

ANNUAL REPORT

OF

PIERRE FORTIN, Esq.,

STIPENDIARY MAGISTRATE

IN COMMAND OF THE EXPEDITION FOR THE PROTECTION OF THE
FISHERIES IN THE GULF OF ST. LAWRENCE, ON BOARD

“LA CANADIENNE,”

DURING THE SEASON OF

1865.

Printed by Order of the Legislative Assembly.



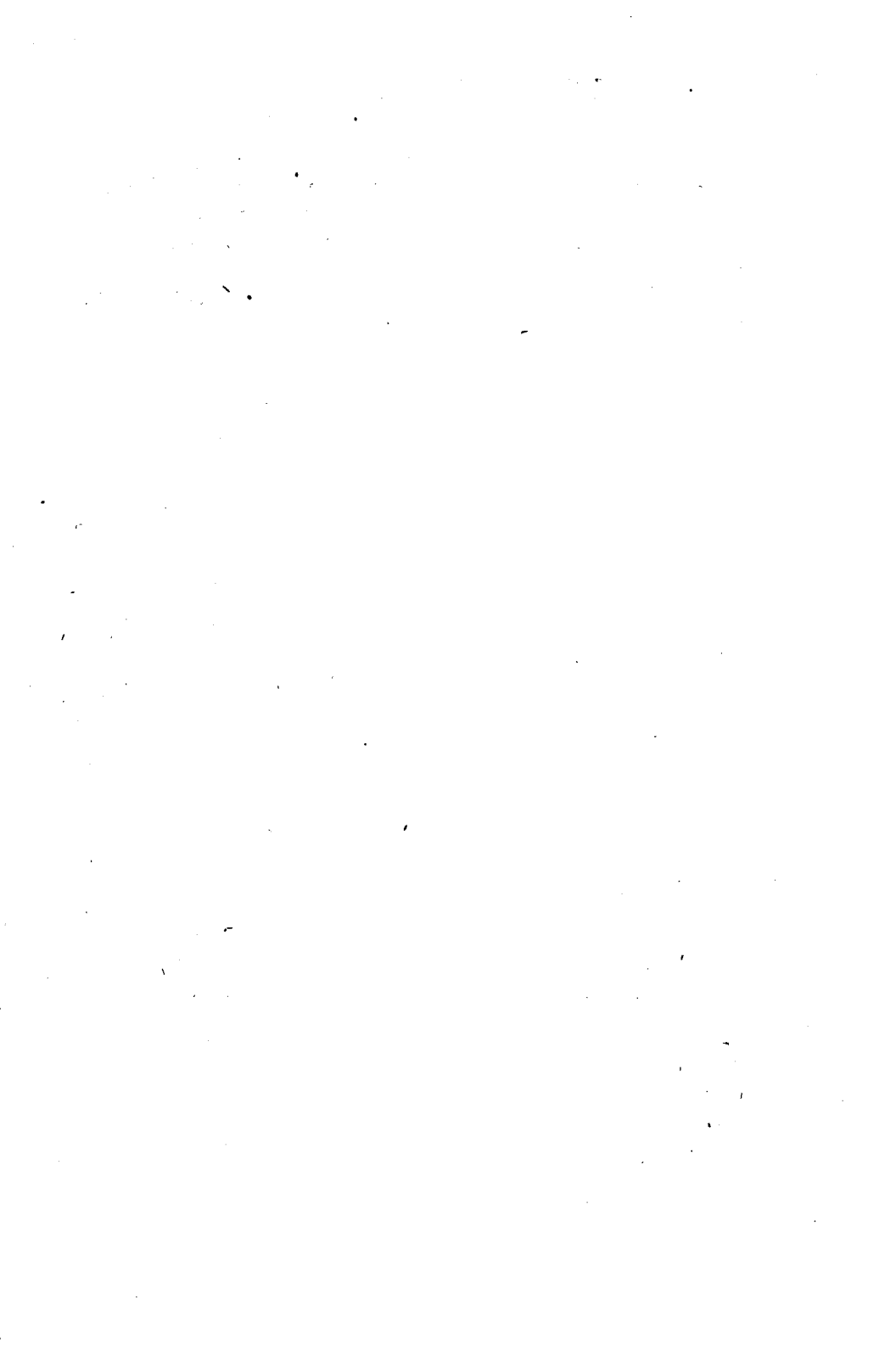
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LAPRAIRIE, 31st December, 1866.

The Honorable ALEXANDER CAMPBELL,
Commissioner of Crown Lands, Ottawa

SIR,—I have the honor to transmit to you, for the information of His Excellency, the Governor General, the following Report of my cruise on board the Government Schooner, "*La Canadienne*," in the Gulf of St. Lawrence, for the protection of the fisheries, during the season of 1865.

I have the honor to be, Sir,
Your humble and obedient Servant,
P. FORTIN.

Honorable ALEXANDER CAMPBELL,
Commissioner of Crown Lands, Ottawa.

SIR,—I was very desirous to have sailed for the Gulf at as early a period as last year (the 30th April), and even earlier had it been possible; unfortunately the caulking and painting of the hull of the schooner, together with the other repairs which had, of necessity, to be made to the deck and the rigging, did not allow of our getting "*La Canadienne*" afloat previous to the 29th April.

Several more days were spent in taking on board the sails, the running rigging, and the provisions required for a six months' cruise. At last, on the 7th, the crew was complete, everything was ready on board for departure, and we only awaited a favorable wind.

The wind had been in the east for two days, but at four o'clock in the afternoon of the 7th it began to blow from the west, and we hastened to set sail at 4.30 P.M.

On the evening of the next day we touched at Malbaie, where I landed to take, before the Clerk of the Court, the oaths required by law, as a Justice of the Peace for the Saguenay District. On the 10th I stopped at Rimouski for the same purpose; and at the same time I issued some salmon fishing licenses.

In the course of the night a little schooner called the *Dolphin*, Captain McIntosh, anchored, like ourselves, under the shelter of the upper end of the Island of St. Bernabé (the wind blowing from the east), was thrown by a high gale from the south on the reef of that Island. She was in a very critical position, and would, very probably, have suffered a great disaster had she not been relieved by us. At the first cry of alarm from the shipwrecked sailors, Captain Bernier flew to their assistance with a portion of the crew of "*La Canadienne*," and after two hours of severe labor succeeded in getting her afloat, and conveyed her into a place of safety.

On the morning of the 11th we left Rimouski with a fine breeze from the south, but in the afternoon and night we had bad weather and a contrary wind. We succeeded, however, in reaching Point des Monts at 6 the following morning.

I issued salmon-fishing licenses at that place, and in the afternoon, the wind having veered round to the north-west, I took advantage of it to proceed, about 7 o'clock in the evening, to Trinity Bay, where I met A. Comeau, Esquire, the fishery overseer of that part of the coast.

I left with that officer the fishing licenses for his division, to be distributed by him to the fishermen, and at 10.25 P.M., my business being concluded at that place, we again set sail.

On the 13th, we had only a very light breeze, with fog.

On the morning of the 14th, favored by a fresh breeze from the north-west, we reached Seven Islands Bay, passing through fields of floating ice, which completely blocked up the entrance. This amounts to saying that spring had as yet made but little progress on the north shore of the River St. Lawrence. In fact the snow still covered the mountains, and even the level land in many places. In the woods it lay from two to three feet deep. In the midst of this snow which gave token of the severity of the climate of this part of the country, here and there masses of rock and beach sand were beginning to appear, and even some clusters of moss and withered herbage, but of vegetation there were as yet no signs. Yet the ice had moved out of the rivers on the north at the usual time, but the water was everywhere high, and it was expected that the river, and even the sea fisheries would begin later than usual.

Whilst I am speaking of the climate of the coast, a few words respecting the hunting of fur-yielding animals, which is carried on in these parts, may not be out of place.

Fox hunting had not been very productive.

The hunters of the martin, who had penetrated far into the interior, had been very successful. The Indians of Bersimis especially had brought in a quantity of those very valuable furs.

Otters on the contrary had been rather scarce.

Hares would have appeared to have made a rendezvous in that part of the country, for they had never been before seen in such large numbers; and in a year in which provisions were very scarce, and could not even be had in some places, they proved to be a providential assistance to many families.

Nor had game been deficient; the ptarmigan, the most valuable of all, which is found on this coast during the winter, appeared everywhere in sufficient quantity to allow persevering hunters to reap a rich reward for their labors.

I landed at Seven Islands the Collector of that Port, Mr. Antoine Talbot, with his family, and also the fishery overseer of the Moisie Division. I had previously given to the latter the necessary instructions to guide him in the execution of his duty. He was to proceed to the Moisie River as soon as possible.

