officers appointed by them to issue such licenses, and which we have agreed to recognize as applicable to the waters of Canada.

He further submits that should any of the Island Officers have issued licenses without endorsement prior to the report by the Island authorities of the terms of the arrangement, the same should be recognized as suggested by H. E. Lieutenant Governor Dundas.

The Committee submit the above recommendations for your Excellency approval.  
Certified.

To the Honorable  
The Minister of Marine and Fisheries,  
&c., &c., &c.

(Signed,) WM. H. LEE,  
Clerk, P. C.

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)

OTTAWA, 27th June, 1868.

With reference to the despatch from Lieutenant Governor Dundas, dated 18th instant, suggesting that special Commissions should be issued to officers in Canada and Prince Edward Island charged with the issue of licenses to foreign fishing vessels, authorizing them to endorse mutually the applicability of such licenses to the respective fisheries of the Dominion and the Island, the undersigned has the honor to report that the Minute in Council of 23rd instant, which fully explains the matter, will render it unnecessary to adopt His Excellency's suggestion.

Respectfully submitted.

(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

(Copy.)

Hon. H. L. Langevin, C. B.,  
Secretary of State, Canada.

OTTAWA, September 14th, 1868.

SIR,—I beg to state for the information of the Government, that during the present season, in consequence of the refusal of the American fishermen, passing through the Strait of Canso, to pay the tonnage dues now exacted, the officers of the customs there have prevented such vessels from having their former business transactions with the merchants and others in that locality, and from landing, refitting, or obtaining supplies there. The effect of this prohibition is that a very lucrative and extensive trade, long enjoyed by my constituents, has been entirely cut off, and has been transferred to Prince Edward Island, where, although there is said to be in force a similar ordinance to our own in relation to tonnage dues, I have still reason to believe that the violation of such ordinance is a matter of daily recurrence, and that in fact the American fishermen on the coasts and in the ports of Prince Edward Island are permitted as ample privileges as they ever enjoyed during the existence of the Reciprocity Treaty.

I need not remind you that the Treaty between Great Britain and the United States, in relation to the Fisheries of British North America, is equally operative on the coasts of Prince Edward Island as it is on the coasts of Nova Scotia, under the facts as I assume them to exist. The knowledge of such being the scope of the Treaty, on the part of my constituents, largely aggravates the very serious damage to which they have been subjected.

Under these circumstances I deem it my duty very respectfully to solicit the attention of the Government to this important subject, and it will be a matter of great gratification to myself and to those on whose behalf I am interested, to learn at as early a day as may be convenient, that steps have been taken by the Government to ascertain the facts in relation to this matter with a view to some practical and beneficial result.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) STEWART CAMPBELL, M. P.,  
Guysborough, N. S.

MEMORANDUM.

Mr. Stewart Campbell, after communication this day with the Honorable the Minister of Marine and Fisheries, begs to submit the following remarks in connection with his letter

of yesterday's date conceived in general terms, and addressed to the Honorable the Secretary of State.

During the continuance of the Reciprocity Treaty, and even during the season of 1867, a very large and lucrative trade and business, extending a distance of 25 miles interiorly from the Strait of Canso, had existed between the merchants and inhabitants of the County of Guysborough and the American fishermen passing through the Strait. This trade and business consisted in the sale to the Americans of very many thousands of barrels manufactured by the people of that County; in the sale of salt, bait and necessary fishing and other supplies, in the storage of the cargoes and materials of such vessels and in the refitting of the same. This trade and business had rendered the Western side of the Strait of Canso (embracing three convenient harbours and forming a portion of the County of Guysborough) the constant resort of American fishing vessels, and a very prosperous and progressive section of the Province.

During the present season, the Department of Customs, through its officers, by a strict construction of the Treaty between Great Britain and the United States, have put a stop to all commercial intercourse between the American fishermen and the constituents of Mr. Campbell, in consequence of the refusal by the former to pay the tonnage dues now exacted from them. The effect of this prohibition has been to transfer to Prince Edward Island the whole of the advantageous trade heretofore subsisting and as a natural consequence a very serious depression at this moment exists in that community.

Mr. Campbell has good reason to believe that the American fishing vessels are now admitted to equally ample privileges in Prince Edward Island as they enjoyed previous to the abrogation of the Reciprocity Treaty, he having been credibly informed that during the present season, notwithstanding the fact of there being in the Island a similar regulation in reference to tonnage dues as exists in the Dominion of Canada, the American fishing vessels do not pay such dues, while they are constantly to be found within the prohibited limits of the coasts of that Island, and carrying on commercial intercourse in the ports and harbors thereof in violation of the Treaty with Great Britain. The Treaty is of course equally operative when licenses are not obtained at Prince Edward Island, as it is on the coasts of Nova Scotia, and the constituents of Mr. Campbell, with the knowledge of this fact, feel as they have reason to feel, much aggrieved by the destruction of their trade under the peculiar circumstances.

Mr. Campbell regrets to be obliged to say that he anticipates considerable commercial embarrassment in the community whose interests he represents, as the consequence of the diversion of the trade in question.

Mr. Campbell would add, that he has also reason to believe that much of the fish landed by the Americans on Prince Edward Island, is in reality British caught fish, while it is exported thence to the United States as fish caught in American bottoms.

Ottawa, 15th September, 1868.

(Copy.)

DEPARTMENT OF MARINE AND FISHERIES,

HALIFAX, NOVA SCOTIA, 15th Sept., 1868

SIR,—I have the honor to enclose copy of a letter just received from Mr. Malcolm McDonald, relative to American vessels shipping their fish in steamers from Canso, without having a license. Mr. Vincent J. Wallace also writes me as follows:—

"American fishermen returning with fares and landing in transit at Port Hawkesbury Cape Breton, *without Licenses*, their cargoes are taken from them in steamers to United States—with this privilege I do not of course expect to be called on for another license."

Will you please instruct me what steps to take in this matter.

When I was at the Strait of Canso a short time since, the merchants then complained that their trade this year had been entirely destroyed, in consequence of the privileges allowed in Prince Edward Island to *unlicensed* American fishermen. These privileges, to which I adverted in a former communication, have, I am credibly informed been increas-

ing every day, and the result to Nova Scotia traders on the shores of the Strait of Canso, has been of the most disastrous character.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed,) H. W. JOHNSTON.

The Hon. P. MITCHELL,  
&c., &c., &c., Ottawa.

(Copy.)

CUSTOM HOUSE,  
HAWKESBURY, 7th Sept., 1868.

SIR,—There are many American vessels coming in here from the Bay to ship their fish by the steamers for Boston. When I do not allow them to do so without a fishing license, they return to Charlottetown where they say they can ship without taking a license. Will you please let me know if I can make any concession in this matter, as I am pressed on the subject by the merchants of this place, who appear to think that it is quite legitimate for the American fishermen to trade with them. Please say if it is desirable to carry out the law strictly.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed,) MALCOLM McDONALD  
Compt.

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 15th September, 1868.

The Minister of Marine and Fisheries to whom has been referred, for Report to Council, the letters of Stewart Campbell, Esq., M. P., of the County of Guysborough, Nova Scotia, under date 14th and 15th instant, in relation to the exercise of privileges by American fishermen, and the construction to be placed upon the Treaty of 1818, begs to report—

That Mr. Campbell alleges, that under the Reciprocity Treaty, a trade of considerable magnitude grew up in the Province of Nova Scotia, and especially in that part of it bordering upon the Straits of Canso, between the people of that Province and American fishermen frequenting our waters; that a considerable market was afforded for the farmers in the supplying of these fishermen; that the manufacture of barrels had sprung up to a great extent along the Straits, giving employment to great numbers of people, and that a large business was done through the local merchants in supplying the American vessels with salt and other outfits for the prosecution of their business; that business practically continued even since the termination of the Treaty until the present year, when, as he alleges, the American vessels were prevented by the Customs Officers from landing, refitting and storing cargoes and supplies, from purchasing barrels, salt and outfits in the Straits, without first taking out licenses, and paying the fee of \$2 per ton, as it was contended that the Treaty of 1818 precluded such privileges, and that the permission to fish or enjoy the privileges not conceded to them by the Treaty could only be enjoyed on such license being obtained. Mr. Campbell alleges that in the neighboring Colony of Prince Edward Island, a different system prevails, and that though they are equally bound by the Treaty referred to, they permit the storing of fish and the landing of bait and supplies, and the purchasing of salt, barrels, and other outfits and materials necessary for the prosecution of the fisheries, whether the masters of these vessels have first taken out a license or not.

Mr. Campbell further alleges that he believes that American fishermen largely supply themselves in the vicinity of the said Island, and within the prohibited limits, with fish caught in British waters, and catch fish and obtain supplies, and in a large majority of cases have no licenses—thus practically evading the terms of the Treaty and enjoying all the rights of Her Majesty's subjects.

He further complains that the effects of such a laxity in the enforcement of the Treaty rights in Prince Edward Island, while they are stringently enforced in Nova Scotia, has had the effect of drawing off a lucrative trade which had sprung up in the Straits of Canso to the ports of that Island.

The undersigned begs respectfully to submit :—

That the rights which the citizens of the United States are entitled to enjoy in relation to the fisheries on the coast of these Provinces, are those only which are granted them by the Convention of 1818.

That this Convention excludes them from any right of fishing within 3 miles of the coast of British America, and that the prescribed distance is to be measured from the headlands or extreme points of land next the sea or the coast, or the entrance of bays or inlets of the coast, and consequently that no rights exist on their part to enter the bays or ports of Nova Scotia for the purpose of fishing, other than for the purpose of getting wood and water, or for the purpose of shelter and repairing damages therein. (See sections 2 and 3 of the Imperial Act 59 Geo. 3, Cap. 38) in the latter part of which it is distinctly stated that they shall enter "*for no other purposes whatever.*"

The concluding part of the Fishery Article of the Convention of 1818 reads thus—

"Provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter, and for repairing damages therein—of purchasing wood and of obtaining water and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby preserved to them."

It may be suggested, however, that though precluded from entering for purposes of fishing, that they may be permitted to exercise the right of entering for purposes of trade. Whether such a claim might be fairly maintained were the vessel purely a trading vessel would depend upon the Treaties between Great Britain and the United States and the usages of nations in such cases; but I presume that no such question could arise here—the vessels in question are alleged to be purely fishing vessels—fitted out as such, and calling into the ports referred to for the purposes of supplying themselves with salt, barrels, stores and provisions for the prosecution of a fishery business, and for landing and storing their catch from time to time, and alleging that they do not want a license to fish as they do not intend to fish within the three miles limit, avowing themselves fishermen; but at the same time declaring that they do not contemplate fishing within the limits. This class of vessels, have no right to enter our ports for other purposes than those of *shelter, repairing damages, purchasing wood, and obtaining water.*

Citizens of the United States have no right conceded them by the Treaty of 1818, to navigate or use the passage or Strait of Canso, and the Queen's Advocate General and Her Majesty's Attorney General of England in 1841, gave the following opinion upon this point :—

"We are of opinion that independently of Treaty, no foreign Country has the right to use or navigate the passage of Canso; and attending to the terms of the Convention relating to the rights of fishing to be enjoyed by the American citizen, we are also of opinion that that Convention did not either expressly or by necessary implication concede any such right of using or navigating the passage in question. We are also of opinion that casting bait to lure fish in the track of any American vessel navigating the passage would constitute a fishing within the negative terms of the Convention."

I would also notice that a letter from the Hon. Edward Cardwell, the Secretary of State for the Colonies to the Lord of the Admiralty, under date 12th April, 1866, in relation to this question of the fisheries, states :—

"The determination of the Reciprocity Treaty, concluded in 1854, between Great Britain and the United States, renews the first article of the Convention of the 20th of October, 1818, with various Imperial and Colonial Acts enumerated in the margin, of which the operation had been suspended during the continuance of the Treaty by the Imperial Act 18 and 19 Vic. Cap. 3, Sec. 1, or otherwise."

The letter referred to goes on to state, amongst other things, that except within certain limits named, American fishermen are not to take, dry or cure fish on or within three miles of the coasts, bays, creeks and harbors of British North America. But they may

enter such bays and harbors *for certain specific purposes*, under such restrictions as may be necessary to prevent abuse by fishing or otherwise; but are forbidden to enter such bays or harbors except *for certain defined purposes*. The letter further states, after referring to Act of Geo. III, and the Merchant Shipping Act, that more extended powers are conferred by the Local Acts of Nova Scotia, New Brunswick and Prince Edward Island on certain officers, sufficient to bring into port any foreign vessel which continues within these waters for twenty-four hours after notice to quit them, and in case she shall have been engaged in fishing to prosecute her to condemnation. It further refers to the wish of Her Majesty's Government, in reference to treatment of American fishermen, in connection with a question of bays and headlands, and that they should not be interfered with, unless found within three miles of the shore; but if found within these limits, should receive the notice to depart, which is contemplated by the laws of Nova Scotia, New Brunswick or Prince Edward Island, if within the waters of one of these Colonies under circumstances of suspicion,—and the letter in concluding states:—

“Her Majesty's Government do not desire that the prohibition to enter British Bays should be generally insisted upon, except when there is reason to apprehend some substantial invasion of British rights. And in particular they do not desire American vessels to be prevented from navigating the Gut of Canso, (from which Her Majesty's Government are advised they might be lawfully excluded), unless it shall appear that this permission is used to the injury of Colonial fishermen, or for other improper objects.”

The undersigned therefore concludes that as it is only by Treaty right that these American fishing vessels have a right to enter Nova Scotia ports, and as that is limited to specific objects, they have no right to exceed them; and the Customs officers were quite within the scope of their jurisdiction in refusing to allow them to enjoy privileges other than those named in the Treaty.