Business being concluded, I gave orders to set sail for Percé; it was 11.15 A.M. We had a favorable wind during the day, but at night it fell calm. The next day, finding the wind contrary at Cape Gaspé, we put into Gaspé Basin at 2.35 P.M.

I at once sent for the fishery overseer of the Division, Mr. Thomas Boyle, and that officer having come on board, I began the distribution of fishing licenses for Gaspé Bay, and the two rivers which discharge their waters into it.

At night-fall I had concluded this business, which was by no means inconsiderable, there being 54 licenses to write out in duplicate.

There were as yet only two large vessels (one of which was from abroad) and some schooners in the Port of Gaspé. Besides business had hardly commenced. The rivers and harbor of the basin had only been open for about a fortnight, and the water was excessively high in consequence of the melting of the snow, of which there were still masses of from three to four feet deep, and even more in the surrounding forests. The temperature, as may be supposed, was influenced by this state of things; it was still very cold, especially at night.

On the 16th, about one o'clock in the morning, we left Gaspé Basin favored by a land breeze. At 10 A.M., I landed at Douglstown to issue salmon fishing licenses for the River St. John, the Barachois and Malbaie, and returned on board shortly before noon.

About one in the afternoon we touched at Point St. Peter, and anchored at Percé at 5.15 P.M.

I paid a hasty visit to the establishments at that place, and at 8.30 P.M., we again set sail for the Magdalen Islands, where we arrived next day at half past five in the afternoon.

We anchored at the place called Le Moulin. There were already at anchor there 11 schooners from Cheticamp, Island of Cape Breton, which had come to the Islands with the intention of engaging in the cod fishery.

On the morning of the 18th, we proceeded to anchor in Pleasant Bay, opposite Amherst Harbor. I at once went ashore and had the pleasure of meeting the Collector of Customs of the Port of Amherst, and the principal shippers and inhabitants of the Island. They were good enough to furnish me with the following information.

The winter had been tolerably mild in those parts. The snow had long since disappeared. Navigation, in Pleasant Bay, had been open for the schooners fitted out for seal-hunting since the 21st March, and the first schooners from Nova Scotia, fitted out for the herring fishery, had arrived at Amherst Harbor on the 27th April.

The herring had made its appearance, on the latter date, in Pleasant Bay, and it had seldom been seen there in greater abundance. Accordingly all the schooners which came to take part in the herring fishery, had been able to complete their lading without any very great exertions.

The following is a list of the vessels:—

SCHOONERS from Nova Scotia, arrived at Amherst Island this spring to engage in the Herring Fishery.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Herring Barrels.
"Anna Lavinia".....	Wm. McDonald.....	Halifax.....	81	4	1,400
"Amegaut".....	R. Nicholson.....	Point Mulgrave.....	89	10	1,000
"Catherine".....	D. Jackson.....	Do.....	21	4	400
"Nec plus Ultra".....	P. Malcom.....	Point Hawksbury.....	48	6	700
"Cruiser".....	J. Walker.....	Do.....	40	3	600
"Alma".....	E. Lahnes.....	Halifax.....	65	10	900
"Celerity".....	H. Grezner.....	Do.....	67	8	700
"J. A. McKeane".....	J. Ritcey.....	Do.....	49	10	700
"Vinance".....	G. Ronkey.....	Do.....	57	3	650
"Dusky Lake".....	Wm. Parks.....	Liverpool (N. S.).....	44	8	500
"Arriel Corkum".....	J. Hunter.....	Halifax.....	46	8	700
"Visit".....	Wm. Fall.....	Do.....	45	7	600
"Sophia".....	J. R. Hilton.....	Yarmouth (N. S.).....	110	10	1,800
"Runama".....	B. Merrill.....	Digby (N. S.).....	46	3	700
"Almira".....	J. Hilton.....	Yarmouth (N. S.).....	55	6	800
"Panda".....	J. O'Neil.....	Point Mulgrave.....	35	5	500
"Mary Alice".....	J. Ritcey.....	Halifax.....	33	7	600
"Swan".....	E. Publiconer.....	Do.....	46	10	700
"Nimble".....	Wm. Lord.....	Lunembourg N. S.).....	59	8	800
"P. S. L.".....	J. Cruickshank.....	Halifax.....	67	8	1,000
"Bloomer".....	J. Walker.....	Point Hawksbury.....	62	5	950
"Tropic Bird".....	E. Maxner.....	Halifax.....	46	8	700
"Sirocco".....	S. Andersen.....	Do.....	56	7	800
"Princess Louisa".....	J. Muir.....	Do.....	43	6	500
"British Tar".....	A. Evans.....	Do.....	41	8	500
"Humming Bird".....	Wm. Lean.....	Do.....	49	7	500
"Speak".....	Wm. Murray.....	Point Hawksbury.....	36	5	500
"Bridget & Ann".....	Wm. McKay.....	Do.....	28	4	400
"Swan".....	J. Hunt.....	Halifax.....	74	6	Trader.
"Plover".....	C. Reyder.....	Yarmouth (N. S.).....	44	4	600
"Mary".....	J. Nickson.....	Do.....	43	4	700
"Calder".....	A. Calder.....	St. Andrews.....	39	4	500
"D. Campbell".....	S. Leonard.....	Do.....	61	7	700
"Princess Augusta".....	L. Ludlow.....	West Isles.....	37	5	500
"Spray".....	T. Banks.....	Yarmouth.....	22	4	400
"Leading Star".....	C. Counterway.....	Halifax.....	38	6	500
"Brilliant Star".....	R. Smith.....	Do.....	39	7	600
"Jane Otis".....	S. Keating.....	Do.....	50	4	40
"Louise Montgomery".....	L. Montgomery.....	Charlottetown.....	35	4	500
"J. P. Tilton".....	J. Rudolph.....	Halifax.....	65	8	1,000
Total.....			1900	261	26,840

It will be observed that these vessels were in small number, in comparison with preceding years, and that they were all, with one exception, from Nova Scotia. Formerly a certain number came from the United States and from Prince Edward's Island.

The inhabitants of the islands had taken among them about 3,000 barrels of herring, barely enough for their winter supply; their being unprovided with great seines alone prevented their taking more, for at the time of our leaving Amherst, on the 21st May, large shoals of herring were still to be observed in Pleasant Bay.

Cod had been taken near Deadman Island since the 9th May, and its speedy appearance in Pleasant Bay and in the other places frequented by it in the vicinity of the islands, was looked for.

The Amherst Harbor and House Harbor schooners, except one which had been wrecked on the coast of St. George's Bay, had returned from their perilous occupation of seal-hunting in the midst of the floating ice in the Gulf, at the usual period, that is, about the beginning of May. They only brought back in all 4,396 seals. This was a greater yield than the average of late years, though it was still not very great.

Some schooners had done better than others; they might count upon a good profit from the sale of the oil, which commanded a high price this spring. The others would hardly repay the cost of the voyage. The hunters, however, did not complain that the seals had become more scarce; the ill success of their undertaking was to be attributed rather to the bad weather and the storms which they had encountered.

On the 19th, I visited the Port of Amherst and I subjoin a list of the vessels which were there.

VISIT TO THE PORT OF AMHERST, 19TH MAY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Herring Barrels.
"D. Campbell".....	George Leonard.....	St. Andrews, N. S.....	61	7	700
"Mary".....	J. Nickson.....	Yarmouth.....	43	4	700
"P. S. L.".....	J. Cruickshank.....	Halifax.....	67	8	1,000
"Président".....	Aug. Martinet.....	Amherst.....	36	4	Ballast.
"J. Tilton".....	J. Rudolph.....	Halifax.....	65	8	1,000
"Engédi".....	G. Cormier.....	Amherst.....	30	10	Ballast.
"Cutler".....	J. Vigneault.....	Do.....	27	9	do
"Loup-Marin".....	A. Devaux.....	Do.....	37	9	do
"Flora".....	L. Boudreau.....	Do.....	34	10	do
"Marie Alma".....	O. Bourque.....	Do.....	37	4	do
"Fleet Wing".....	Is. Lacombe.....	Do.....	36	5	do
		Total.....	473	78	3,400

A comparison between this list and that which precedes it, and the statements of preceding years will show that the number of schooners which resorted to Pleasant Bay to carry on the herring fishery, was as great as in the three years last past, but much less than in 1860 and 1861, at which time from two to three hundred were counted in this same harbor of Amherst. The reason of this was that since the breaking out of the American war, the herring, for want of a ready market, did not fetch so high a price as formerly; and a large number of the schooners which used to engage in that fishery, there being no further profit to be made by it, were made use of for other trade and for other fisheries.

On the 20th May, I visited House Harbor. The following is a list of the vessels which I found there.

VISIT TO HOUSE HARBOR, 20TH MAY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Cargo.
"Zélie".....	H. Richard.....	House Harbor.....	36	10	Ballast.
"Zélie".....	V. D. Cormier.....	Do.....	33	10	do
"Anny".....	Wm. Terriau.....	Do.....	41	10	do
"Archangel".....	N. Jonfo.....	Do.....	40	10	do
"Mary".....	N. Arseneau.....	Do.....	40	10	do
"Jenny Lind".....	P. Turbide.....	Do.....	39	10	do
"Onézime".....	M. Richard.....	Do.....	42	10	do
"Dolphin".....	O. Richard.....	Do.....	52	10	do
"Greenock".....	T. Terriau.....	Do.....	39	10	do
"Emélite".....	A. Bourque.....	Do.....	27	10	do
"Two Brothers".....	R. Delaney.....	Do.....	42	10	do
"Kate".....	J. Smith.....	Halifax.....	65	5	Salt.
Total.....			496	115	

All these schooners, with the exception of the *Kate* from Halifax, had been engaged in seal-hunting; they were, at the time, being fitted out for the cod fishery.

At my visits to the several harbors, I had caused to be posted up, at all places frequented by the fishermen, the regulations respecting the Magdalen Islands.

On the 21st the herring fishery being considered quite over, and there being nothing more to be done until the mackerel fishery began, I gave orders to sail for the Bay of Chaleurs.

At 4.45, p.m., we left House Harbor and at 8.45, p.m., we cast anchor at the Basin. At 10.45, p.m., we were again under sail; the wind being favourable we hastened to avail ourselves of it.

We had a very rapid run and next day, at half past four in the afternoon, we anchored in the Harbor of Paspebiac. I found there the following vessels. Some had arrived from Europe with merchandize and fishing apparatus; the others were employed in the fisheries:

PASPEBIAC HARBOR, 22ND MAY, 1865.

Name of Vessel.	Name of Captain.	Tons.	Number of sailors.	Remarks.
Barque "Columbus".....	P. Marrett.....	203	12	From Europe.
Schooner "Tickler".....	P. Hubert.....	96	8	Do
Barque "C. R. C.".....	J. Ahier.....	210	12	Do
Brig "C. T. Sutton".....	H. Soady.....	197	12	Do
Schooner "Ant".....	Wm. Mow.....	58	7	Coasting.
Do "Bee".....	John Becket.....	53	7	Do
Do "Nova Scotian".....	L. Bourdage.....	63	5	Do
"Lady Elgin".....	C. Bernier.....	90	6	Do
		970	69	

I paid but a short visit to Paspebiac, everything being in order there.

From the 23rd, on which day I proceeded to Carleton, I was engaged in issuing salmon fishing licenses for the rivers and coast of the Bay of Chaleurs. In the performance of that duty I went, after leaving Carleton, to Nouvelle on the 24th May, to Dalhousie on the 25th, to Maguacha on the 26th, to New Richmond, a second time, on the 27th, and then to Carleton, a second time on the 29th.

We were often delayed in our trips by fogs which were very frequent in the gulf during the spring season and we had also several times to contend with contrary winds,

At Maguacha I gave orders to Mr. A. McEwen to examine the nets in the River Ristigouche, and especially to prevent Mr. Busted from setting one of his nets on the sand bank in the middle of the river, opposite to his property, and to cause him to set it near the shore. He was also to see that Mr. Duncan did not set his net further out than is allowed by law, that is, that he should only occupy one-third of the stream, that is to say, two-thirds of the part of the stream which belongs to Canada, it being admitted that the two Provinces of which the river forms the boundary, are entitled to equal parts of that stream at that place.

Being informed, some days later, that Mr. Finlay Cook had taken the place of Mr. McEwen, as Fishery Overseer for the River Ristigouche division, I gave to the former the same instructions that I had already given to the latter.

I venture to call attention to the fact that on the Canadian side of the River Ristigouche, the main channel is never obstructed by nets, and if the same system was followed on the New Brunswick side, the salmon would have full liberty to ascend the stream and spread throughout all its branches, there to propagate its species without any obstacle. The happy results which would be the consequence of such a state of things, if carried out in good faith, may be easily imagined.

On our side we have only eleven salmon fishing stations within an extent of 15 miles on the River Ristigouche, and most of them take up only one-tenth, and I might say only one-twentieth, of the stream.

By the map which I furnished to the Department last year, it may be seen that the nets are set in a very different way on the New Brunswick side, and that they are there very close together, especially in the vicinity of the termination of the tidal waters. But besides this, the laws, of which the object is the protection of the salmon, are constantly violated in the neighboring Province; at least, so I am informed by persons who are well acquainted with the facts, and who reside on the banks of the River Ristigouche.

I shall return to this subject in another part of my report.

Suffice it to say for the present, that at this visit to the rivers falling into the Bay of Chaleurs, I found, as yet, no salmon nets set. The water, swollen by the melting of the snow, was still too high to allow of the placing of the pickets to which the nets are attached; salmon, however, were already to be seen at the mouths of the rivers.

The herring fishery had been very productive this year in the Bay of Chaleurs, especially on the coast of Maria, where more than 12,000 barrels had been taken.

On the 31st, after leaving Carleton about four o'clock in the morning, I touched at Port Daniel, at ten o'clock, to issue salmon-fishing licenses for that locality.

Towards evening we reached Little Pabos, and having met Mr. J. Rémon, Fishery Overseer, I placed in his hands the fishing licenses for his district. About nine o'clock we again set sail, and shortly after midnight anchored at Percé.

We were soon after overtaken in that harbor by a violent storm from the N.N.W., which compelled us to remain there two days.

The cod fishery had begun on the coast of Gaspé at a later period than last year. It had not been good up to that time. The caplin had not as yet appeared on the coast; the bait which the fishermen were using was the herring.

On the 3rd we left Percé at a very early hour, and after stopping for some hours at Malbaie and Point St. Peter, we entered Gaspé Basin at half-past three in the afternoon. I visited that port, and after having ascertained that everything was going on well there, I gave orders to sail with the first favorable wind.

The salmon fishery had commenced a week previously in the North-west, South-west, and St. John Rivers. The beginning had been very promising; some very large salmon had been already taken.

The schooners fitted out for the whale and cod fishery were ready to sail, and were only awaiting a favorable opportunity to proceed to the places where they hoped to meet with the best chances of success. Some were going north, and the others were to proceed as far even as Newfoundland.

On the 4th we took advantage of a fresh breeze from the north-west to get under way for the Magdalen Islands. We left Gaspé Basin about three o'clock in the afternoon, and at half-past eight on the following morning we were at anchor at Le Moulin (Amberst Island). At that place we found five schooners from the Island of Cape Breton,

fitted out for the cod fishery. The bad weather had compelled them to run in there for shelter. They reported to us that the cod fishery was by no means good.

On the 6th, about noon, we proceeded to anchor in Amherst harbor.

The mackerel fishery had been carried on in Pleasant Bay since the 31st of May with various success. The greatest quantity of mackerel had been taken during the first nights which followed its appearance.

I only found in the Port of Amherst, out of eleven schooners which were there on the 6th of June—as may be seen by the following table—five schooners fitted out for the mackerel fishery, which were owned out of the Province. The number of nets, also, set in Pleasant Bay this year, was very much less than usual in past years. I do not think that there were more than seven or eight hundred instead of two or three thousand, which I formerly found there at a similar date, some years ago.

PORT OF AMHERST, 6TH JUNE, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sails.	Cargo.	
					Nets.	Mackerel.
"Marie Dina".....	T. Savard.....	Quebec.....	43	5		Barrels.
"A. Pauchaud".....	P. Sodier.....	Magdalen Islands.....	45	5		Salt.
"Nec plus Ultra".....	P. Malcom.....	Gut of Canse.....	48	9	60	Ballast.
"Fleet Wing".....	Is. Lacombe.....	Amherst.....	36	5		140
"Buay Bee".....	A. Emery.....	Gut of Canse.....	16	4	28	Ballast.
"Mary Ann".....	S. Redmond.....	Halifax.....	42	6	60	45
"Clara".....	S. Haws.....	Do.....	33	8	90	70
"Blossom".....	J. Mason.....	Do.....	28	7	80	100
"Samuel Otis".....	R. Redmond.....	Do.....	60	8		100
"Sarah".....	Hy. Boudreau.....	Amherst.....	23	10		Cod.
"Loup-Marin".....	A. Devaux.....	Do.....	37	10		Ballast.
						Ballast.
		Total.....	411	77	318	455

What was it that prevented a greater number of Nova Scotian schooners from being fitted out this year for the Mackerel fishery in Pleasant Bay? It was, doubtless, the little hope that existed of a profitable market for their fish, and the ill success of their fishery during the last two or three years.