Next it is submitted that the same duties which it devolved on the Customs officers of the Dominion applied equally to those of Prince Edward Island, which latter Colony has, like the Colonies of New Brunswick and Nova Scotia, her own laws, similar in their scope and spirit, and giving ample power to enforce compliance with the terms of the Convention of 1818 above referred to. But it is alleged by Mr. Campbell that they are not equally enforced by the Officers of that Government, and while this enures to the benefit of the Island inasmuch as it attracts the trade, a large share of which Nova Scotia formerly enjoyed, it must be most damaging to certain sections of the latter Province, and if permitted to continue, would be manifestly unjust.

Before dealing with the question of remedy for such an anomalous state of things, the undersigned would respectfully recommend that he be instructed to employ Mr. Campbell personally to proceed to Prince Edward Island and Nova Scotia, and ascertain with accuracy the facts in detail, in relation to the American fishing trade with these Colonies, and report fully on all matters connected therewith, with as little delay as possible.

Respectfully submitted.

P. MITCHELL,  
Minister of Marine and Fisheries.

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*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th September, 1868.*

The Committee have had before them the Memorandum from the Honorable the 14th and 15th September, 1868. Minister of Marine and Fisheries, dated 15th instant, on the subject of the letters of Stewart Campbell, Esq., M. P., for the County of Guysborough, N. S., in relation to the exercise of unauthorized privileges by American fishermen on the coast of Prince Edward Island, and the construction to be placed on the Treaty of 1818, and they concur with the Minister in advising that, before dealing with the question of remedy for the anomalous state of things described in the Memorandum submitted, Mr. Campbell be instructed to proceed to Prince Edward Island and Nova Scotia, and ascertain

with accuracy the facts in detail in relation to the American fishing trade with these Colonies, and report fully on all matters connected therewith, with as little delay as possible.

Certified.

(Signed,)

WM. H. LEE, Clerk., P. C.

To the Honorable,

The Minister of Marine and Fisheries.

&c., &c., &c.

OTTAWA, 16th September, 1868.

(Copy.)

SIR,—With reference to your letter of 14th instant, drawing attention to the fact that, owing to the refusal of American fishermen passing through the Gut of Canso to pay tonnage dues exacted under authority of the Fisheries Act, the lucrative trade formerly carried on there has been entirely cut off and transferred to the Island of Prince Edward, where, it is alleged, they are permitted to land stores and take cargoes in violation of the Convention of 1818, entered into between Her Majesty's Government and the Government of the United States, and of the laws of Prince Edward Island in relation to the enforcement thereof, and contravening the spirit of the arrangement entered upon by the Government of the Dominion and that of Prince Edward Island in relation to the mutual recognition of licenses issued to American fishermen by the Government of that Island and of the Dominion respectively; I beg to request you to make a personal visit to these localities, and ascertain with accuracy and in detail the facts in relation to the United States fishing trade with these Colonies, ascertaining;

1st. The names and tonnage of such vessels as have entered the Ports of Prince Edward Island from the United States during the past three years, and separately the numbers that have visited the Island during the present year;

2nd. How many of those were purely trading vessels; the number of those purely fishing vessels, and the number of those which were of a mixed character of fishing and trading;

3rd. In all cases where you can do so, ascertain the several tonnages and crews of these vessels, with the cargoes;

4th. Ascertain, if possible, how many of those vessels were provided with licenses, and by whom issued, and whether any and what number of these, fished within the three miles limit;

5th. Whether any, and what, American fishing vessels, not having licenses, were permitted to land stores, bait, salt, barrels, tackle and other outfits; or to trade or purchase some or any parts thereof, and whether any of them, after declining to take licenses in the Ports of Nova Scotia afterwards took license, or not in those of said Island;

6th. The nature and value of stores, fish and supplies landed, as well as the value of the fish, barrels and other outfits purchased,—the nature and extent of the damage done to the trade of the Ports of the Gut of Canso, and any other incidental detail which may appear of importance or bearing on the question;

7th. The number of said vessels which came into the Ports of said Island, purely for the purposes permitted by the Treaty of 1818, viz: "*for the purpose of shelter and of repairing damages therein—of purchasing wood and of obtaining water,*" and more particularly during the present season;

8th. Whether any, and what number, of American vessels, stating the tonnage and crews thereof, entered the Straits of Canso during the present year, and so far as you can obtain this information, also get it with regard to the Ports of Nova Scotia;

9th. Note carefully the practical working or application of the Treaty of 1818, or of other laws relating to or affecting American fishermen in British North American waters, and state wherein they differ in the two Colonies referred to, and also whether there is any differences in the local laws of these Colonies, and if so, state what they are;

10th. Ascertain whether any difference exists in the application or enforcement of such laws; and if so, state what effect it has had upon the trade of each Colony, and the nature and extent of the damage done to the trade of each, and whether such difference in the manner of enforcement of existing laws is done under official authority and with their knowledge, or does it arise from exceptional circumstances, and if the latter, state what they are;

11th. You will please ascertain the quantity of fish, caught by American fishermen landed in Prince Edward Island, and transhipped either in American or British bottoms to American Ports, and the relative shipments in each. Also, whether any, and to what extent, fish caught by British subjects and sold to Americans is exported to American markets as American caught fish;

12th. Also, whether American caught fish are forwarded, and to what extent, in steamboats trading from the Ports of the Island, Nova Scotia or New Brunswick to the States, or over the railroads of either Nova Scotia or New Brunswick towards their destination;

13th. You will also please state the best remedy for any or all of the evils which are complained of in relation to the working of the laws, and while reporting fully on all the matters specially herein referred to, you will also get such information, and with as little delay as possible, and report on such other points as you may consider to be connected therewith or have a bearing on this question.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

P. MITCHELL,

Minister of Marine and Fisheries.

Hon. Stewart Campbell,  
Ottawa.

(Copy)

Hon. P. MITCHELL,

Minister of Marine and Fisheries.

GUYSBOROUGH, N. S., FEBRUARY, 2nd, 1869.

SIR,—With reference to your communication of the 16th September last, on the subject of the operation of the license system policy embodied in and intended to be enforced by the provisions of the Act for the regulation of fishing and protection of the fisheries, and the Act respecting fishing by foreign vessels, and also in relation to the fishing trade and business generally, I have the honor to inform you that in accordance with your instructions conveyed to me by that communication, I visited the Island of Prince Edward, and the other localities affected by the subject in the months of October and November last, and I now beg to report the following observations bearing upon the general question. I regret that in doing so, I shall not be able to reply seriatim to the several enquiries propounded by you. The difficulty or rather the impossibility of obtaining in the Island the required information, will I hope be regarded as sufficient apology for such deficiency, and the probably less satisfactory shape which this communication will consequently assume. I trust however that even in its present form, it will not be without some value.

The principal source of inconvenience and grievance on the part of the British traders and subjects generally in the Maritime Provinces, who are connected with the fisheries is to be found in the great change of circumstances brought about by the abrogation of the Reciprocity Treaty. During the existence of that Treaty, the entire freedom with which that branch of industry, represented by the fisheries, was pursued on the part of the subjects of the United States of America on the coasts of the British Provinces, naturally brought these foreigners into most intimate business relations with merchants, traders, and others in many localities of the maritime portion of the Dominion, and especially at and in the vicinity of the Strait of Canso. The great body of the large fleet of American fishermen, numbering several hundred vessels, which annually passed through that Strait to the Gulf of the St. Lawrence in the prosecution of the fisheries, and especially the Mackerel fishery, was invariably in the habit of procuring much of the requisite supplies for the voyage at the several ports in that Strait. The business thus created largely benefited not only those directly engaged in commercial pursuits, but was also of immense advantage to other classes of the inhabitants of several of the adjacent counties of Nova Scotia. The constant demand for, and ready disposal at remunerative prices to the American fishing vessels, of a large quantity of farm produce, and other products of industry in the shape of barrels, hoops, lumber, wood, &c, was at once the character and result of the intercourse which subsisted during the existence of the Reciprocity Treaty. The total exemption from duty of all fish exported from the Maritime Provinces to the markets of the United States was also a boon of inestimable value to the very large class of British subjects directly and

indirectly connected with our fisheries and its resulting trade. This state of things, which was beneficial also in no small degree to the subjects of the United States, undoubtedly created a condition of general prosperity and contentment among the classes of British subjects referred to, such as had never previously existed.

On the termination of the Reciprocity Treaty in 1866, by the Act of the government of the United States, both parties, viz: the subjects of Great Britain and those of the United States were remitted to their respective former status under the terms and provisions of the London Convention of October 20th, 1818, and the several Colonial enactments based on, and in accordance therewith, supplemented by such exceptional rights in favor of foreign fishing vessels as the license system or policy has created and conferred. To that status I beg now to advert. And first with regard to the rights of American fishermen under the convention of 1818, although no small amount of official correspondence and even controversy between Great Britain and the United States has taken place on this subject, particularly previous to the Treaty of Washington, 1854, commonly known as the Reciprocity Treaty, the right of American fishermen to participate in the fisheries on the coasts of British North America are very clearly defined by the latter part of the first article of the Convention of 1818: "And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of His Britannic Majesty's Dominion in America, not included within the above mentioned limits." (The limits here referred to are specified in the same article, and have no application to the matter in hand) "provided however that the American fishermen shall be admitted to enter such bays or harbours for the purpose of shelter, and repairing damages therein, of purchasing wood and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or, in any other manner whatever abusing the privileges hereby reserved to them."

Notwithstanding the just and indisputable construction of the terms of this article by Her Majesty's Government, to the effect that the Government of the United States have thereby renounced the right of fishing not only within three miles of the Colonial shores, but also within three miles of a line drawn across the mouth of any British bay or creek, and although Her Majesty's Government is advised that American vessels engaged in fishing, might be lawfully excluded from navigating the Strait of Canso, yet as I apprehend, it is not the desire of Her Majesty's Government, or of the Government of this Dominion, to either waive or enforce the more extensive but legal construction of the article already cited in the foregoing respects, the policy of granting American subjects the liberty to fish within three miles of the Colonial shores, and the conditions upon which such liberty is to be permitted, became, on this branch of the subject, questions of very serious moment, and entitled to very serious and mature consideration. Upon the first of these points, I think I may assume that both the Imperial and Dominion authorities, entertain no other idea than that of insisting, under any circumstances, upon the absolute right to exclude American fishermen from any free participation in the inshore fisheries. Any other policy would, I conceive, under existing circumstances be unjust and suicidal, particularly in view of the impositions of the United States Government upon British caught fish, and would certainly eventuate in general dissatisfaction of the most aggravated kind. I trust therefore that it is unnecessary to dwell upon this point. Upon the second, viz: The conditions upon which, if permitted, the liberty to fish is to be enjoyed by the subjects of the United States, difference of opinion may no doubt exist, and the character and form of those conditions are of course subject to question. The experience of the past may, in this particular as in others, be a guide for the present. I shall therefore examine the operation of the license system during the last three years, and present the results. In 1866, the tonnage duty under that system was 50 cents per ton. In 1867 was \$1.00 per ton, and in 1868, \$2.00 per ton. In 1866 about eight hundred vessels were engaged in the fisheries of the Gulf and River St. Lawrence, of which number, 454 took out licenses, the aggregate amount of tonnage dues paid by them being \$13,016 85. In Nova Scotia there were 354 licenses issued, the collections on which amounted to \$9,368 50. In Prince Edward Island 89 licenses were taken out, and dues paid to the amount of \$3,339 35. Only 10 licenses were taken out in the late Province

of Canada, the payment on which was \$296. But one was issued in New Brunswick, yielding \$13, and none were granted in Newfoundland.

In 1867, in Canada and New Brunswick no licenses were issued. In Nova Scotia the whole number issued was 269. The amount received therefor was \$13,929. This amount is proportionably greater in consequence of the double rate or \$1 per ton as against 50 cts. per ton in the previous year. The actual diminution in the number of licenses may be regarded as owing in some measure to the practice of giving three warnings to intruders, before enforcing acceptance of license, or making seizure.

In 1868, 49 American fishermen took out licenses in Nova Scotia, the tonnage dues on which at \$2, per ton amounted to \$1,691.50. The diminution in this year of the number of licenses accepted, is attributed to the high rate of the tonnage duty. From personal observation and enquiry I am disposed to charge it to another but additional reason, and that is the exemption from all restrictions practically enjoyed by American fishing vessels at the several ports and on the shores of Prince Edward Island. In this connexion I would submit the very strange and startling fact that only five or six licenses were issued by the Island authorities in the past year. Free fishing upon grounds within the most liberal interpretation of the phrase "prohibited limits" was the rule and not the exception. This unquestionably passive toleration on the part of the Island authorities is certainly quite inconsistent with the arrangements entered into with regard to the mutual adoption of the license system and the exaction of a similar rate of tonnage dues between the Government of the Island, and that of Canada.