During this visit to the Magdalen Islands, which was prolonged until the morning of the 12th June, I was engaged specially in causing the regulations respecting the mackerel fishery to be observed; these, as is well known, oblige the fishermen to leave all that part of Pleasant Bay which is opposite to Amherst Harbor entirely free from nets, in order that navigation may not be impeded, and also that the shoals of Mackerel may have easy access to the head of the Bay, when they go to deposit their spawn. And I have the satisfaction of being able to assert that all these regulations were scrupulously observed by our own as well as by foreign fishermen. The same was the case with the regulations for the Port of Amherst.

On the 12th, the mackerel fishery was nearly over; and nothing further requiring my presence in Pleasant Bay, I gave orders to set sail for the coast of Labrador.

At 11.45 A.M., we weighed anchor, and with the help of a strong breeze from the south, we were able to make a very rapid run across, and arrived at the Harbor of Natashquan the next day, at a quarter to three in the afternoon.

I found in that harbor, one brig, and in the little harbor adjacent, fifteen Canadian schooners, fitted out for the cod-fishery.

The cod had appeared on the coast nine or ten days previously, but was not yet sufficiently abundant to allow the fishermen to take more than one or two drafts a day. Up to that time the herring had been the bait used, but it was hoped that another, of which the cod is much more fond, would very shortly be substituted for it; this was the caplin, which was beginning to appear near the shore.

On the 16th, I visited the Great Natashquan River, the waters of which were so swollen

that the lessee of the salmon fishery in the estuary of that magnificent stream had been unable as yet to set more than two nets, and the salmon which he had taken (ten barrels) was hardly worth mentioning. It was thought that as the fishing season was already far advanced, Mr. Boulet would again, this year, derive but a small return from the Natashquan River.

I measured the northern limit of the fishery at the mouth of the Natashquan River, and placed, at a distance of a mile from the northern point of the outlet of the river, a post, to indicate the spot where Mr. Hippolite Vigneault's station was for the future to be situated. The latter was removed about one-third of a mile further north than it was before. It was also necessary to move one of Mr. Talbot's stations 500 paces in the same direction.

These new arrangements being completed, it is certain that Mr. Boulet had no longer the slightest ground of complaint against Mr. Vigneault, especially this spring, a new channel having opened in the northern entrance to the river.

Three schooners from the Village of Natashquan had been out seal-hunting on the ice this spring, and one of them had been unfortunately lost, having been crushed by the ice near the reefs called *Les Fleurs*, on the western coast of Newfoundland. The crew however was saved by another schooner which was sailing in company.

The other two, which were fortunate enough to return to port without accident, had brought back 640 seals; this was an average yield.

I left a fishery overseer at the Natashquan River, and gave him instructions to guide him in the execution of his duty.

I was compelled by high winds from the north-west to remain at Natashquan until the 17th. On that day we got under sail at 10 in the morning, and in the evening we lay-to off Watsheeshoo.

I informed Mr. Tanguay, who came on board, of your decision in relation to the affair of the Great Watsheeshoo River. I told him that he might fish there this year, and I gave him a license to do so. But I notified him that after this season, that stream would be closed to the net fishery until further orders, and that consequently he could not carry on the salmon fishery there.

Mr. Tanguay had as yet only taken a few salmon in Little Watcheshoo River and Piashter Bay.

Being unable to reach Cornille River, I wrote to its occupants to inform them of the decision that you had come to with respect to that river, which, after this season, was also to be closed to the salmon fishery with nets until further orders.

We continued under way during the night, and on the morning of the 18th we anchored at Esquimaux Point.

Twelve schooners belonging to that village had engaged in seal-hunting on the ice this spring; they brought back 3,137 of those animals. They had subsequently again sailed to engage in the cod fishery on the Coast of Labrador.

About noon we again set sail, but a calm, and contrary currents soon compelled us to cast anchor.

The next day I ascertained that nobody was fishing in the Romaine River, and after having issued a fishing license to André Blais, who fishes on the coast some miles from that river, we reached Mingan about half past five in the afternoon.

I gave out the few salmon fishing licenses to be issued for that place. On that day I had the pleasure of meeting Mr. Witcher, who took passage on board "*La Canadienne*," with the lessee of the fluvial division of the River St. John.

The weather was too bad on the 20th to allow of our sailing.

On the 21st, we sailed at 9 A.M., and after having visited the establishments at Long Point, we reached River St. John in the evening.

At those two places the cod fishery was hardly commencing, and but very little was to be found on the coast.

The next day I landed at River St. John, but had great difficulty in getting in my boat to Mr. Sirois' establishment, which is situated about half a mile from the mouth of the river.

The waters of the river, swollen by the melting of the snow in the forests in the interior, and by the heavy rains, had become an immense torrent, against which the fishing boats strove in vain to ascend, except when they were assisted by the rising tide.

The currents being so strong and the waters so high, it was impossible for the lessees of the river to set their nets with the slightest chance of success. It was thought that instead of deriving any profit from the fishery they would be losers by it.

Taking all this into consideration, Mr. Whitcher did not think it right to compel the lessees of the St. John River to accept their lease on the conditions at first agreed upon; and after having deliberated as to what was best to be done, we came to the conclusion that I should issue them fishing licenses for nine stations for the sum of \$96. Mr. Beau-lieu, also, was to have his old station, on payment of \$10.

A little before noon we left River St. John to proceed to Shelldrake River, where we arrived towards evening.

As at all the other posts on the north shore which we had visited, the cod fishery had so far been bad; I issued some salmon fishing licenses there, and before night we again set sail for the Moisie River, where we arrived in the afternoon of the next day.

The waters of the Moisie River also were swollen this spring by the melting of the snow, and by the rain, but not to so great an extent, however, as to prevent the lessee from setting his nets.

Salmon appeared to be tolerably abundant there, and Mr. Holliday had already de-patched several cargoes of that fish, in the fresh state, to Quebec.

Cod had not appeared on the Moisie fishing grounds until the 23rd; besides it ap-peared to be in such small quantity, and the season was so far advanced that even average results from the fishery could hardly be expected. It must be acknowledged that the cod, for some years past, had become more and more scarce in these parts. Already several outfitters, discouraged by the want of success in preceding years, had abandoned the Moisie bank, and several others proposed to do the same at the conclusion of this season, unless some favorable change in the products of the cod fishery should present itself.

It will be seen by the table in the appendix, that the number of boats there was al-ready very much less than in preceding years.

On the 24th, I was called upon to hear and judge a case of contravention of the fishery law.* A fisherman, engaged by a written instrument to serve as such, had refused to fulfil his engagement. The defendant was summoned to appear before me, and the offence having been proved, he was condemned to pay a fine of \$30, or in default of payment, to one month's imprisonment; and as he either would not or could not pay the fine, I was compelled to take him on board to convey him to the gaol nearest to the place where judg-ment was rendered in the suit; this was at Percé, 125 miles from the Moisie River. The common gaol of the District, at Malbaie, was still farther distant, for to reach it, a sea voyage of 220 miles would have had to be made; as to reaching it by land it was a matter of impossibility.

We left the Moisie River on the morning of the 25th. In the afternoon I stopped at Pigon and Basin River, and towards night at Shallop River. I visited the establishments at those places; everything was in order there, but the cod fishery had made no greater progress there than it had done at Moisie River.

On the morning of the 26th we anchored opposite Thunder River. The cod had only appeared there two days before, and the fishery was not beginning with very great promise of success.

As may be seen by what I have said in the preceding pages, the cod appeared along the whole of the north shore at a much later period in the season, and in much smaller quantity than usual. There are grounds for believing that some extraordinary circum-stances must have influenced the movement of the shoals of cod in the Gulf this year, and that, instead of penetrating into its waters and into those of the River St. Lawrence, at the usual period, their course was directed towards more fortunate shores, probably in pursuit of the shoals of small fish upon which the cod habitually feeds, and which, like it, migrate periodically into the Gulf.

After having caused to be removed a net which partially obstructed the entrance to the port of Thunder River, we set sail for the west point of the Island of Anticosti at 8.15 A.M.

At that place we found cod in abundance; for some days past the boats had been taking from 5 to 7 draughts a day. The cod had appeared there on the 1st June.

At two in the afternoon we steered for Percé. Next day, bad weather coming on, we were compelled to run into Gaspé Basin.

At Cape Des Rosiers, and in the vicinity, we had seen a number of fishing boats in the offing; unfortunately there was but little cod.

On the 28th I proceeded with the schooner to the Barachois of Malbaie, to settle some differences in relation to the fishery, which had arisen among the fishermen of that place.

In the afternoon we anchored at Percé, and there the prisoner Dionne was at once incarcerated.

On the 29th, a holiday, and day of merry-making among the fishermen, it was feared that there might be some disorder at Percé, there being a great deal of excitement. I considered it advisable to cause the place to be patrolled by a party of my men during the night, and this had the effect of maintaining order and tranquillity; there was only one case of assault and battery, which was heard next day before P. LeBoutillier, Esquire, Dr. Cormick, J. P., and myself. The defendant being found guilty was fined \$10, which was at once paid.

The cod fishery was no better at Percé than at the time of my first visit, although the bait (the caplin) was abundant.

We left Percé at half past ten in the forenoon. We touched at Point St. Peter about one in the afternoon, and entered Gaspé Basin in the evening.

The next day (July 1st) I returned to Douglstown, and after having settled several disputes, which had arisen there since my last visit, we sailed for the Island of Anticosti at half past eleven in the forenoon.

In Gaspé Bay the cod had been very scarce since the beginning of the season, and great complaints were made of the small products yielded by the fishery.

Early on the 2nd we anchored at the south-west point of the Island of Anticosti.

I at once directed Mr. Têtu to proceed to make an inspection of the salmon nets set in Jupiter River, and that officer reported to me some hours later that there was nothing wrong there.

I left there a fishery overseer, the duty assigned to whom was the superintendence of the fisheries of the Island of Anticosti, especially of the salmon fishery. I gave to that officer the instructions necessary in such cases.

There was a great deal of cod on the coast of that part of the Island. The salmon, on the contrary, did not appear to be plentiful; only two had as yet been taken in Jupiter River.

At that place I had the pleasure of meeting the Reverend Mr. Brunet, of the Laval University. That botanist was on a herborizing tour. Mr. Gaudet, P.L.S., was also at the south-west point. He was charged by the Department with the duty of making an exploration of the rivers of the Island of Anticosti, in relation to the salmon fishery.

In the afternoon we sailed for the north shore. Next morning, when off the Perroquets Rock, we encountered a violent storm of wind from the south-east, accompanied by rain. However, we succeeded in entering Mingan Harbor about three o'clock in the afternoon.

There were four schooners in that port. On the 4th we had rain, fog, and an east wind. I took advantage of the presence of a skilful diver who was then at Mingan, to have the lower part of our rudder examined, the iron work of which appeared to us to be no longer firm, to judge from the violent blows received by the vessel from the rudder when sailing in a rough sea. It was found, in fact, that the pintle supporting the stem of the rudder was worn by friction, and especially by oxidation. But it might still be used throughout the season without danger. We were greatly reassured by the examination. However, copper fastenings should be substituted for the iron work in question.

All was quiet at Mingan and in the vicinity.

On the 5th we left Mingan about four o'clock in the morning. I touched at Esquimaux Point on the way, and in the evening landed at the Nabisippi river.

Mr. Rochette, the lessee of that stream, was carrying on a very successful salmon fishery, and Mr. Kennedy, of the Agwanus River, was succeeding quite as well as the former. But the cod was scarce on the coast.

Next day, at 4 in the morning, we anchored at the great Natashquan River. I collected there the following information.

The salmon fishing carried on by Mr. Boulet had been very unproductive, he had taken only 50 barrels. Mr. Powell, the lessee of the fluvial division of that magnificent stream, had, on the contrary, been most successful in fishing for salmon with the rod and fly. Never had so many salmon been seen at the foot of the rapids in that river; most of them were very large.

An idea may be formed of Mr. Powell's success, when I state that with three rods that gentleman and his companions had already taken several hundred salmon. One of them, in a single day, caught thirty-three with his own rod. This was a most conclusive proof that there was a great deal of salmon in the Natashquan River.

And how could it be otherwise? For two years past Mr. Boulet, either in consequence of the height of the water or of the inexperience of the fishermen employed by him, had obtained only some fifty barrels of salmon a year from that river, which, under ordinary circumstances, and when well fished, ought to yield at least 200 barrels.

Accordingly, because Mr. Boulet has not been successful, the conclusion must not be come to that there is less salmon in the river than formerly. The reverse is the case: persons who have gone up the stream, and who have seen the hundreds of salmon at the foot of the rapids and in their vicinity, can be brought to prove the fact.

The Fishery Overseer for the division reported to me that all was going on well there.

The cod fishery on the Natashquan Bank appeared to have been improving for some time past.

At half past nine in the morning we again set sail, and about two in the afternoon I visited the Kegaska River, as far as the first rapids. I found there a net extending a little too far into the channel; I caused it at once to be shortened.

We left that place towards evening, and next day, about noon, we reached Little Meccatina. In the afternoon I touched at Whale-head, and in the evening we entered the harbor of Mutton Bay. I found there 15 schooners, all belonging to Canada, which were carrying on the cod fishery with tolerable success; but there had been a very much larger number of fishing vessels there a few weeks previously.

The cod had been very abundant on this part of the coast, as had also been the case at Whale-head and Little Meccatina from the commencement of the season; the cap'tn had also been plentiful, but for some days past it had been diminishing in quantity. Unfortunately, most of the fishing vessels, especially those from Canada, had reached this place, so well known on the coast of Labrador, after the best of the fishery was over.

The salmon had appeared late at the Meccatina River and on the adjacent stations, and but very little was being taken.

In the evening I was informed that there were persons on the Murr Islands, engaged in collecting the eggs of the murr (*guillemot*, *Urea Ringvia*) and of the penguin (*alca torda*), and I resolved to go thither next day.

On the 8th, we set sail about four o'clock in the morning, and two hours afterwards we reached the Murr Rocks. I found, as I had been told, three gatherers of eggs, forming part of the crew of a schooner called the *Ocean Bride*, 21 tons, Alexander Myers, master, of Halifax. They were living in a hut on one of the rocks, and in the three weeks which they had spent there, had already collected 250 dozens of eggs. Their guilt was clear; I took the three individuals in the act of gathering the eggs of wild fowl, in contravention of one of the most important sections of the Lower Canada Game Act. Nothing, therefore, remained for me to do but to inflict the punishment prescribed by law in such cases. I condemned each of them to pay a fine of \$20, or, in default of payment, to two months' imprisonment; and as they could not pay, I took them on board *La Canadienne*, in order to convey them to the gaol at Amherst, in the Magdalen Islands.

This expedition concluded, I returned to the entrance of Mutton Bay about nine in the morning. I then visited the harbor of Great Meccatina, Red Bay, La Tabatière, and Lac Salé, and we then proceeded to anchor at three in the afternoon, near Fox Island, where it was suspected that the *Ocean Bride* lay. She was found at anchor in a little cove called Eggman Harbor.

I found the hold of the vessel half full of penguins' and murre's eggs, especially the latter. There were 914 dozens. The Captain and his two men could not but acknowledge that all these eggs of wild fowl had been taken from the islands adjoining the coast of Labrador; they

also, therefore, were guilty of having violated our game laws; I was, therefore, again under the necessity of applying the law in a summary manner.

I condemned Captain Myers and his two companions to a fine of \$20 each, or to a term of imprisonment of two months each, and I confiscated, for the profit of Her Majesty, the schooner and all its appurtenances; and as these individuals had no money with which to pay the fine, they were taken on board *La Canadienne* to be conveyed to the gaol at Amherst. I then gave the command of the *Ocean Bride* to the Lieutenant of *La Canadienne*, Mr. Moise Leblanc, to whom I gave a man and a boy to assist him in carrying the prize safely into Gaspé Basin. In the evening we anchored in a safe port at the Fondrie de Forteau.

While lying at that place, awaiting a favorable wind to proceed on our course towards the eastern part of the coast of Labrador, I paid a visit to the islands called the Goose Islands. I found there (on the 11th) an inhabitant of the coast, named Charles Lapierre, in the act of carrying off penguins' and murrs' eggs, which he had collected on the islands which I have just mentioned. As I was empowered to do by the law, and as I had done in the preceding cases, I summarily condemned the individual to a fine of \$20, and also confiscated his boat. The fine was paid next day.

On the evening of the 12th we set sail, and next day we entered Bonne Espérance Harbor shortly after eight o'clock in the morning. In that magnificent harbor I found 16 vessels, 12 of which came from different ports on the east coast of Newfoundland, and the remainder from Nova Scotia, principally from the port of Lunenburg; they were all engaged in the cod fishery.