On the assumption that the policy of exacting tonnage dues from the American fishermen for the privilege of fishing in British waters, will be continued for the present, the question naturally presents itself, at what amount such exaction should be placed. The statistics of the last three years shew a decided diminution in the acceptance of licenses by the Americans in proportion to the increase of duty payable thereon; and I am strongly of opinion that henceforth it will be extremely difficult, if not impossible, to induce them to accept licenses, unless the dues be placed at the lowest rate yet exacted. I derive this view from personal intercourse with many of the parties concerned; and even in their submission to that rate, I might be disappointed, if the authorities of Prince Edward Island continue practically to encourage the refusal to take licenses from the authorities of the Dominion, by permitting on the shores, within the jurisdiction of that Island, the free fishing to which I have already adverted. There is, I am aware, a considerable class of persons, who advocate a continuance of the present high, or even a higher rate of duty as the condition of license. But it must be borne in mind that in the present state of this question a high rate of duty means efficient protection and its accompanying expense. Without that efficient protection, licenses at any rate, exceeding a nominal amount, and I consider 50 cents per ton to be an amount of that character, will not be accepted. And this brings me to the consideration of the nature and character of such protection. I would be the last man to utter a word or write a line that could be construed as a matter of reproach towards the Imperial naval authorities, in respect of their services on this point, but the facts of the case compel me to say that I cannot regard with favor the present system of the protection of the fisheries. The inefficiency of the protection now afforded may be attributed to two causes. In the first place, Her Majesty's ships are sent on this service at too late a period in the fishing season. It is during the months preceding the fall of the year that their presence on the fishing grounds is most required. Later in the season the fish resort to deeper water, and are to be found outside of the prohibited limits. Protection therefore is not then necessary. As an illustration of the habits of the fish, as well as of the necessity of the vessels engaged in the protection of the fisheries being on the ground at an earlier period, I may mention that I was credibly informed, when at Georgetown, Prince Edward Island, by an eye witness of the fact, that in the month of August last an entire fleet of about 100 sail of American fishermen had actually and very successfully fished for several days, without interruption, in the land-wash near Rustico, on the North side of the Island, of course to the great insult and detriment of British subjects residing there. I was also given to understand that Her Majesty's ships *Niger* and *Barra-coutta*, detailed as the protective force during the last season, did not reach the shores of Cape Breton and Prince Edward Island until the beginning of the month of October. In the second place, the vessels ordinarily employed on this service are of considerable size

and being steamers, their approach is readily discerned by actual intruders and thus time is afforded for escape. It is a remarkable fact that not a single seizure has been made during the season.

The conclusions suggested by the foregoing state of facts are very intelligible. If the present high or any higher rate of tonnage dues is to be continued, and in view of the hostility which such exactions will undoubtedly induce, the water police to be provided, must be of corresponding power of control, and perfect good faith, material aid and activity on the part of the authorities of Prince Edward Island must be demanded. As I have already intimated, the force now provided seems of a character ill-calculated to answer the purpose for which it is designed. Upon a careful consideration of the subject, and having conferred with many persons whose opinions are entitled to weight, I am led to entertain the opinion that the aid of H. M. ships of the class now used might to some extent be dispensed with. A single vessel of war discreetly stationed in the vicinity of the principal fishing grounds, say alternately at Port Hood, Cape Breton, and George Town, Prince Edward Island, and perhaps an additional port to the north-ward of the Island, from the first of July to the tenth of November, would be sufficient, if in connexion with her and subject to proper communication with her Commander, four or five fast-sailing schooners of similar size and appearance to the ordinary class of American fishing vessels, with a commissioned officer, and sufficient crew, and duly armed. were appointed to cruise during the above mentioned period within the points embracing the fishery rights of the Dominion. The expense of such a force is easy of ascertainment, and it would no doubt be considerable. This however would be met to some fair extent by the revenue from dues, and possibly by a share of seizures. This suggestion is predicated upon the exaction of what may be termed a high rate of tonnage dues. If on the other hand the nominal rate of 50 cents per ton as hereinbefore stated, and which is more as an explicit acknowledgment of our right than as an equivalent for the privileges conceded, be sanctioned. I feel well assured that although the revenue derived would be of smaller amount, yet the force necessary to ensure its collection might be of a very inferior, and consequently less expensive description, while the national bitterness which this question is daily engendering, would be largely averted.

And here I may offer some observations as to what in my judgment would be the probable effects of dealing with the American fishermen in the more liberal spirit of cheap licenses. In a former part of this communication I have referred to the active and advantageous business relations subsisting between them and the merchants, traders, and others, in the Eastern Counties of Nova Scotia, and particularly at the Strait of Canso, during the existence of the Reciprocity Treaty, and pointed out the very prosperous condition of our own people during that period. Much depression has prevailed since its abrogation, caused principally by the exaction of a higher rate of tonnage dues, which has induced the Americans to transfer their former business relations to Prince Edward Island, where the terms of the Convention of 1818 are practically permitted to be unrecognized. The suggestion I have offered with regard to the imposition of a nominal duty of 50 cents, seems to me if adopted as well calculated to restore to the sections of Nova Scotia referred to, much of their former prosperity and consequent contentment. I firmly believe that licenses at that rate will be generally if not universally accepted. The liberty to use our ports as a consequence of such acceptance of licenses, will be again embraced. The transfer of their trade to Prince Edward Island will be checked, if not abandoned. The Americans will use the more convenient ports of the Strait of Canso. Their cargoes will be landed and stored there, while if they desire to ship the same to their own home markets, facility to do so by steamers which pass through the Strait of Canso weekly will be at hand. And I feel convinced that a marked improvement in our trade and business generally would be the immediate result.

There is another branch of the general subject on which I take the opportunity to remark, and that is the probability of a large amount of American caught fish being forwarded as British caught fish to Ports in the United States by steamboats trading from British Ports and particularly from Ports in Prince Edward Island. There is an obvious difficulty in obtaining accurate information on this point. The records of the Custom Houses in the United States would be the only means of arriving at just conclusions in the matter. I may however, give an extract of a letter received from a merchant of standing, residing at St. John, N. B., which throws some light upon the state of the case. It

is dated 4th December, 1868. The writer says, "I fear the Bostonians are doing a large illicit trade in British caught mackerel in Prince Edward Island. There have been large quantities passing through here this season, principally Prince Edward Island brand. I learn that they are forwarded by an American, who is carrying on a shore fishery at the Island in small boats, and in addition, buys all he can get, and is allowed by the authorities at Washington, to enter his fish as American caught, he being an American citizen. The shipments have been from 200 to 300 barrels by each boat semi-weekly since I came here, up to last week, and as I am told, was going on for some time before. I presume they will amount in the aggregate to some 4000 or 5000 barrels for the season by this route. They arrive here by railway from Shediac, and likely the same parties are shipping by the Charlottetown, Halifax and Boston line also. This may lessen your Bay fares, as many of that catch may be purchased by them, and entered free of duty at Boston."

The foregoing seems to embrace the principal points of enquiry suggested by your communication and instructions, and I trust that the same will be acceptable to the Department and the Government.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed,) STEWART CAMPBELL,

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)  
OTTAWA, 3rd October, 1868.

The Minister of Marine and Fisheries has the honor to bring under the notice of the Privy Council, that the information he has received from Nova Scotia leads him to believe that the steps taken to enforce the payment of the tonnage dues chargeable on American fishermen are quite inadequate to the requirements of that service.

A recent communication from Port Hood alleges that about three hundred American fishing vessels were in that port about the 28th ult., and that not one in twenty had licenses, and that there was no cruiser or cutter on the coast.

The undersigned would respectfully suggest that the attention of His Excellency, the Governor General be called to the facts above stated, with the view of securing for this great source of national wealth the more active services of Her Majesty's cruisers engaged on the North American Station.

Respectfully submitted,  
(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 9th October, 1868.*

On a memorandum dated 3rd instant, from the Honorable the Minister of Marine and Fisheries, stating that the information he has received from Nova Scotia leads him to believe that the steps taken to enforce payment of the tonnage dues chargeable on American fishing vessels are quite inadequate to the requirements of the service.

That a recent communication from Port Hood alleges that about 300 American fishing vessels were in that port about the 28th ultimo, and that not one in twenty had licenses, and that there was no cruiser or cutter on the coast.

He therefore suggests that the attention of Your Excellency be given to the facts stated, with a view of securing to this great source of national wealth the more active services of H. M. cruisers engaged on the North American Stations.

The Committee concur in the Report of the Minister of Marine and Fisheries, and submit the same for Your Excellency's approval.

Certified.

(Signed,) WM. H. LEE, Clerk, P. C.

To the Honorable  
The Minister of Marine and Fisheries,  
&c., &c., &c.

(Copy.) DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch),  
OTTAWA, 9th November, 1868.

In connection with the unsettled state of the Fishery Question between Great Britain and the United States, the Minister of Marine and Fisheries desires respectfully to draw the attention of the Governor General in Council to certain anomalous features of the present system of granting licenses to American fishing vessels.

When it was at first suggested that at least some formal recognition of the just and reasonable claims of the British North American Colonies, to exclusive rights of fishery within the limits described in the Convention of 1818, should be exacted, the Canadian Government perceived that the situation of the inshore fishings around Prince Edward Island and the exceptional position of that colony as regards the other confederated colonies, must necessarily occasion new difficulties in carrying out the desired policy; and that any system not under uniform control would operate to the relative disadvantage of the other provinces forming the confederation. This was felt to be the case not merely in a pecuniary but likewise in a political sense. The proposal, however, that interchangeable licenses should be issued by the respective governments was acquiesced in by Canada, as well in deference to the proposed arrangement of a complicated and urgent dispute, as in view of the expressly temporary nature of the system. But this system has now extended over three years, instead of being confined to the current season of 1866, as it was then stipulated should be the limits of its duration. And owing to the practice of mutually recognizing licenses issued, the chief political burden of such renewed policy, and the whole provincial cost of applying and enforcing the system, have devolved on the united provinces, while a very large share of the license fees collected has accrued to Prince Edward Island. These results appear in some degree an aggravation of injury borne by the Dominion from the continued admission of foreign fishermen and vessels into colonial waters on merely nominal terms, whilst the produce of Canadian fisheries still competes in the United States markets on most disadvantageous conditions with fish caught by Americans on the same fishing grounds.

The undersigned having already brought this particular subject under notice, begs reference to the Minute of Council adopted thereon, the 22nd of May last.

Another anomaly arising out of the licensing system has developed itself in the course of the fishing season of 1868, and forms the subject of a report on the 15th of September last, to which the Minister has now the honor to revert.

It is therein stated that a very considerable trade, which formerly existed among the crews of American fishing vessels and the merchants at several of the ports of Nova Scotia, to which they resorted in great numbers, has latterly become diverted to Prince Edward Island; and that such diversion occurs through facilities afforded by the Island authorities to United States citizens, to fish and land and trade there without first obtaining fishing licenses, such as are required at Nova Scotian ports, in conformity with the laws and the system adopted under the existing Treaty with Great Britain. Although these vessels are prohibited by the Imperial and Provincial Statutes, and by the Convention of 1818, from entering British harbors for any other purposes than shelter, or to repair damages and to purchase wood and water, the masters are there allowed to procure supplies, to store fish, and bait, buy salt, barrels and other materials necessary for fishing operations, without any interference on the part of the Island officials; all of which is in violation of the Customs laws, and at variance with the letter and spirit of the Treaty by which they are equally bound with the officers and inhabitants of the other provinces. In addition to which evasive privileges United States vessels (unlicensed) are also permitted to transfer their cargoes at Prince Edward Island to foreign steamers, and to include quantities of fish captured by and purchased from the Island fishermen,—thus exempting them from duties levied on fish caught and marketed by the other colonists. The actual gain from this mode of dealing with the crews and owners of United States fishing vessels, and the requisite establishment of business firms and agencies at the Island, together with minor benefits of local trade, doubtless prove more than an equivalent to the aggregate amount of small tonnage fees which might be derived through strict enforcement of the laws and the system in force under the treaty.

The undersigned perceives that were the revenue officers who are stationed at these ports of Nova Scotia, to avail themselves of the auxiliary means afforded by the Customs Acts, to



enforce, under pain of direct seizure and confiscation, the acceptance of licenses, notwithstanding any professed intention to resort to Prince Edward Island to procure licenses—which are not there required of them,—the evil complained of might in a measure be remedied. These officers have (under instructions) refrained from such legitimate action because of an anxious desire to avoid every possible risk of collision, and bearing in mind the particular wish expressed by the Colonial Secretary's despatch of 12th April, 1866, respecting the free navigation of the Gut of Canso by American vessels.

There can be no doubt that the laxity and connivance of the authorities of Prince Edward Island are calculated practically to defeat the Imperial measures devised for the protection of our fisheries, and they certainly thwart the endeavors of the Canadian Executive to give effect to the very moderate and conciliatory views of Her Majesty's Government. It is, moreover, peculiarly unfortunate that any such grievance as the diversion of an active portion of local trade should at this time be superadded to the feeling of discontent in Nova Scotia, particularly as it seems closely related to the insufficiency of naval assistance referred to in the Minute of Council dated 9th of October last. In the present temper of that province an injury of this kind is naturally ascribed to the policy and action of the Dominion Government, instead of being attributed to the peculiar conduct of Prince Edward Island.

It is quite obvious from recent events, that influential parties in the United States are seeking to take advantage of, as well as to encourage the isolation of that Province, and by tempting inducements to the fishing and other interests there designed to react upon the fishing populations of the adjacent provinces, may much embarrass any future disposal of the fishery question.

Under all of these circumstances it seems highly important, that, if the system of licensing American fishing vessels is to be again renewed, the whole administration of it should be placed under control of the Government of Canada. Otherwise it will be absolutely necessary, should the license system continue, to compel the masters of foreign fishing vessels to provide themselves with licenses on entering the Gut of Canso, or upon touching in their course at any of the ports of Nova Scotia. It is, however, questionable whether such system of licensing, adopted as a temporary expedient on the termination of the Reciprocity Treaty, should be further continued since its past continuance has not led to any desirable results.

The undersigned recommends that advantage be taken of the presence in England of Sir Geo. E. Cartier and the Honorable Mr. Macdougall, C. B., to make this the subject of personal conference with the Secretary of State for the Colonies.