The following is a list of them :—

BONNE ESPÉRANCE HARBOR, 13TH JULY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Number of boats.	Number of seines.	Cargo. Cod. Quintals.
Brigantine "Leo".....	Jas. Ephren.....	St. John, Nfld.....	67	9	3	1	200
" Young Newfoundland"...	Ed. Murphy.....	Catelina, Nfld.....	73	12	6	1	300
" Phoca".....	Ed. Shin.....	St. John, Nfld.....	81	8	3	1	100
Brigantine " Charles".....	J. Snow.....	Do.....	114	12	3	1	100
" Emily".....	William Rake.....	Mahon Bay, Nfld.....	39	6	3	.....	20
" Dove".....	M. Horgen.....	St. John, Nfld.....	10	4	3	.....	25
Brigantine " St. George"...	Wm. Silby.....	Do.....	80	8	3	1	80
" Ariel".....	Wm. Andrews.....	Do.....	50	8	3	1	40
" Kate".....	M. Power.....	Do.....	37	6	2	.....	80
" Perseverance".....	Henry Patrick.....	Do.....	25	6	3	.....	30
" Ann".....	Wm. Condon.....	Catelina, Nfld.....	29	6	3	.....	100
" Dart".....	J. Peter.....	Do.....	30	7	3	.....	100
" Vegete".....	John Horman.....	Lunenburg, N.S.....	30	10	3	.....	420
" Baronet".....	Paul Burn.....	Do.....	40	13	3	1	600
" Silver Arrow".....	Frank Mason.....	Do.....	35	12	3	1	400
" Delight".....	James Bourgoin.....	Mahon Bay, Nfld.....	48	11	4	1	350
		Total.....	788	138	51	9	2,945 qts.

The presence of so large a number of fishing vessels from Newfoundland in a single one of our ports on the North Shore, caused me to form the opinion that the cod fishery was not productive along several parts of the shore of that island, the coasts of which generally abound in fish; and the information which I then received tended to confirm the idea. These vessels had found no cod this spring on the banks which they habitually frequented, and for that reason they had come to our shores, although far from the ports from which they sailed, in the hope of meeting with better success than at home.

In Salmon Bay, which may be said almost to join Bonne Espérance, I visited 10 fishing

schooners, six of which were from Newburyport, U. S., two from Newfoundland, one from Halifax, and one from Quebec, as is shown by the following table :

SALMON BAY, 13TH JULY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Number of boats.	Number of seines.	Cargo.
							Cod.	Quintals.
"Nancy".....	Thomas Taylor.....	Halifax.....	63	6	.....	.....	Trader.
"Emmay".....	S. Beckman.....	Newburyport.....	14	14	5	1	400 qtls.
"Native America".....	Thomas Tobin.....	Do	92	16	5	1	300
"Mary Clark".....	N. Dow.....	Do	74	16	5	1	300
"Hiawatha".....	Wm. Sawborn.....	Do	127	16	5	1	400
"J. W. Dodge".....	Walter Joye.....	Do	83	16	5	1	500
"Belvina".....	J. Coulombe.....	Quebec.....	56	4	.....	.....	Coasting.
Brigantine "Jessie".....	J. Dodge.....	St. John, Nfld.....	92	6	.....	.....	.....
"Edward Lee".....	John Hatfield.....	Newburyport.....	120	16	5	1	400
"Noel".....	Richard Joye.....	St. John, Nfld.....	120	20	7	1	600
Total.....			941	130	37	7	2,900 qtls.

Among these vessels was the schooner *Nancy*, of Halifax, with merchandize on board, engaged in trading along the coast. But the Captain of that schooner had not entered his vessel regularly at the free port, that is, at Gaspé Basin. The excuse that he gave was, that he had endeavored to do so, but that he had been driven out of his course by contrary winds. I might, in my capacity of Customs Officer, have seized this vessel and conveyed it to the port of entry to be disposed of according to law. But I preferred not to act with severity, as moreover I had been authorized to do by the Customs Department. However I would not allow the *Nancy* to continue her trade along the coast, and I compelled her to proceed to the free port. She sailed next day for her new destination, and I afterwards ascertained from the Collector of Customs at Gaspé Basin, Mr. J. C. Belleau, that the regulations of the free port has been complied with by her in every respect.

The cod had been very abundant on the coast of Bonne Espérance for three weeks; the caplin was also plentiful. Accordingly the fishermen had been successful both with the line and with the cod-seine.

The schooners which had arrived at that place or at Salmon Bay at the time when the cod first made its appearance on the coast had already completed three-fourths of their lading; and one of them only required 50 quintals more of that fish to complete her cargo.

In Salmon Bay I visited a new establishment belonging to Captain Dodge of Newbury Port, U.S., at which he employed 35 men and seven boats for line-fishing, besides a seine-boat. At that establishment one hundred quintals of cod were already drying on the flakes, and there were from 500 to 600 quintals salted on the stages.

The salmon fishery at River St. Paul, which I visited on the 14th, was tolerably good, while at the other stations in the vicinity the yield of that fishery up to that time had been below the average.

On the 15th we left Bonne Espérance. About 11 o'clock in the morning we passed Middle Bay, where there were nine schooners, most of which were from Nova Scotia, and the remainder from Newfoundland; they were carrying on the cod fishery with success; at two in the afternoon we anchored in Bradore Harbour, which, together with Bradore Basin Harbour, we found quite filled with vessels engaged in the cod fishery.

The following is a list of them :—

HARBOR OF BRADORE BAY, 15TH JULY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Number of boats.	Number of men.	Cargo. Cod. Quintals.
"J. C. Miller".....	James Conicle.....	Lunembourg, N.S.....	40	13	4		350
"Flash".....	A. Sam.....	Mahone Bay, Nfld.....	40	11	3		400
"Sirocco".....	S. Henderson.....	Lunembourg.....	60	15	5	1	500
"British Lass".....	J. Smith.....	Do.....	29	11	3		200
"Lady Caroline".....	Irvin Hyson.....	Do.....	36	9	2		250
"Napier".....	William Burns.....	Halifax.....	40	11	3		300
Brigantine "Mary Jane".....	J. Conners.....	St. John, Nfld.....	90	8	3	1	100
"Harvest Home".....	Jacob Gates.....	Lunembourg.....	29	12	3		300
"Dielytris".....	J. Seaboyer.....	Do.....	58	16	5	1	500
"Joseph".....	John Bates.....	St. John, Nfld.....	40	8	4	1	150
"J. A. McKean".....	J. Ritty.....	La Have.....	56	14	4	1	400
"Young Nova Scotia".....	G. Reicer.....	Lunembourg.....	66	13	9		400
"Debel".....	Louis Lonas.....	Halifax.....	41	14	4		450
"A. Fraser".....	Ed. Hirtte.....	Lunembourg.....	32	11	5		300
"Quick Step".....	H. Moses.....	Mahone Bay, Nfld.....	40	13	5	1	400
"Arthur".....	G. Sworetech.....	Lunembourg.....	35	9	2		200
"C. W. Lyle".....	J. Snidzer.....	Do.....	31	11	3		200
"Sea Slipper".....	Alfred Heister.....	Do.....	40	13	4	1	350
"Jos. Creighton".....	Jos. Bauckman.....	Do.....	43	13	4		500
"Alliance".....	G. Hickman.....	Halifax.....	39	7	3		170
"Lady Speedwell".....	Jeffrey Hickman.....	Lunembourg.....	53	14	5	1	400
"Rosanada".....	John Silling.....	Do.....	45	13	4		250
"Prince Consort".....	Samuel Allan.....	Do.....	35	10	3		400
"Wonderer".....	F. Spindler.....	La Have.....	40	11	3		200
"Ripple".....	Ed. Maxner.....	Lunembourg.....	55	16	5	1	700
"Louisa Agnes".....	Peter Turner.....	Mahone Bay.....	50	13	4		450
"L. M. Moyl".....	Ed. Miller.....	Lunembourg.....	55	14	5		550
"Sea Slipper".....	C. Longman.....	Cape Norman, Nfld.....	75	4	1		40
"Joan".....	Ed. Allan.....	Lunembourg.....	60	13	4		200
"Slide".....	R. Loyde.....	Do.....	60	13	4		400
"Nimble".....	William Laud.....	St. John, Nfld.....	60	16	5		500
"Ready".....	R. Sames.....	Do.....	29	7	3		20
"Trouble".....	M. Kates.....	Do.....	15	7	2		10
"Village Belle".....	Wm. Young.....	Do.....	64	6	3		20
"Golden West".....	J. Seaboyer.....	Lunembourg.....	53	13	4		500
"J. L. Vogler".....	Tbs. Smith.....	La Have.....	57	13	4	1	500
"Allegro".....	Elihu Oxner.....	Do.....	52	13	4		200
"Flirt".....	S. Oxner.....	Do.....	44	13	4		300
"Swan".....	L. Publiconer.....	Do.....	50	13	4		300
"Eunmial".....	A. Garret.....	Do.....	35	13	4		350
"Dusky Lake".....	J. Renuley.....	Do.....	40	12	4	1	200
"Princess Louisa".....	J. Roaland.....	Halifax.....	43	8	2		60
Total.....			1912	498	162	11	13,270

It will be seen that, unfortunately, but few Canadian Schooners appear either in this table or in the other tables already given.