The Minister having prepared and furnished directions to Stewart Campbell, Esq., M. P., of Guysborough, Nova Scotia, in accordance with the Minute of Council dated 18th September last, to ascertain accurately the facts in detail of the American fishing business and trade at the various sea-ports of Prince Edward Island and Nova Scotia, and their relation to the licensing system, that gentleman is still engaged in making such enquiries, and so soon as his report shall be received it may be found necessary again to refer to the subject.

The whole respectfully submitted.

P. MITCHELL,  
Minister of Marine and Fisheries.

(Copy.)

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch),  
Ottawa, 10th November, 1868.

The undersigned desires to bring under the notice of the Governor General in Council the still unsettled and very unsatisfactory state of the fishery question between Great Britain and the United States, and respectfully suggests that the attention of Her Majesty's Government be again called to the same.

An opportunity is at present afforded by the presence in England of Sir Geo. E. Cartier and the Hon. Mr. Macdougall, C. B., to make this question the subject of personal conference with the Secretary of State for the Colonies, with a view to the timely adoption of some permanent and satisfactory policy.

It will be recollected that the irritating and critical discussions on this important question, which for several preceding years had engaged the anxious attention of the two governments, were put in abeyance by the Reciprocity Treaty of 1854. The concession of free access for American fishermen and fishing vessels to the inshore fisheries of British North America formed an essential and valuable element in such compact. That treaty, fraught with commercial advantages to the United States and Canada, and promotive of mutual friendship and prosperity between Great Britain and America, was (for somewhat equivocal reasons) voluntarily determined by the latter power. Through this abrupt termination of a measure involving the arrangement of serious and protracted disputes, those difficulties became revived, which, prior to the treaty, had exposed both nations to constant political anxiety and subjected them to great public expense. It was hoped that this action on the part of the United States—resulting apparently from causes less potent and enduring than considerations of international peace and business relations of a liberal and profitable character—would, after a short period of reflection, undergo some revision more or less favorable to resumed intercourse. In such hope the Government of Canada, with the concurrence of the mother country—both being actuated by an earnest spirit of conciliation and liberality—sought out and adopted a plan to effect the admission, in an authorized form, of United States citizens to fish along the shores of these colonies, and thus avoid the danger and vexations which must necessarily attend a practical revival of differences amongst the fishermen of both countries. The formal expedient of exacting season licenses from these foreign vessels, admitting them for the time being to fishing privileges identical with those enjoyed under the late convention, and on merely nominal terms, was thus in operation early in the same year during which the treaty had been abrogated by the American Government. It was deemed necessary, however, to stipulate that the system so devised should be limited to the current year; and in the various communications which have passed between the British and United States authorities, this limitation has been coupled with the expression of a hope that, in the meantime, such temporary arrangement might be superseded by return to the policy of reciprocal free trade, and the restoration of that commercial freedom and unrestricted fishing which heretofore existed. During three successive seasons the same system has been continued. It was each year renewed with manifest reluctance, attended as it has been by considerable loss and many inconveniences, occasioning impatient acquiescence on the part of the Maritime Provinces.

This burdensome continuance of a system originated as an amicable concession towards the neighboring States does not seem to have met with the slightest appreciation. The sole practical effect of it has been to admit foreigners to a free use of our fisheries, whilst imposing on the Imperial and Provincial Governments the material expense of regulating such foreign participation in lucrative advantages, and incurring the cost of protecting British subjects in the concurrent use of privileges exclusively theirs by the laws and usages of civilized nations, and at the same time guarding their own fishing grounds against substantial injury by American fishermen.

Under all of these circumstances it is respectfully but earnestly submitted whether the system of licensing United States fishing vessels, avowedly a provisional one, and implying no principle, should now be absolutely discontinued, and that it shall in future give place to a definite policy of exclusion, agreeable to colonial interests and consistent with national dignity and rights.

The Minister need not in this connection enlarge upon the vital and vast importance to the Dominion of Canada of a strict maintenance of those principles of Maritime jurisdiction and rights of fishery derivable from the parent state. Immense as is the intrinsic value of the exhaustless fisheries, which form so large a portion of our material resources, their rightful control and exclusive use possess a peculiar value and significance intimately connected with the new condition and prospects of this country. The actual situation and future development of these inshore fisheries acquire if possible additional importance from the selection of a sea-board line of railway connecting the hitherto separated Provinces of the British North American Confederation.

Reference is requested to Minutes of Council, dated 23rd of May 1866, and 27th February, 1868.

The whole, nevertheless, respectfully submitted.

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

(Copy.)

OTTAWA, 3rd March, 1869.

Telegram to W. H. Venning,  
Inspector of Fisheries,  
St. John, New Brunswick.

Newspaper telegrams say United States fishermen and vessels trespass on Canadian inshore fishings around islands in Passamaquoddy Bay, and elsewhere along that coast, interfering with and injuring Canadian fishermen. If clearly within Canada waters and doing substantial injury to native fishermen, and that there exists thereabouts no mutual toleration between neighbors regarding fishing and fish-trade, such as makes invasion of exclusive rights practically of no serious concern, two courses are open: either warn them off, and seize in default of removal, or compel them to take and pay for licenses,—both recourses being provided for by the *Fisheries Act*. Visit the locality, satisfy yourself with certainty of the facts and limits, and see what is best to do. Report by telegram before taking decided action.

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

(Copy.)

FISHERIES OFFICE, ST. JOHN, NEW BRUNSWICK,  
6th March, 1869.

Hon. P. Mitchell,

Minister of Marine and Fisheries.

SIR,—With reference to your telegram of the 3rd instant, alluding to the encroachments of American Fishermen in Passamaquoddy Bay, Lepreaux Harbour, and the Bays and Harbours intervening between them on the South-Western Coast of New Brunswick, and directing me to visit the localities, and ascertain the facts, I have the honor to report:—

That the fishing season was over, and, the vessels had left the coast previous to the receipt of your instructions, but I immediately proceeded to collect the most reliable information regarding the subject, which I now transmit for your consideration.

In consequence of the protection which has, for the last three years, been enforced on the spawning ground at the Southern head of Grand Manan, the shoals of herring have been immense the last winter, and have attracted unprecedented numbers of various kinds of deep sea fishes, whose principal food consists of herrings, and other small fish.

The fishing on the coast, and in the numerous harbors and inlets having been unusually good, large numbers of American vessels frequented our waters. These consist of two classes, viz.: fishermen and traders,—the former catch all they can, and buy all they can; the latter buy from the shore people all their fish, paying in cash or goods at their own prices. As far as I can learn these vessels never make entry at the Customs, never pay tonnage dues, nor any duties on the goods brought for the prosecution of their trade.

This is nothing unusual,—the system has been pursued for years, and was formerly considered by the settlers and inhabitants rather an advantage than otherwise, for it gave them a ready market for their fish, and supplied them with goods at a cheaper rate than our dealers, who paid Customs' duties, could furnish them.

This winter, however, the number of American vessels attracted to this fishery was more than usually numerous; in some localities, such as New River, Lepreaux and St. George Harbors there were sometimes from thirty to forty, and took up so much room that our fishermen were comparatively crowded out, and made complaints to the local authorities. These complaints did not reach me until near the close of the fishing season, consequently I was unable to take any steps to remove the evils complained of. I am credibly informed that the captains of these vessels, when warned off by the local authorities, refused to leave, asserting that they would occupy the ground till forcibly driven off.

The Overseer of the County resides at too great a distance to be applied to in an emergency of this kind, and I would strongly recommend the appointment of a competent intelligent man, with magisterial power, as Overseer for the Eastern District of Charlotte County, comprising the Parishes of St. George, Pemfield, and Lepreaux, with Local Wardens in the several parishes to act under his directions. This officer should have power to swear in a boat's crew, in cases of emergency, and take such steps as the exigencies of the case might demand.

As the duty is a responsible and highly important one, a first-class man in point of intelligence and judgment will be required, and I will take the earliest opportunity of consulting with John Bolton, Esq., M. P., of the County, as to the selection of a suitable man for the office of Overseer of the Eastern District, and suitable men for the office of Local Wardens, the result of which consultation will be reported to you without loss of time.

Respectfully submitted.

(Signed,) W. H. VENNING,  
Inspector of Fisheries for New Brunswick and Nova Scotia.

"ROYAL ALFRED,"  
Bermuda, 5th March, 1869.

SIR,—I have the honor to acquaint your Excellency that I have directed Commodore Phillimore, the Senior Officer at Jamaica, to send to Bermuda, the "Niobe," "Royalist," "Dart" and "Mullet," which vessels I propose to employ in the ensuing summer for the protection of the Fisheries in Newfoundland and the Gulf of St. Lawrence.

I have also ordered the "Phœbe," Frigate, Captain Bythesed, to rejoin my flag at this Island from Barbadoes, and she will be ready to proceed to Quebec on the opening of the navigation, should the Lords Commissioners of the Admiralty desire me to afford a vessel of War of her class to that part of my command.

The "Minstrel" Gunboat will also be stationed on the Northern Division.

I shall be glad if your Excellency will inform me at your earliest convenience if these arrangements meet your wishes, and any information your Excellency may be able to afford me in reference to the state of the fishery question with the United States, will be of service to me in framing my instructions to the Cruisers.

The "Britomart" Gunboat now employed in the West Indies, might come to the Northward if actually necessary, though her services, on account of the disturbed state of Hayti and Cuba, are useful in the South.

I have, &c.,  
(Signed,) RODNEY MUNDY,  
Vice-Admiral.

His Excellency,

The Right Honorable, Sir JOHN YOUNG, Bart., G. C. B.  
&c., &c., &c.

(Copy,)

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)  
Ottawa, 29th April, 1869.

The undersigned has the honor to recommend to the Governor General in Privy Council, that under section one of the Statute passed during last Parliament, and entitled, "*An Act respecting Fishing by Foreign Vessels*," he be authorized to continue the granting of fishing licenses, for the year 1869, to foreign fishing vessels, admitting foreign fishermen to fish, and dry and cure fish in Canadian waters within the limits described in the aforesaid section, at the same rate of two dollars per ton measurement, as was adopted for the past year.

With a view to render more effectual the system of licensing thus temporarily continued for the current year, it is recommended that the Naval Officers in command of Her Majesty's vessels, and also the Fishery Officers and others engaged in the service of protecting the fisheries of Canada, or charged with the duty of issuing such licenses, be in-

structed to discontinue the practice of giving foreign fishing vessels "three warnings" before either enforcing the acceptance of licenses, or being compelled to depart from the in-shore fishing grounds under pain of seizure, and that a single warning during the whole season, and the lapse of twenty-four hours, shall be allowed, as provided in the second section of the above recited Act.

Also that commissioned officers (or some competent persons specially deputed therefor) on board of Her Majesty's ships employed on the service of protecting the fisheries, be empowered to grant licenses to United States fishing vessels, whenever and wheresoever they shall be met with, and may be required to procure the same, for which purpose a supply of blank licenses, duly stamped, should be furnished through the Admiral for distribution among the officers, or persons, so authorized to grant them and receive the fees payable thereon for remittance to this department.

As it may be necessary again to recognize, interchangeably, the licenses issued by Canada and Prince Edward Island, occasion should be taken to direct the attention of the authorities of that Province to the laxity and evasion which have existed in respect of requiring foreign vessels, frequenting the Island harbors and fishing stations, to be provided with licenses. Reference is requested to reports on this subject, dated 15th September and 9th November last.

In addition to the services of the government vessels "La Canadienne" and "Druid," it is necessary to employ boats' crews at Ports Hood, Mulgrave, Digby, and Westport, in Nova Scotia, L'Etang Harbor, West Isles, Miscou, Fox Island (Miramichi), in New Brunswick; either at the Magdalen Islands or Chaleur Bay, in Quebec. Arrangements may be made for these crews to act under the general direction of the officers in command of the government vessels, and to receive further directions and aid in case of need from Her Majesty's ships. If practicable they would also be placed under charge of some of the local fishery overseers, who could be supplied with licenses for ensuing to any foreign vessel, to the owner of which the alternative of seizure or acceptance might be afforded, after the prescribed notice, by any of Her Majesty's commissioned officers, or Canadian officers in command of vessels (others than the boats referred to) engaged in protecting the fisheries, to whom such refusal shall be reported. This plan would be at once more efficient and economical than to adopt the suggestions already made by Admiral Mundy, and referred to in a report from this Department of 22nd May last, to employ several small sailing vessels, to cruise along various parts of the coasts. Should another suggestion however, offered in the Admiral's despatches of last year be now adopted—namely, to allow boats from Her Majesty's cruisers to move about in the vicinity of their ships and detect foreigners fishing without licenses—the system would be materially improved, particularly if the officer in charge, or some other person on board, be ready to issue licenses.

The estimates for the fisheries service, during the latter part of the year ending 30th June next, and the first half of the ensuing financial year from July to 31st December, not having made any provision for these additional expenses, the funds which it is intended to provide for the year from the 1st July, 1869 to the 30th June, 1870, being also very limited, it will be necessary now to supplement them, in order to give effect to the recommendations herein submitted, at least to the extent of enforcing the system throughout the summer and autumn months. A further sum of at least \$3,200 would be required.

The Minister further submits that it may prove desirable to make use of either of the Provincial steamers, when not otherwise indispensably occupied during the fall mackerel fishery, in conjunction with the other vessels employed; but this would be done only in case of absolute necessity, and can, it is believed, be effected without material expense except for coal, and by economizing closely the funds obtained for maintaining the steamers.

The whole respectfully submitted.

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 29th April, 1869.*

The Committee have had under consideration the memorandum, dated 29th April 1869, from the Honorable the Minister of Marine and Fisheries, submitting for Your Excellency's ap-

proval, certain recommendations on the subject of licensing foreign vessels to fish in Canadian waters, and suggesting the measures which he considers it expedient to adopt in order to secure a better observance by such vessels of the regulations established in reference thereto, and requesting a further appropriation for the current year of \$3,200, to enable him to give effect to the recommendations submitted.

The Committee advise that the recommendations contained in the said memorandum be approved and acted on.

Certified.

(Signed,)

WM. H. LEE.  
Clerk, Privy Council.

To the Honorable  
The Minister of Marine, and Fisheries,  
&c. &c. &c.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th May, 1869.*

On the recommendation of the Honorable the Minister of Marine and Fisheries, the Committee advise that the form of notice to foreign vessels employed in fishing in Canadian waters be approved and published, and that it be disseminated in such manner as the Minister shall direct.

Certified.

(Signed,)

WM. H. LEE.  
Clerk. P. C.

To the Honorable,  
The Minister of Marine, and Fisheries,  
&c. &c. &c.

## DOMINION OF CANADA.

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,)  
OTTAWA, 1st May, 1869.

*PUBLIC NOTICE and the attention of Foreign Fishermen is hereby drawn to the provisions of an Act of the Parliament of Canada entitled:*

"An Act respecting Fishing by Foreign Vessels," which renders liable to seizure and confiscation any foreign ship, vessel or boat found fishing, or preparing to fish, or having fished (in British Waters,) within three marine miles of any of the coasts, bays, creeks, or harbors, whatever, of Canada, and (as affects United States ships, vessels or boats,) not included within the limits specified and described in the first article of the Convention of 1818, unless provided with a license.

Licenses may be had, on payment at the rate of \$2 per ton measurement as follows:

On board the Government Armed Schooner "La Canadienne," in the Gulf and River St. Lawrence, through Napoléon Lavoie, Esq., in command;

On board the Government Armed Steamer "Druid," on the coasts of Nova Scotia, New Brunswick, and Quebec, through Capt. P. A. Scott, R. N. in command;

ALSO

At the Marine and Fisheries Office, Halifax, N. S., through H. W. Johnston, Esq.;

At the Fisheries Office, St. John, N. B., through W. H. Venning, Esq.;

AND

At Port Hood, Cape Breton, N. S., through the Customs Officer, E. D. Tremain, Esq.;

At Port Mulgrave, N. S., through the Customs Officer, V. J. Wallace, Esq.;

At Port Hawksbury, N. S., through the Customs Officer, Malcolm McDonald, Esq.;

At Cape Canso, N. S., through the Customs Officer, Wm. Bigelow, Esq.;

At Pictou, N. S., through the Customs Officer, D. McCullough, Esq.;

At Port Digby (Bay of Fundy) N. S., through the Customs Officer, Bottsford Viets, Esq.;

At Westport, (Bay of Fundy) N. S., through the Customs Officer, B. H. Ruggles Esq. ;

At Grand Manan Island, (Bay of Fundy) N. B., through the Local Fishery Overseer, W. B. McLaughlin, Esq. ;

At St. Andrews (Passamaquoddy Bay) N. B., through the Customs Officer, J. H. Whitlock, Esq. ;

At West Isles, (Passamaquoddy Bay) N. B., through the Customs Officer, J. R. Dixon, Esq. ;

At Beaver Harbor, (Bay of Fundy) N.B., through the Local Fishery Overseer, Leonard Best, Esq. ;

At Shippegan Island, N. B., through the Customs Officer, P. J. N. Dumaresq, Esq. ;

At Miscou, N. B., through the Officer in charge of the boat's crew ;

At Fox Island, (Miramichi) N.B., through the Officer in charge of the boat's crew ;

At New Carlisle, (Chaleur Bay) Quebec, through the Customs Officer, John Fraser, Esq. ;

At Percé, Quebec, through the Fishery Overseer, P. Vibert, Esq. ;

At Gaspé Basin, Quebec, through the Customs Officer, J. C. Belleau, Esq. ;

At Amherst, (Magdalen Islands) through the Officer in charge of the boat's crew, and through the Customs Officer, J. J. Fox, Esq.

P. MITCHELL,  
Minister of Marine, and Fisheries.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th May, 1869.*

On the recommendation of the Honorable the Minister of Marine and Fisheries, the Committee advise that the accompanying draft of "Special Instructions" which he proposes to issue to the officers in command of the Government vessels "La Canadienne" and "Druid" employed in the fisheries service, be approved by Your Excellency.

Certified.

(Signed,) WM. H. LEE, Clerk. P. C.

The Honorable

The Minister of Marine and Fisheries,

&c. &c. &c.,

## DOMINION OF CANADA.

*SPECIAL INSTRUCTIONS to the Officers commanding the Government Vessels "La Canadienne" and "Druid," engaged in protecting the Fisheries of Canada.*

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch.)

Ottawa, 1st May, 1869.

SIR,—The Government having decided to continue the system of granting Licenses to foreign fishing vessels, for the year 1869, admitting foreign fishermen to fish and dry and cure fish in Canadian Waters, and land upon the coasts of Canada for the purposes of curing fish and drying their nets, certain special directions for your guidance during the ensuing season, in addition to the ordinary instructions for protecting the Fisheries in the Gulf and River St. Lawrence, are thus made necessary.

This issue of Licenses takes place under the provisions of the *Act respecting Fishing by Foreign Vessels* (31 Vic. cap. 61), copies of which are herewith ; and your particular attention is directed to the several provisions of said statute affecting the powers and proceedings therein prescribed.

Blank Licenses to the number of ———, numbered from ——— to ———, both numbers inclusive, dated at Ottawa, the 30th day of April, 1869, and signed by me, are enclosed for your use. Each License issued must be filled up with the name of the vessel, of what place, name of master, number of crew, and tonnage, and countersigned by you. A full registry thereof should be kept, and these particulars form part of your returns. Also

note the actual date of delivery of each License. Returns of the Licenses granted shall be made at the close of the season, in the form of the accompanying blank statements.

In addition to issuing Licenses through you, and through the Customs Officers at Ports Hood, Mulgrave, Plaister Cove, Hawkesbury, Ship Harbor, Pictou, Cape Canso, Digby and Westport, in Nova Scotia; West Isles, St. Andrews, L'Etang and Shippegan, in New Brunswick; Amherst, Port Daniel, Paspebiac, New Carlisle, Gaspé, and Percé in Quebec,—the Department purposes to employ efficient boats' crews of from four to six men, each under the control of a Fishery Overseers, of the location of which you will be duly informed. These will be subject generally to your direction, and also receive instructions and aid in case of need from commissioned officers belonging to Her Majesty's ships. They will be furnished from here with blank forms of Licenses to be offered to foreign fishing vessels not otherwise provided, and will report to you, or some of Her Majesty's Officers, any refusal to accept the same, and whatever trespass may have been committed; but boats' crews are not authorized to capture or seize any vessel.

Licenses are mutually interchangeable with those issued for fishing in the waters of Prince Edward Island by the Government of that Province, for the current season only. Keep separate entries of the different foreign vessels holding such Licenses, and report where they are found, and in what branch of the fishery they are at the time engaged.

Although the above named Acts and the License system apply to all foreign vessels and fishermen, it is probable that in practice American vessels and Fishermen chiefly will be concerned. Therefore it is requisite for you to be more especially informed of the relation of United States citizens to fishing privileges in the waters of Canada, as well of a common and concurrent nature, as those of an exclusively Canadian character.

The terms of the First Article of the Convention of the 20th October, 1818, between Great Britain and the United States, has since the expiry of the Reciprocity Treaty governed the participation of American fishermen in the Gulf and Labrador fisheries.

1. United States fishermen may exercise the liberty of fishing in common with British subjects along that part of the coast of Canada extending from Mount Joly, near the River Grande Natashquan, to the easterly limit of Canada, at Blanc Sablon Bay, and at the Magdalen Islands; and enjoy freedom also to land and cure fish on certain of the unsettled shores of the Labrador coast. Wherever any settlement exists the privilege of landing and curing fish may be enjoyed by previous agreement with the settlers, or with proprietors of the ground.

2. In all other parts foreigners are precluded from fishing within three marine miles of Canadian shores. American vessels may, however, enter into all bays and harbors for certain specified purposes under such restrictions as may be necessary to prevent abuse by fishing or otherwise.

With regard to the Magdalen Islands, although the liberty to land and to dry and cure fish there is not expressly given by the terms of the Convention to United States fishermen, it is not at present intended to exclude them; nor is it desirable to impose a narrow construction on the term "unsettled." Places containing a few isolated houses might not, in some instances, be susceptible of being considered as "settled" within the meaning and purpose of the Convention. Something would, however, depend upon the facts of the situation and the circumstances of the settlement. Private and proprietary rights form an element in the consideration of this point. The generally conciliatory spirit in which it is desirable that you should carry out these instructions, and the desire of Her Majesty's Government that rights of exclusion should not be strained, will probably influence you in making as fair and liberal an application of the term as shall consist with the just claims of all parties.

Americans so admitted should be made aware that, in addition to being obliged in common with those subjects of Her Majesty with whom they exercise concurrent privileges of fishing in Colonial waters, to obey the laws of the country, and particularly such Acts and Regulations as exist to ensure the peaceable and profitable enjoyment of the fisheries by all persons entitled thereto; they are peculiarly bound to observe peace and order in the quasi settled places to which by the liberal spirit of these instructions they may be admitted.

The limits within which you will, if necessary, exercise the right of excluding American vessels or boats, and United States fishermen, are for the present year to con-

tinue exceptional. Difficulties have arisen in former times with respect to the question, whether the exclusive limits should be measured on lines drawn parallel everywhere to the coast and describing the sinuosities, or on lines produced from headland to headland across the entrances of bays, creeks, or harbors. Her Majesty's Government are clearly of opinion, that by the Convention of 1818, the United States have renounced the right of fishing not only within three miles of the Colonial shores, but within three miles of a line drawn across the mouth of any British Bay or Creek. It is, however, the wish of Her Majesty's Government neither to concede, nor, for the present, to enforce any rights in this respect which are in their nature open to any serious question. Until further instructed, therefore, you will not interfere with any American fishermen unless found within three miles of the shore, or within three miles of a line drawn across the mouth of a bay or creek which is less than ten geographical miles in width.

With reference to those inshore fishings, it is proposed for the current season to allow United States fishermen to resort to them on the basis of their participation in such privileges under the Reciprocity Treaty of 1854. The special definitions of rivers and mouths of rivers, and the description of fishery reserved under that Treaty for the exclusive use of British subjects, will be those stated in the awards of the Joint Commission and in the Article 1 of the said Treaty. Also the same reservations in respect of private property and pre-occupation will be maintained.

The conditions upon which such liberty will be thus continued are :

1. Compliance with the Fishery Laws, Municipal Regulations, and Harbor Rules of Canada ;

2. Taking out a License for the season of 1869, and paying the License Fee chargeable thereon. This License Fee will be rated by you on the tonnage of each vessel or boat at the rate of *two dollars* per ton measurement.

Where you find any difficulty in ascertaining tonnage, or have good reason to suspect misrepresentation, you will estimate the same, and charge the dues accordingly.

Should the master or crew, owing to the unexpected nature of this demand, and from having left any United States port unprepared with funds for such a purpose, be unable to pay the license fee in cash, you will take a draft on some responsible person, payable at the port whence the vessel or boat has sailed or outfitted, or at some other convenient place. This draft should be made payable at ten days' sight, and you will forward it immediately to Ottawa for collection. Be particular to endorse on the License a memorandum of the mode of payment, and a supplementary condition to the effect that if payment shall fail to be made or secured on such draft being notified or presented, the License shall lapse.

After accosting every United States vessel or boat actually within a maritime league of the shore, along any other part of the coast except Labrador and around the Magdalen Islands, or within three marine miles of the entrance of any bay, harbor, or creek which is less than ten miles in width, either fishing, preparing to fish, or having obviously fished within the exclusive limits, you will offer the owner, master, or person in charge a License on the above terms.

Should the owner, master or person in charge of any foreign ship, vessel or boat, being clearly within proscribed limits and so found fishing, preparing to fish, or having fished therein, refuse or neglect to take and pay for a License, yet after being duly notified to depart and informed of liability to forfeiture, still wilfully persist in despite of a single warning and the lapse of twenty-four hours' notice, to remain and fish in such waters, or shall be again found fishing, preparing to fish, or having fished, you will seize and detain the ship, vessel, or boat for an infraction of the Statute of Canada, entitled, "*An Act respecting Fishing by Foreign Vessels*," copies of which are herewith for use and distribution.

Compulsory means may be employed ; but such resort to force will be justified only after every other prudent effort has failed.

If from threatened resistance and obvious determination to contest the seizure, and because of the inadequacy of your own force, you shall believe any attempt at capture liable to be frustrated, you will warn the parties of the futility of resistance and that you are authorized to procure the assistance if needed of any of Her Majesty's cruisers.

If a ship, vessel, or boat be found violating the Convention, or resisting consequent seizure, and she shall be enabled momentarily to effect her escape from the vicinity, she

remains still liable to seizure and detention during the same voyage, if met by yourself in Canada waters, and in British waters everywhere if brought to account by Her Majesty's cruisers.

The Act of Parliament already mentioned subjects to forfeiture any foreign ship, vessels, or boat which is found fishing, or having fished, or preparing to fish within the prohibited limits, and provides for the enforcement of this forfeiture.

In your capacity of a Customs Officer you cannot receive any aid from Her Majesty's vessels, but only for unlawful fishing. It is therefore preferable that your proceedings should be taken under the Act above referred to.