Cod appeared to be abundant along the coast in the vicinity of Bradore Bay; the same was the case with the caplin which was used to bait the lines. However, the fishery was not so productive as at the neighboring posts on the west. What reason was to be assigned for this?—it is very difficult to say exactly. There were, however, conjectures as to the true explanation of this rather curious fact, and that which met with most favor among the fishermen was, that the cod found more food than they required on the bottoms where they lay, and that the bait offered to them by the fishermen at the end of their lines, however fresh it might be, and however adroitly the hook might be concealed, had no attraction for them.

At Anse aux Blancs Sablons, at Woody Island and at Green Island, the products of the cod fishery had, up to that time, been below the average. However, the cod had appeared in larger numbers for some days past, and there was ground for hope that the fishery might yet yield average results.

See p. 613 appendix to Journal Ref. Case No. 91864
for Joseph Bannerman's commission
1872

See also 6 Geo. 4. Cap 59 and Book 1. Fisheries reports.
11/8/96

The Collector of Customs of the Government of Newfoundland, stationed in the vicinity of Anse aux Blancs Sablons, had this year, as in previous years, exacted payment from the establishment of Fruing & Co., situated near the head of that Bay, of Customs duties to the amount of £43 sterling; and from the establishment of Le Boutillier and Brothers, situated at the Western extremity of Woody Island, of similar duties, amounting to £40 sterling.

This had occurred shortly after the opening of the navigation, and it had been impossible for me to reach the place in time to oppose the pretensions of the Newfoundland officer, as by my instructions I was directed to do, and to protect the traders who, according to official documents, furnished to me by the Government, had their establishments on Canadian soil.

I am, however, bound to add that the Newfoundland Collector, in support of the jurisdiction claimed by his government over the territory in dispute, that is to say, a part of Anse aux Blancs Sablons and the western extremity of Woody Island, produced a copy of the commission of Sir William Bannerman, as Governor of Newfoundland, printed in the *Royal Gazette* of that Colony, in which it was stated that the western boundary of the Government of Newfoundland (on the coast of Labrador) was in 51 degrees 25 minutes north latitude, and 57 degrees 9 minutes of longitude west from Greenwich, and that it included Blancs Sablons and Woody Island.

It appeared to me, on consulting the hydrographic charts which I had with me—those of Captain Bayfield and others—that if the frontier of Newfoundland on the coast of Labrador extends as far as 57 degrees and 9 minutes of west longitude, the claims of that Government to the territory in dispute are well founded, and we cannot claim either Anse aux Blancs Sablons or Woody Island.

On the 17th, Captain Davis, of the whaling schooner "*Osprey*," of Gaspé, came into Bradore Bay with a young whale in tow. It was the first that that captain had taken since the commencement of the fishing season. He thought it would yield about fifteen barrels of oil. The other Gaspé whalers had been rather more fortunate in their cruises. Still, there was no prospect that the whale fishery would yield much this year in the Gulf of St. Lawrence, whales appearing to be very scarce there; besides, the weather had been too frequently stormy since the spring to allow of a productive whale fishery being carried on.

On the morning of the 18th we left Bradore Bay, and in the evening we reached the anchorage of St. Augustin. Salmon appeared to be scarce at that place. Cod, on the contrary, had been so abundant since the end of June, that the fourteen schooners—a list of which is subjoined—which had engaged in the fishery there had nearly all completed their lading at the time of my visit. In that short space of time each boat had taken from 150 to 200 quintals of cod. This was the most productive cod-fishery of the year upon our coast.

HARBOR OF ST. AUGUSTIN, 18TH JULY, 1865.

Name of Schooner.	Name of Captain.	From what Port.	Tons.	Number of sailors.	Number of boats.	Number of seines.	Cargo. — Cod. — Quintals.
"Condor".....	D. Reunkey.....	La Have.....	31	18	6	1	1,200
"Sir C. Campbell".....	Wm. Gardner.....	Liverpool, N.S.....	43	11	3	.....	500
"Dolphin".....	T. Loyd.....	Do.....	31	8	2	.....	300
"Paragon".....	J. Iudith.....	Port Midway, N.S.....	34	11	3	.....	560
"Gazax".....	Tha. Gardner.....	Liverpool, N.S.....	34	10	4	.....	500
"Tyro".....	S. Smith.....	Do.....	41	13	4	1	650
"Proress".....	D. Morine.....	Port Midway.....	39	11	4	1	500
"Brilliant Star".....	Steven Smith.....	Do.....	40	11	5	1	600
"Flying Fish".....	R. Pyc.....	Gaspé.....	36	8	2	1	150
"Agile".....	R. Vogler.....	Liverpool, N.S.....	28	9	2	.....	400
"Golden Eagle".....	G. Snelzer.....	Mahone Bay, Nfld.....	43	11	3	.....	500
"Zélie".....	Vital Cormier.....	Magdalen Islands.....	33	10	3	.....	260
"Sprightly".....	Peter Mader.....	Halifax.....	34	11	3	.....	550
"Clara".....	J. Stevens.....	Lunembourg.....	31	10	3	.....	450
Total.....			538	152	47	5	7,120

On the same day (the 18th), I issued the salmon fishery licenses for St. Augustin.

Contrary winds, almost always accompanied by fog, kept us at St. Augustin until the 21st, on which day we sailed for the western part of the coast. The next evening we anchored at Boat Island, at which place I had heard that some individuals were engaged in gathering the eggs of wild fowl. I went into a little bay and there found three men from Nova Scotia, who had already collected on the adjacent islands, and had in their possession about 780 dozens of eggs, principally the eggs of the Murr.

I at once condemned them to a fine of \$20 each, or to two months imprisonment, and I confiscated the boat used to convey the eggs from one island to the other, together with the eggs themselves. And as they had no money wherewith to pay the fine, I took them on board to convey them to the gaol at the Magdalen Islands.

These persons were part of the crew of the *Ocean Bride*, and had been landed at that place by Captain Alexander Myers.

Next day we left Boat Island, and arrived at Coacochoo a little before noon.

The 23rd being Sunday, I was obliged to wait till the following day to proceed in search of the other individuals composing the remainder of the crew of the *Ocean Bride*, who were carrying on their trade of plunderers on the islands to the west of the Bay of Coacochoo.

I set out early on the morning of the 24th, in my boat, and about mid-day I found them at a place called Studdard's Harbor. They had 600 dozens of the eggs of wild fowl, in their possession; these were nearly all the eggs of the Murr.

I condemned these two individuals to a fine of \$20 each, and as they were unable to pay, I took them on board. I also confiscated and brought away their boat and the eggs. So soon as I had accomplished this duty I hastened to leave the North Shore with my prisoners who numbered eleven, in order to commit them to the gaol at Amherst in the Magdalen Islands.

We set sail about five in the evening, and notwithstanding that we had head winds almost throughout the whole run, we came to an anchor in the Harbour of Amherst, on the 26th, at 11.15 A.M.

I had the prisoners put ashore at once under a strong guard. They were then taken to the prison and handed over to the Gaoler, Mr. Tuzo.

When passing near the Bird Rocks and near the east point of the Islands, we saw a great many American schooners. We counted 130 or thereabouts. They were fishing for mackerel, which was then abundant in these waters, particularly in the vicinity of the coast; and from the commencement of July, our island fishermen who were engaged in this fishery with the line, (and with crushed bait thrown on the water in order to attract the mackerel to the surface,) in somewhat larger numbers than in past years, had met with success; and some of them succeeded in taking as much as three and even four barrels of this excellent fish in a day. It was estimated that from the period when the mackerel fishery had commenced, from 200 to 300 American schooners, almost all belonging to the Port of Gloucester, had visited the waters of the Magdalen Islands, and pursued this fishery with the well-known perseverance and sagacity of the American fisherman. Some of them had met with good success in their fishing operations; others had as yet only a few barrels of mackerel in their holds.

I need hardly repeat that these American schooners engaged in the mackerel fishery are the handsomest and best equipped vessels of the kind in the world, and that no fishing vessels belonging to other nations can compare with them.

It was estimated that there were this year from 1,000 to 1,200 of these American schooners engaged exclusively in the mackerel fishery in the Gulf of St. Lawrence, that is to say, on the coasts of Labrador, New Brunswick, Prince Edward's Island and Nova Scotia, and in the deep waters of the Gulf.

I made enquiries as to the conduct of such of the crews of these vessels as had landed this year, on the Magdalen islands, and I was gratified to learn that they had committed no acts of depredation, and that they had not disturbed public order.

The cod fishery, all round the islands, was being carried on with a degree of success sufficient to justify the hope of an average yield.

On the 28th we left Amherst, but a dead calm and fog prevailed during the whole day night. We made but a few miles of headway.

On the following day, I visited Entry Island. I there learned nothing worthy of note.