All seizures must be placed as soon as convenient in the custody of the nearest Customs Collector; and information, with a statement of the facts, and the depositions of your sailing master, clerk, lieutenant, or mate, and of two at least of the most respectable of your crew, be despatched with all possible diligence to the Government. Be careful to describe the exact locality where the fishing took place, and the ship, vessel, or boat was so seized.

On capture it will be desirable to take part of the foreign crew aboard the vessel under your command, and place some of your own crew, as a measure of precaution, on board the seized vessel. If your ordinary complement does not admit of this being done, or if because of several seizures the number of your hands might be too much reduced, you will endeavour to engage a few trustworthy men to supply any such emergency. The portion of foreign crew taken on board the Government vessel, you will land at the nearest place where a Consul of the United States is situated, or where the readiest conveyance to any American Consulate in Canada, or the other British Provinces, may be reached, and leave them there.

When any of Her Majesty's vessels about the fishing stations or in port, shall be met with, you should, if circumstances permit, go on board and confer with the Naval Commander and receive any suggestions he may feel disposed to give, which do not conflict with these instructions, and afford him any information you may possess about the movements of foreign craft, also inform him of what licenses you have granted and what vessels accosted.

Do not fail to make a full entry of all circumstances connected with foreign vessels, noting their names, tonnage, ownership, crew, port, place of fishing, cargo, voyage and destination, and (if ascertainable) their catch. Report your proceedings as often as possible, and keep the Department fully advised on every opportunity of where instructions would most probably reach you at stated intervals.

These instructions, it is almost needless to add, should be carried out with the utmost forbearance, discretion and firmness; and the Government relies upon your tact and judgment in performing the special duties which circumstances have thus attached to the Fisheries Service with which you are charged.

They should be communicated to the Commanders of any of Her Majesty's cruisers you may meet with, and a form of the license in use should be left with each of them, with your countersignature thereon.

Considerable inconvenience is caused by Canadian fishing vessels, and those belonging to Prince Edward Island, neglecting to show their colors. Please draw the attention of the masters to this fact, and request them to hoist their colors without requiring to be hailed and boarded.

I am, Sir,  
Your obedient Servant,  
(Signed,) P. MITCHELL,  
Minister of Marine and Fisheries.

OTTAWA, 10th May, 1869.

*To the Governor General, Ottawa, from Government House, Prince Edward Island, (via Pictou, N. S.)*

The Government of this Island will agree as they did last year to the interchangeability of the fishery licenses. Cable not yet laid to this Colony. Could not answer first

telegram received on the 7th instant, earlier. No boat leaving for Pictou until to-day, although a boat arrived 8th instant, bringing second telegram.

(Signed,)

R. HODGSON,  
Administrator.

(Copy.)

Ottawa, 4th May, 1869.

SIR,—The Governor General has been pleased to appoint you a Fishery Officer under the *Fisheries Act*, with Magisterial powers for the Dominion of Canada, for all the purposes of the Fishery Laws.

Copies of these Acts are herewith for your use, the provisions of which it will be your duty to enforce.

Special instructions for the present season, with reference to granting Licenses to foreign fishing vessels, are also herewith.

Enclosed is a printed form of the Oath of Office which it is necessary for you to take and subscribe under the *Fisheries Act*. Please retain one copy as completed, and return the other to be filed in this office.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

P. MITCHELL,  
Minister of Marine and Fisheries.

P. A. Scott, Esq.,  
Commanding Steamer "Druid," Ottawa.

A similar letter was written to L. Lavoie, Esq., Fishery Officer; commanding "La Canadienne," Ottawa, same date.

(Copy.)

Ottawa, 3rd May, 1869.

SIR,—I have the honor to forward, for transmission to Sir Rodney Mundy, twelve copies of the formal instructions addressed to the Fishery Officers in charge of the Government vessels "La Canadienne" and "Druid" engaged in protecting the Canadian Fisheries, for their guidance in the issue of Licenses to foreign fishing vessels.

Also, I am to enclose two hundred copies of Blank Fishery Licenses for foreign fishing vessels, numbered from 402 to 601, both numbers inclusive, dated here the 30th April, 1869, and signed by the Minister of Marine and Fisheries, under authority of an Order of the Governor General in Council of the 29th ultimo. Also, 25 blank forms of statements of Licenses issued, that the Issuing Officer or other person may the more conveniently make returns of the same.

The Minister directs me, while enclosing these forms, to refer to that part of the report from this Department of the 29th ultimo, which was approved of by the Minute of Council above mentioned, suggesting that some persons on board of Her Majesty's vessels, or in charge of boats from the Imperial cruisers, should be authorized to issue such Licenses; and to add that the present number of forms is supplied for Vice-Admiral Mundy, to be disposed of in that manner, should the suggestion be accepted and carried out by his orders. Each License granted should be countersigned by the Issuing Officer, or other person.

Moneys collected as License fees may be paid to the credit of the Receiver General, through the Branch of the Bank of Montreal, at Halifax, as "Collections on Fishing Licenses."

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

W. F. WHITCHER,

F. Turville, Esq.,  
Governor's Secretary, Ottawa,  
For the Hon. the Minister of Marine and Fisheries.

(Copy,)

Ottawa, 3rd May, 1869.

SIR,—I have the honor to acquaint you for the information of Vice-Admiral Mundy, with the names of places and persons, where and from whom licenses to foreign fishing vessels for the year 1869 may be procured, as stated in the accompanying printed notice, copies of which have been circulated and posted at the various places resorted to by foreign fishing vessels on the coasts of Canada.

The Minister directs me respectfully to suggest the desirableness of given local publicity to these notices, through Her Majesty's Consuls at Boston, and Portland, who might be requested also to cause copies to be circulated through the Vice-Consuls and Consular Agents in neighbouring ports where American fishing vessels, which frequent Canadian waters during the fishing season, usually outfit and resort.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

W. F. WHITCHER,

For the Honorable the Minister of Marine and Fisheries.

F. Turville, Esq., Governor's Secretary,  
Ottawa.

(Copy,)

Ottawa, 4th May, 1869.

SIR,—The Government having decided to continue for this year the system of issuing fishery licenses to foreign fishing vessels, under the Fishery laws, I am directed to enclose for your use two hundred blank licenses, numbered from 602 to 801, both numbers inclusive, dated here the 30th April, 1869, and signed by the Minister. Please forward such portion of this supply to each of the Customs Officers in Nova Scotia, to whom it is usual to intrust the granting of the same, as they will probably require for use during the current season. The places designated as most convenient for the delivery of licenses, and where foreign vessels are accustomed to call along the coasts of Nova Scotia are,—Ports Hood, Pictou, Mulgrave, Hawkesbury, Cape Canso, Digby and Westport. Should you know of any others to which it is desirable to send licenses, please include them. Report afterwards how the forms are distributed. The Officers in command of the Government vessels "La Canadienne" and "Druid," will also issue licenses, forms for which are to be supplied to them from here. A copy of special instructions to each, is herewith for your own information. It is further expected that some persons will be authorized on board of Her Majesty's ships engaged in the fisheries protection service to grant licenses, for which purpose copies have been sent to Vice-Admiral Mundy. It is presumed that you have still unused a sufficient number of blank forms of returns of licences issued, to answer for the present year.

The rate at which license fees are to be charged is \$2 per ton measurement.

Each license will be countersigned by the Issuing Officers. The fees collected are to be paid over without any deduction to the Dominion Treasury, through you, and sums equal to five per cent., on the same will be afterwards paid on demand (with their returns) through this Department for the Officers' labors respectively.

Reference may be had to the copies of the Fisheries Act with which the issuing Officers are already furnished for the text of the statute, entitled, "*An Act respecting Fishing by Foreign Vessels*," also, for Chapter 94 of the Revised Statutes of Nova Scotia.

Should these Officers at any time require aid, instructions or specific advice in connection with the enforcement of the Acts above cited, the Department will readily assist them.

It should however be impressed upon them, that all due prudence and precautions are expected to characterize their dealing with these foreign fishing vessels.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

W. F. WHITCHER,

For the Honorable the Minister of Marine and Fisheries.

H. W. Johnson, Esq.,  
Marine and Fisheries Office, Halifax, N. S.

A similar letter to the above was written and despatched to W. H. Venning, Esq., Inspector of Fisheries New Brunswick and Nova Scotia, the same date.

(Copy.)

DEPARTMENT OF MARINE AND FISHERIES, (Fisheries Branch,) Ottawa, 11th May, 1869.

SIR,—The Government having decided to continue for this year the system of issuing fishing licenses to foreign fishing vessels, under the Fishery Laws, I am directed to enclose for your use 12 blank licenses, numbered from 1003 to 1014, both numbers inclusive, dated here the 30th April, 1869, and signed by the Minister.

I also enclose 6 blank forms of returns of licenses issued, and 25 copies of a notice, enumerating the several persons authorized to issue these licenses, for posting at conspicuous places in your neighbourhood.

The unused blank forms of licenses are to be returned here at the end of the season, and should there be any discrepancy between the numbers furnished and issued, and the residue returned, please state it.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

W. F. WHITCHER,

For the Honorable the Minister of Marine and Fisheries.

J. J. Fox, Esq., Collector of Customs,  
Amherst, Magdalen Islands.

Similar letters were written and despatched to J. C. Belleau, Esq., Collector of Customs, Gaspé Basin; to John Fraser, Esq., Collector of Customs, New Carlisle, and to P. Vibert, Esq., Fishery Overseer, Percé, at the same time and date.

(Copy.)

OTTAWA, 4th May, 1869.

SIR,—I have the honor to apply for your authority for Capt. Scott, R. N., who is charged with the command of the Steamer *Druid*, employed in the service of protecting the fisheries, to procure through the Deputy Adjutant General at Halifax, (Lieut. Col. Sinclair) the armament detailed in the memoranda overleaf, either from the naval arsenal at Halifax, or from our own stores, if in possession of the articles required.

I have the honor to be, Sir,

Your obedient servant

(Signed,)

P. MITCHELL.

PM

Minister of Marine and Fisheries.

The Honorable

Sir. G. E. Cartier, K. C. B.  
Minister of Militia.

(Copy.)

MEMO. of armament required for Government Steamer *Druid* :—

Two guns, six (or nine) pounders, with necessary stores;

100 rounds of ammunition for same;

100 detonating tubes;

20 muskets (naval rifles) and bayonets, complete with belts, pouches, &c. &c.

500 rounds of ammunition for same;

20 cutlasses, &c., &c.

20 pistols.

300 rounds ammunition, &c. for same.

Certified.

W. F. WHITCHER,

For Hon. the Minister of Marine & Fisheries

STATEMENT of the Fishing Licenses issued to American Fishing Vessels during the year 1868, in the several Provinces forming the Dominion of Canada, with the names of Owners, Tonnage, Port, Amount of License Fee, and name of Officer.

NOVA SCOTIA.

| Name of Vessel.       | Owners.              | Port.                  | Tons. | Men. | Where Issued.      | Name of Officer.      | Rate<br>per Ton. | Amount<br>of<br>License<br>Fee. | REMARKS. |
|-----------------------|----------------------|------------------------|-------|------|--------------------|-----------------------|------------------|---------------------------------|----------|
|                       |                      |                        |       |      |                    |                       | \$ cts.          | \$ cts.                         |          |
| Vesella.....          | Jas. W. Eaton.....   | Castine, Me.....       | 54    | 16   | Port Mulgrave..... | Vincent J. Wallace... | 2 00             | 108 00                          |          |
| Fashion.....          | J. Lewis.....        | Gloucester, Mass.....  | 46    | 14   | do.....            | do.....               | 2 00             | 92 00                           |          |
| Telegraph.....        | Patrick Fanning..    | do.....                | 67    | 16   | do.....            | do.....               | 2 00             | 134 00                          |          |
| H. Atwood.....        | S. Foster.....       | Wellfleet, Mass.....   | 61    | 16   | do.....            | do.....               | 2 00             | 122 00                          |          |
| F. Dunbar.....        | Joseph Dunbar.....   | Castine, Me.....       | 61    | 15   | do.....            | do.....               | 2 00             | 122 00                          |          |
| J. G. Tarr.....       | Daniel Douglass..... | Gloucester, Mass.....  | 70    | 18   | do.....            | do.....               | 2 00             | 140 00                          |          |
| Chanticleer.....      | Geo. M. Arey.....    | Newburyport, Mass...   | 33    | 12   | do.....            | do.....               | 2 00             | 66 00                           |          |
| Martha Ann.....       | B. F. Jewett.....    | Camden, Me.....        | 69    | 17   | do.....            | do.....               | 2 00             | 138 00                          |          |
| R. A. Kingsbury.....  | Wm. Mulloch.....     | Wellfleet, Mass.....   | 55    | 16   | do.....            | do.....               | 2 00             | 110 00                          |          |
| Freedom.....          | Moses M. Murray..... | Gloucester, Mass.....  | 32    | 10   | do.....            | do.....               | 2 00             | 64 00                           |          |
| C. R. Jones.....      | Henry Smith.....     | Salem, Mass.....       | 47    | 13   | do.....            | do.....               | 2 00             | 94 00                           |          |
| Abigail Brown.....    | Jas. McNeil.....     | Gloucester, Mass.....  | 44    | 13   | do.....            | do.....               | 2 00             | 88 00                           |          |
| J. W. Fairfield.....  | Adin Storey.....     | Rockport, Mass.....    | 38    | 11   | do.....            | do.....               | 2 00             | 76 00                           |          |
| Hiram Power.....      | Jas. McKinnon.....   | Gloucester, Mass.....  | 42    | 12   | do.....            | do.....               | 2 00             | 84 00                           |          |
| Charger.....          | Wm. H. Thurston..... | do.....                | 51    | 14   | do.....            | do.....               | 2 00             | 102 00                          |          |
| Tidal Wave.....       | S. D. Rich.....      | Hingham, Mass.....     | 40    | 12   | do.....            | do.....               | 2 00             | 80 00                           |          |
| Grace Darling.....    | J. L. Fernald.....   | Camden, Me.....        | 45    | 13   | do.....            | do.....               | 2 00             | 90 00                           |          |
| Wm. V. Hutchings..... | John Parkhurst.....  | Gloucester, Mass.....  | 52    | 14   | do.....            | do.....               | 2 00             | 104 00                          |          |
| Indus (boat).....     | Z. Rich.....         | Provincetown, Mass...  | 24    | 7    | do.....            | do.....               | 2 00             | 48 00                           |          |
| Rio Grande.....       | B. F. Rich.....      | do.....                | 37    | 10   | do.....            | do.....               | 2 00             | 74 00                           |          |
| Lottie F. Babson..... | Wm. Greenleaf.....   | Gloucester, Mass.....  | 53    | 15   | do.....            | do.....               | 2 00             | 106 00                          |          |
| Forest Queen.....     | Albert Farr.....     | do.....                | 51    | 13   | do.....            | do.....               | 2 00             | 102 00                          |          |
| M. L. Wetherell.....  | S. Morrison.....     | do.....                | 53    | 14   | do.....            | do.....               | 2 00             | 106 00                          |          |
| Light Foot.....       | Jas. Wells.....      | do.....                | 50    | 14   | do.....            | do.....               | 2 00             | 100 00                          |          |
| Equity.....           | Thos. Kimball.....   | do.....                | 16    | 6    | do.....            | do.....               | 2 00             | 32 00                           |          |
| Areola.....           | B. F. Torrey.....    | do.....                | 40    | 13   | do.....            | do.....               | 2 00             | 80 00                           |          |
| Fanny.....            | J. H. Gilmour.....   | Hingham, Mass.....     | 45    | 14   | do.....            | do.....               | 2 00             | 90 00                           |          |
| Traverse.....         | E. Gott.....         | Swan's Island, Me..... | 42    | 12   | do.....            | do.....               | 2 00             | 84 00                           |          |
| John Pow.....         | H. Hutchings.....    | do.....                | 40    | 12   | do.....            | do.....               | 2 00             | 80 00                           |          |
| Effort (boat).....    | Chas. Loveland.....  | New London, Conn.....  | 9     | 4    | do.....            | do.....               | 2 00             | 18 00                           |          |
| Ranger.....           | Alex. Weston.....    | Gloucester, Mass.....  | 37    | 11   | do.....            | do.....               | 2 00             | 74 00                           |          |
| Vision.....           | R. D. Cobb.....      | Hingham, Mass.....     | 43    | 13   | do.....            | do.....               | 2 00             | 86 00                           |          |
| John Wesley.....      | C. C. Poole.....     | Rockport, Mass.....    | 45    | 12   | do.....            | do.....               | 2 00             | 90 00                           |          |

|                      |                      |                       |       |     |                     |                       |            |        |
|----------------------|----------------------|-----------------------|-------|-----|---------------------|-----------------------|------------|--------|
| L. B. Snow.....      | Wm. Hampson.....     | Truro, Mass.....      | 36    | 13  | do .....            | do .....              | 2 00       | 72 00  |
| Chaleydonay .....    | Gilbert Davis.....   | Gloucester, Mass..... | 43    | 14  | do .....            | do .....              | 2 00       | 86 00  |
| David A. Osier.....  | Chas. W. Osier.....  | do .....              | 26    | 10  | do .....            | do .....              | 2 00       | 52 00  |
| Chapparell .....     | F. H. Steele.....    | St. George, Me.....   | 41    | 14  | do .....            | do .....              | 2 00       | 82 00  |
| Laura Sayward.....   | Eps, Sayward & Co... | Gloucester, Mass..... | 68    | 14  | Halifax.....        | H. W. Johnson.....    | 2 00       | 136 00 |
| H. Ellsworth.....    | do .....             | do .....              | 59    | 14  | do .....            | do .....              | 2 00       | 118 00 |
| Harriett Samantha... | David Low & Co.....  | do .....              | 58    | 17  | do .....            | do .....              | 2 00       | 116 00 |
| Madam Roland.....    | Philip Johnston..... | do .....              | 62    | 16  | Port Hawksbury..... | Malcolm McDonald...   | 2 00       | 124 00 |
| Alhambra .....       | Geo. Steel .....     | do .....              | 57    | 14  | do .....            | do .....              | 2 00       | 114 00 |
| Madanaska Maid....   | Wm. Brown.....       | do .....              | 63    | 16  | do .....            | do .....              | 2 00       | 126 00 |
| Franklin A.....      | David Melangon.....  | do .....              | 65    | 17  | do .....            | do .....              | 2 00       | 130 00 |
| Granada .....        | Geo. Steel .....     | do .....              | 59    | 14  | do .....            | do .....              | 2 00       | 119 50 |
| Samuel Gilbert.....  | do .....             | do .....              | 51    | 14  | do .....            | do .....              | 2 00       | 102 00 |
| Fleetwood .....      | R. S. Smith.....     | North Haven, Mass...  | 55    | 14  | do .....            | do .....              | 2 00       | 110 00 |
| Geo. B. Lenore.....  | T. Calliher.....     | Gloucester, Mass..... | 58    | 15  | North Sydney.....   | Thos. Sam. Bown ..... | 2 00       | 116 00 |
| Bay State.....       | W. Walsh.....        | do .....              | 52    | 12  | do .....            | do .....              | 2 00       | 104 00 |
|                      |                      |                       | 2,345 | 650 |                     |                       | \$4,691 00 |        |

### CANADA (PROVINCE OF QUEBEC.)

|                 |                     |                       |     |       |                        |                     |          |        |
|-----------------|---------------------|-----------------------|-----|-------|------------------------|---------------------|----------|--------|
| Montrose.....   | Epir. Sewyard.....  | Gloucester.....       | 42  | 11    | Port of New Carlisle.. | J. Fraser.....      | 2 00     | 84 00  |
| Comet .....     | Mich. Felch.....    | Newburyport.....      | 22  | 11    | do .....               | do .....            | 2 00     | 44 00  |
| Whisper .....   | Geo. N. Jeffs.....  | do .....              | 18  | 11    | do .....               | do .....            | 2 00     | 36 00  |
| Ana Maria.....  | Wm. Parsons & Co... | Gloucester, Mass..... | 41  | 12    | Gaspé Bay .....        | Theophile Tetu..... | 2 00     | 82 00  |
| Two Forty ..... | Josh. Freud.....    | do .....              | 63  | 14    | Seven Islands.....     | do .....            | 2 00     | 126 00 |
| Massena .....   | Geo. H. Davis.....  | do .....              | 59  | ..... | Percé.....             | Philip Vibert.....  | 2 00     | 119 00 |
| Senator .....   | Jno. McInnis.....   | Bucksport, Me.....    | 17  | ..... | do .....               | do .....            | 2 00     | 35 00  |
|                 |                     |                       | 262 | 59    |                        |                     | \$526 00 |        |

Total amount of Licenses issued..... \$5,217 50

W. F. WHITCHER,  
For the Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES (Fisheries Branch),  
Ottawa, 10th May, 1869.

# RETURN

To an Address of the House of Commons, dated 6th April, 1868; For Copies of all Correspondence between the Government of the late Province of Canada, the Government of the Dominion of Canada, and the Government of Newfoundland, in relation to the disputed question as to the Boundary Line between the two Countries in Labrador.

By Command.

HECTOR L. LANGEVIN,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
Ottawa, 20th April, 1868.

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GOVERNOR GENERAL'S OFFICE,  
Ottawa, April 17, 1868.

SIR,—Referring to your Order of Reference on an Address of the House of Commons of the 6th instant, for correspondence with the Government of Newfoundland, in relation to the disputed Boundary Line; I have the honor to inform you that there is no correspondence on record in this office on this subject with the Government of Newfoundland; but I enclose herewith copies of a correspondence that took place, in the year 1860, with the Colonial Office, with regard to the claim of Canada to Wood Island off the coast of Labrador.

I have the honor to be, Sir,  
Your obedient servant,  
H. COTTON,  
*For the Governor General.*

E. Parent, Esq.,  
Under Secretary of State.

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*Sir E. Head to the Duke of Newcastle.*

(Copy,—No. 16.)

GOVERNMENT HOUSE,  
Quebec, 25th February, 1860.

MY LORD DUKE,—I have the honor to enclose a copy of a recommendation of the Executive Council of Canada, approved by myself, with reference to Wood Island on the coast of Labrador.

This island is situated about 57° 10' west longitude, just at the entrance of the Strait of Belle Isle.

Now, if I am not mistaken the Commission of the Governor of Newfoundland limits the jurisdiction of that Government as follows:—

\* \* \* \* \*

“In and over our Island of Newfoundland and the islands adjacent, and all the Coast of Labrador, from the entrance of Hudson’s Straits to a line to be drawn due north and south from Anse Sablon on the said coast to the fifty-second degree of north latitude, and all the islands adjacent to that part of the said Coast of Labrador, as also of all forts and garrisons erected and established, or which shall be erected or established, within the said Island of Newfoundland and the islands adjacent, or on the Coast of Labrador within the limits aforesaid, or in the said islands adjacent to that part of the said coast, for and during our will and pleasure.”

It will be observed—1st. That the due north line forming the western boundary in Labrador of the Government of Newfoundland, begins to run from Anse Sablon or Blanc Sablon Bay, as it is called in *Bayfield’s Chart* of 1832–4; consequently, that line of itself can affect nothing south of its commencement.

2. That the islands given to Newfoundland are those adjacent to the Coast of Labrador, belonging to that Government. But the word adjacent is hardly applicable to an island which is nearer to another territory, viz., that of Canada.

If, for example, in dividing the bed of a river the islands were annexed, respectively, to the bank to which they were adjacent, no one would say that an island which was nearer to the right bank than it was to the left could be called adjacent to the latter.

I hold, therefore, that the whole of Wood Island, which clearly, according to *Bayfield’s Chart*, is much nearer to Canadian ground than it is to the Territory of Newfoundland, must be taken to be already part of the Territory of Canada, and I have to request Your Grace’s consideration of the question.

I have, &c.,  
(Signed,)

EDMUND HEAD.

His Grace the Duke of Newcastle,  
&c., &c., &c.

To the Law Officers of the Crown.

(Copy.)

GOVERNOR’S SECRETARY’S OFFICE,  
Quebec, 7th May, 1860.

GENTLEMEN,—I am directed by His Excellency the Governor General to transmit No. 35, April to you the accompanying copy of a Despatch from the Secretary of State for 13th, 1860. the Colonies, respecting Wood Island on the coast of Labrador, and to request that you will report to His Excellency on the legal bearings of the case.

I have, &c.,  
(Signed,)

R. J. PENNEFATHER,  
Governor’s Secretary.

The Law Officers of the Crown,  
&c., &c., &c.

The Duke of Newcastle to Sir Edmund Head.

(Copy,—Canada,—No. 35.)

DOWNING STREET, 13th April, 1860.

SIR,—I have to acknowledge your Despatch, No. 16, dated the 24th February last, enclosing a copy of a Report from a Committee of the Executive Council of Canada, approved by yourself, recommending to my consideration the question whether the Island called Wood Island or “Ile au Bois” on the coast of Labrador, should be held to belong to Canada or to Newfoundland.

2. You refer me to “*Bayfield’s Chart* of 1832–34,” and consider that the Island as laid down in this chart cannot be esteemed “adjacent” to that part of the Labrador coast, which is placed by Royal Instructions under the Government of Newfoundland, and that it is consequently within the Territory of Canada. On referring to this chart, I cannot say

that I think it so conclusive on the question of proximity as it appears to yourself. Before, however, Her Majesty's Government consider this question further, they would be glad to have before them a Report of the Law Officers of your Government, as to the legal authority on which the claim of Canada rests to the Territory to which you consider the island an appendage. I refer you, among other matter for the consideration of those Officers, to the Acts of Parliament named in the margin.

14 Geo. 3, cap. 83.  
49 " 3, " 27.  
3 & 4 Vic. " 35, sec. 60.

I have, &c.

(Signed,)

NEWCASTLE.

*To the Law Officers of the Crown.*

(Copy.)

GOVERNOR'S SECRETARY'S OFFICE,  
Quebec, 28th September, 1860.

GENTLEMEN,—I am directed by His Excellency the Governor General to draw your attention to my letter of the 7th May last, transmitting copy of a Despatch from the Secretary of State for the Colonies, on the subject of Wood Island, and to request that you will report to His Excellency on the legal bearings of the question with as little delay as possible.

I have, &c.,

(Signed,)

R. J. PENNEFATHER.

The Law Officers of the Crown,  
&c., &c., &c.

# SUPPLEMENTARY RETURN

To an Address of the House of Commons, dated 6th April, 1868; For Copies of all Correspondence between the Government of the late Province of Canada, the Government of the Dominion of Canada, and the Government of Newfoundland, in relation to the disputed question as to the Boundary Line between the two Countries in Labrador.

By Command.

HECTOR L. LANGEVIN,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
Ottawa, 6th May, 1868.

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(Canada,—No. 35.)

DOWNING STREET, 13th April, 1860.

SIR,—I have to acknowledge your Despatch, No. 16, dated the 24th February last, enclosing a Copy of a Report from a Committee of the Executive Council of Canada, approved by yourself, recommending to my consideration the question whether the Island called Wood Island or "Isle au Bois," on the Coast of Labrador, should be held to belong to Canada or to Newfoundland.

2. You refer me to *Bayfield's Chart* of 1832-34, and consider that the Island, as laid down in this chart, cannot be esteemed "adjacent" to that part of the Labrador Coast which is placed by Royal Instructions under the Government of Newfoundland, and that it is consequently within the Territory of Canada. On referring to this chart, I cannot say that I think it so conclusive on the question of proximity as it appears to yourself. Before, however, Her Majesty's Government considers this question further, they would be glad to have before them a Report of the Law Officers of Your Government, as to the legal authority on which the claim of Canada rests to the territory to which you consider the island an appendage. I refer you, among other matter, for the consideration of those Officers, to the Acts of Parliament named in the margin.

14 Geo. 3, Cap. 83.

49 Geo. 3, Cap. 27.

3 & 4 Vic., Cap. 35, Sec. 60.

I have, &c.,

(Signed,)

NEWCASTLE.

Governor, the Right Honorable

Sir E. Head, Bart., &c., &c., &c.

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(Copy.)

CROWN LANDS DEPARTMENT,

Quebec, 11th October, 1860.

SIR,—In compliance with your reference to the Honorable the Commissioner of Crown Lands, endorsed on a letter from the Secretary of His Excellency the Governor General, transmitting a Despatch from His Grace the Duke of Newcastle, respecting Isle

au Bois on the Coast of Labrador, I have the honor of transmitting, together with the reference, a Report of the Commissioner, in regard to the exact geographical position of that island.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed,)

ANDREW RUSSELL,

*Assist. Commissioner.*

The Honorable

The Attorney General, &c., &c., &c.,

Quebec.

(True Copy.)

DEPARTMENT OF CROWN LANDS,

Quebec, April, 1864.

*Assist. Commissioner.*

*Governor's Secretary transmits, to the Law Officers of the Crown, Copy of Despatch from the Secretary of State for the Colonies, respecting Isle au Bois on the coast of Labrador.*

(Copy,—No. 12,257,—1860.)

Referred to the Hon. the Commissioner of Crown Lands for report as to the exact geographical position of island.

(Signed,)

GEO. ET. CARTIER,

*Attorney General.*

DEPARTMENT OF CROWN LANDS,

Quebec, 10th October, 1860.

The only exhibit of the coast of Labrador, upon which any certain knowledge of the exact geographical position of the Island known as "Isle au Bois," can be safely and satisfactorily relied, is the hydrographical chart, better known as *Captain Bayfield's Chart* of the Gulf of St. Lawrence and Strait of Belle Isle, published in sheets by the Admiralty of England in 1843.

According to the chart (sheet No. 1) "Isle au Bois," called on the chart "Wood Island (which is in fact a translation from the French word "bois" into the English one "wood"), is situated on the northerly coast of the western outlet of the Strait of Belle Isle from the Gulf of St. Lawrence, and adjacent to that part of the coast of Labrador, well known as the Basin or Harbour of "Anse au Blanc Sablon."

The island in its general configuration, is much in the shape of a right angled triangle, its northern or longest side bearing nearly due north-west and south-east. The apex of the triangle being at the north-west extremity of the island, leaving a channel of about half of a marine mile between it and the main land, whilst at its south-eastern extremity or easternmost point, bearing nearly south-south-west from the easternmost point of the Bay of "Anse au Sablon," a broad channel of about two miles opens upon the Strait of Belle Isle.

The geographical position of the above external boundaries of Wood Island, more especially as regards its eastern extremity as relative to the geographical position of the eastern boundary of the Province, to be hereinafter referred to, may be set down, according to Captain Bayfield's said chart, as follows:—

|                           |          |             |           |             |
|---------------------------|----------|-------------|-----------|-------------|
| Eastermost point.....     | Latitude | 51° 23' 20" | Longitude | 57° 9' 33"  |
| Southernmost point.....   | "        | 51° 22' 50" | "         | 57° 10' 20" |
| North-west extremity..... | "        | 51° 24' 10" | "         | 57° 11' 40" |

Now, agreeably to the Imperial Act, 6 Geo. IV., chap. 59, clause IX., whereby certain parts of the coast of Labrador and adjacent islands are reannexed to Lower Canada, and wherein it is enacted "that so much of the said coast as lies to the westward of a line to be drawn due north and south from the Bay or Harbour of 'Anse au Sablon,' *inclusive*, as far as the 52nd degree of north latitude, with the Island of Anticosti and all other islands adjacent to such part, as last aforesaid, of the coast of Labrador, shall be and the same are

hereby reannexed to make a part of the said Province of Lower Canada," &c., the eastern limit or boundary of the Province, so as to include the Bay of "Anse au Sablon," would properly lie at the southernmost point of that part of the Coast of Labrador, situate between the said Bay or Harbour of "Anse au Sablon," and the small bay called "St. Clair" lying east of said "Anse au Sablon," as shewn on the chart, wherefrom a line being drawn due north to the 52nd parallel of latitude, all the territory to the west of said line pertains to Canada, whilst all or any islands lying west of a line drawn due south from the aforesaid southernmost point or eastern limit of the Bay of "Anse au Sablon," being adjacent to such part of the territory of the Province on the coast of Labrador, also, of right belong to Canada, and form part of the District of Saguenay in Lower Canada.

Referring again to *Bayfield's Chart*, the easternmost point of the Bay or Harbour of Anse au Sablon, identical with the southernmost point of that part of the coast of Labrador lying between "Anse au Sablon" and the Bay adjoining on the east, appears so clearly defined as to admit of its geographical position being set down from the chart as lying in latitude 51° 25' 5" north, and in longitude west from Greenwich 57° 8' 15". Whence a line drawn due south towards the sea will pass 1' 20" of arc (equal to about 1,700 yards) to the eastward of the easternmost point of "Isle au Bois," which places that island geographically within the jurisdiction of the Province.

All which is respectfully submitted.

(Signed,)

P. M. VANKOUGHNET,  
*Commissioner Crown Lands.*

DEPARTMENT OF CROWN LANDS,  
Quebec, 29th April, 1864.

(True copy.)  
(Signed,)

ANDREW RUSSELL,  
*Assistant Commissioner.*

LAPRAIRIE, 12th March, 1864.

SIR,—In my report of progress of the date of the 31st August last, and in my general report of last year, I had the honor to bring to your knowledge the acts of authority practised by a Customs Officer of the Government of Newfoundland on Canadian Territory, at a place called Anse aux Blancs Sablons, in the Strait of Belle Isle.

These acts of authority consisted in the exaction of customs duties on goods that Messrs. Fruing & Co., and Messrs. Le Boutillier & Brothers had in their stores, which are situated in a part of l'Anse aux Blancs Sablons, which has always been recognized as belonging to Canada, and which is made to appear as being within the limits of Canada on a diagram officially furnished to me, in 1858, by the Department of Crown Lands, through the Provincial Secretary's Office, at my demand, with a view to know exactly where the eastern frontier of Canada lay in the Strait of Belle Isle, and how much our Province owned of l'Anse aux Blancs Sablons, and of the Island called l'Île à Bois, which is opposite to it, and contains valuable cod fishing establishments, and being rich fishing grounds, and which on that account it would be most important never to surrender to the Government of Newfoundland, as this island might be of great consequence in the future.

It seems to me that Canada has a right to the whole of the Bay of Blancs Sablons, by virtue of the Imperial Act, 6 Geo. IV., cap 59, while the Officers of Newfoundland (for along with the Custom Officer above referred to, there was a Judge sent by the Government to exercise his authority on the coast), pretend it is entirely within the limits of the territory owned by Newfoundland on the coast of Labrador.

Before last year, no Officer of Newfoundland had ever attempted to claim any authority beyond a line drawn from the Anse aux Blancs Sablons Brook, at the bottom of the said Anse, and extending due south to the sea, and as I did not myself pretend to go beyond that said line, no conflict of jurisdiction was apprehended between the Officers of Newfoundland and Canada, and, indeed, there has never been any difficulty between any officer of the last named Province and me, but now with the pretensions of the neighboring Government over the whole of *Anse aux Blancs Sablons*, what will take place? Will there not be a conflict of authority between the officers of the two interested countries, which will certainly turn to no good results?

Under the existing circumstances, and pending the decision of the Imperial Government as to the eastern frontier of Canada in the Strait of Belle Isle, I have the honor to ask you, Sir, to instruct me as to what I shall do next season in l'Anse aux Blancs Sablons. Will I continue to exercise my jurisdiction over that part of the Bay which has always been recognized as belonging to Canada, or will I yield to the quite recent and extraordinary pretensions of the officials of the Government of Newfoundland.

Hoping that I may receive an answer before the opening of navigation.

I remain, Sir,

Your most obedient servant,

(Signed,)

P. FORTIN.

Honorable Wm. McDougall,  
Commissioner of Crown Lands, Quebec.

*Report on the exaction of Customs Duties by the Government of Newfoundland, on Canadian soil.*

(Copy.)

DEPARTMENT OF CROWN LANDS,

Quebec, 19th March, 1864.

The Commissioner of Crown Lands has the honor to report the recurrence of acts of jurisdiction on the part of officers of the Government of Newfoundland, on that part of the coast of Labrador which is within the eastern frontier of Canada, at Blanc Sablon Bay.

The Imperial Statute, 6 Geo. IV, cap. 59, re-annexed to Canada certain portions of the coast of Labrador, and all adjacent islands, formerly within the Province of Newfoundland. That Act established the boundary line as drawn due north and south from the Bay of Blanc Sablon (inclusive) as far as the 52nd degree of north latitude, including all islands adjacent. In consequence of seizures made at Wood Island by the Customs Officers of Newfoundland, in 1860, a report of facts was made by this Department to the Law Officers of the Crown, describing the geographical position of the island and also the exact line of boundary, as laid down from the terms of the Imperial Statute. The joint opinion of the then Attorneys General is, that Wood Island is within the limits of Canada. Acting upon that opinion, the Department has instructed its officers to regard as Canadian territory and exercise authority over the islands and mainland situated west of the line so drawn. At the bottom of Blanc Sablon Bay, close to the frontier, but clearly inside (or westward) of such a line, there are important fishing establishments owned by Canadians. Last year, an officer of Newfoundland levied Customs dues at one of these establishments; and the parties aggrieved apply for redress through this Department.

The undersigned respectfully submits this matter for the consideration of the Governor General in Council.

(Signed,)

WM. McDUGALL,

Commissioner.

*Extract from P. Fortin's Report of progress, dated 17th August, 1864.*

"While at Blanc Sablons, I visited, as usual, the establishments that have always been considered as being on Canadian territory, and I was told at Messrs. LeBoutillier Brothers, and at Messrs. Fruing & Co., that the Collector of Newfoundland had been at their establishments and had exacted duties on the goods they had imported this year in the same way as they had done last year, which duties they had been forced to pay so as to avoid the seizure of their goods. I may add that the Officers of the Newfoundland Government claim the whole of Blancs Sablons Bay, and the whole of Isle à Bois as a consequence: *The Western limits of the Government of Newfoundland (on the Labrador coast) is latitude, 51° 25' north; longitude, 57° 09' west.* The words in *italic* are extracted from the Governor of Newfoundland's Commission.

"On the 25th July, I met, at Blancs Sablons, the Government of Newfoundland's armed cutter *Hawk*, with Stephen Marsh, Esquire, Commissioner of Fisheries, on board.

This officer showed me how far he had been instructed to extend his jurisdiction, and it included Blancs Sablons Bay, and the whole of Ile à Bois or Wood Island, and as my instructions were to the effect that my jurisdiction extended over the whole of Ile à Bois, it naturally follows that there is a conflict of authority for that Island and a part of the Anse of Blancs Sablons, and the inhabitants of these parts live in a great state of uneasiness, and business suffers on that account. It is very much to be hoped that the Governments of Canada and Newfoundland will come to an agreement on that matter, and an actual boundary will be placed, so as to define precisely, and mark the limits of the eastern frontier of Canada in the Strait of Belle Isle."

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*Extract from P. Fortin's Report of Progress, dated 7th August, 1865.*

"The Collector of Customs for Newfoundland, stationed at or near l'Anse aux Blancs Sablons, had exacted *this year*, as well as last year, from the establishments of Fruing & Co., situate near the head of l'Anse aux Blancs Sablons; and of LeBoutillier Brothers, situate near the western side of l'Ile à Bois, customs duties to the amount of £48 sterling from the former house, and £40 from the latter.

"This had taken place early in the season, and long before I could arrive at these places to be in a position to oppose the pretensions of the Newfoundland official and protect the parties above mentioned. I will add, for your information on this subject, that the Collector of Newfoundland, in support of the claim of his Government to jurisdiction over the contested territory, produces a copy of Sir Alexander Bannerman's Commission as Governor of Newfoundland, printed in the *Royal Gazette* of that Colony, in which it is stated that the western limit of the Government of Newfoundland (on the Coast of Labrador) is latitude  $51^{\circ} 25'$  north, longitude  $57^{\circ} 09'$  west, and includes Blancs Sablons (l'Anse aux Blancs Sablons) and Wood Island (l'Ile à Bois).

"If the said western limit of the Government of Newfoundland does extend to the parallel of longitude  $57^{\circ} 09'$  west, then it would seem by all the hydrographical charts that I have in my possession that it would include "Blancs Sablons" and "Wood Island."

RETURN  
AND  
SUPPLEMENTARY RETURN

To an Address of the House of Commons,  
dated 6th April, 1868; For Copies of  
all Correspondence between the Govern-  
ment of the late Province of Canada, the  
Government of the Dominion of Canada,  
and the Government of Newfoundland,  
in relation to the disputed question as to  
the Boundary Line between the two Coun-  
tries in Labrador.

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ORDERED, by the House of Commons, to be  
printed.

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Mr. FORTIN.