In the afternoon, I proceeded to Great Entry in order to examine certain lots of land belonging to the Clergy Reserves, which I had orders to sell. I have had the honor to send you a special report on the results of that visit.

In the evening we came to an anchor at Old Harry. During the afternoon, we had seen 27 American schooners engaged in the mackerel fishery near Shag Island. They were not very successful as regards the number taken, but the fish was of excellent quality.

I found that everything was going on well at the Magdalen islands. Public peace and order prevailed; there were no disputes amongst the fishermen. There being nothing of importance requiring a longer stay of "La Canadienne," I took advantage of a breeze from the south-east, which sprung up towards evening, and set sail for the Gaspé coast. But a head wind soon arose and put an end to our hopes of a short run, and we did not reach Percé, our port of destination, until the morning of the 1st August.

On the previous evening we had crossed the famous fishing bank of Miscou. We saw there several schooners from the United States and Nova Scotia, and a large number of boats from the coast of New Brunswick and Gaspé, engaged with some success in the cod-fishery. Cod had been abundant for some time in these waters, and the yield of the fishery had increased in consequence.

At Percé, on the adjoining coasts, and even in the Bay of Chaleurs, codfishing had been bad from the period of my last visit. The yield was estimated at one third less than that of an average year at the same period. However, within the previous week, cod had re-appeared near the coast. Squid (one of the best baits for cod known), was beginning to appear near the shores, and there was a good prospect of our fishermen being successful in their operations.

A visit to the establishments at Percé, and the reports I received at all hands, convinced me that all was quiet on this part of the coast. In the evening we started for Gaspé Basin, but a calm compelled us to anchor at Douglstown at nightfall.

On the morning of the 2nd we entered Gaspé Basin. We remained in this port until the 8th. The work of repairing our rigging, painting the schooner, and landing the confiscated eggs we had on board, compelled us to make this prolonged stay. We had also to lay in a stock of fire wood and fresh water. Moreover, I had to attend to the sale of the schooner *Ocean Bride*, her cargo of eggs, and the other eggs I had confiscated at Boat Island, and at Studdard's Harbor.

I filled 33 barrels with these eggs (murr's eggs), each barrel holding 50 dozen, in all 1650 dozen, which were sold by auction at Gaspé Basin, on the 7th August, at four pence per dozen. A barrel or two, which were more or less good, remained over; I kept them on board.

I may state that a good many of the eggs were broken during the different transshipments they underwent before being landed at Gaspé. A far larger number had become bad in the hold of the "*Ocean Bride*," and we had left a certain quantity of auk's eggs on the island, as they were beginning to get bad and were not worth the trouble of taking on board. Hence, out of the two thousand and some hundred dozen of eggs I had confiscated there remained but the number above mentioned to be sold.

The sale of the "*Ocean Bride*" was put off until the 17th, in order to afford time to advertise it throughout the whole Gaspé coast.

There were some ten vessels in the Port of Gaspé. All was quiet there, and there was but little activity in trade; for the dry cod for shipment to foreign markets had not as yet begun to arrive from the different fishing stations on the Gaspé coast and the north shore, where it is prepared.

Having been requested, by Ralph Dimock, Esquire, fishery overseer of the Maria division, to decide a case of contravention of the Fishery Act, in that division, I was anxious to proceed at once, in compliance with his request, to New Richmond.

I had also to be at Percé, on the 14th August, for the opening of the Criminal Court, in order to assist the authorities with the force at my disposal, in case of need. Serious disturbances were anticipated, and the Sheriff of the County, Philip Vibert, Esquire,

had deemed it proper to request me to call at Percé, on that day, with "La Canadienne," and the force at my disposal. The following is a copy of his letter :—

SHERIFF'S OFFICE,
PERCÉ, 28th June, 1865.

SIR,—In view of the possibility of some disturbance and an attempt at rescue by force, during the trial of Thomas Shinick for burglary, at the ensuing criminal session, I have the honor to request your assistance, and beg that you will be here with "La Canadienne," on or before the 12th August next.

The criminal term commences on the 13th August.

I have the honor to be, Sir,
Your most obedient Servant,
(Signed), PHILIP VIBERT,
Sheriff.

P. FORTIN, Esq.,
Government Schooner *La Canadienne*.

So soon as the business above referred to had been completed, and the weather permitted we set sail. We left Gaspé Basin at 4.30, A.M., on the 8th, and at 2.30, P.M., we touched at Grande Grave. All was quiet at that place and in the neighborhood. Unfortunately the fishing had been bad, more particularly for some short time previous to my arrival.

The wind was so light towards evening and during the night, that we could not make Point St. Pierre until the next morning. I remained there a few moments, in order to enquire into the success of the cod-fishery, and found that for the previous week, the yield had been tolerably abundant.

On the following day, at 10.30, A.M., we came to an anchor at Paspébiac.

I spent a few hours in visiting the establishments at that place, where I found every thing in order.

There were only four vessels and a few schooners in the roadstead. Towards noon we set sail again, and arrived at New Richmond during the night.

I immediately took in hand the matters which rendered my presence necessary in this locality. I had three prosecutions to hear and decide;—the first against an Indian named Capelan, for having, in violation of the fishery regulations, received salmon which had been speared by other Indians;—the second, against a person named Nadeau, who had had a speared salmon in his possession;—and the third, against a resident of Carleton, who had received speared salmon from an Indian belonging to Cascapédiac Point.

Capelan was absent, and it was therefore impossible to take any steps against him for the moment. I summoned the other two parties accused to appear before me at Carleton, in the afternoon. The charges having been read, they both confessed judgment, and I condemned them to the minimum fine only; but the salmon Nadeau had in his possession, was declared forfeited to Her Majesty.

There being nothing further to detain me at Carleton, I availed myself of the first favorable opportunity to start for Percé. We reached that place on the morning of the 13th.

The criminal court, under Judge Winter, opened on the following day, and sat until a late hour in the evening of the 16th. During the whole of that time I kept an armed body of my marines in the vicinity of the Court-House and Prison, in order that they might be ready to act if circumstances required it; but happily, as all admitted, thanks to the presence of "La Canadienne" in the waters of Percé—the term was one of the most peaceable ever held in Percé, notwithstanding that from four to five hundred people from different parts of the county assembled there every day, and the great excitement which prevailed in connection with the criminal trials which took place.

The following letter from the Sheriff of Percé will confirm what I have just stated :

SHERIFF'S OFFICE,
PERCÉ, 21st August, 1865.

SIR,—I beg to offer you my most sincere thanks for the efficient and important service you have rendered me as Sheriff of the county.

Firstly.—By kindly consenting at my request to be present at Percé with the Government Schooner "La Canadienne," during the criminal sessions, in order to assist me in case of need, and to defeat any possible attempt to disturb the public peace.

Secondly.—By placing at my disposal, during the criminal term, the officers and crew of your vessel.

Have the goodness to offer my sincere thanks to Captain Bernier and the officers and men of "*La Canadienne*," for their activity and zeal in maintaining order. I desire to make special mention of Mr. Têtu and the men he had under his orders, for the readiness with which they rendered me the most important service, by guarding the prisoners, and escorting them to and from the Court-house. In fact the manner in which the whole matter was conducted was so quiet, orderly, and effectual, as to afford strong proof of the discipline maintained on board the cruiser under your command.

I have the honor to be, Sir,

Your most obedient Servant,

PHILIP VIBERT,
Sheriff.

P. FORTIN, ESQ.,

Government Schooner *La Canadienne*.

As soon as it became evident that my presence was no longer necessary at Percé, I hastened to leave that place for a cruise on the coast of the St. Lawrence.

On the morning of the 17th, we set sail, with a sea breeze and the heaviest swell I had ever seen on this coast. We encountered, off Cape Gaspé, a contrary wind and a rough sea, and were compelled thereby to enter the Bay of Gaspé. In the evening we anchored at Sandy Beach, and I went by land to get my letters from the Post Office at the Basin.

On the following day, at the first appearance of the land-breeze, we set sail.

Towards noon, we made Cape Des Rosiers. I visited that place, Anse à la Louise and Jersey Cove. In the last mentioned place I settled several difficulties. In the evening we anchored at Anse aux Griffons.

The cod fishery was bad in all these places, though there was no scarcity of bait.

On the 19th I visited the fishing establishments at Fox River.

This fine station is growing in importance from year to year, and shows signs of becoming one of the most important on the coast, as well in connection with fishing as with agriculture. The land is good, and within the past few years a great deal of clearing has been done. The crops gave promise of a most abundant yield this year.

Up to that period, the Fox River fishing boats had taken an average of 35 quintals of cod each.

Towards noon I proceeded to Little Fox River. In the afternoon I visited Little Cape, L'Echouerie, Yellow Point, and Anse à Valeau.

At all these places I found disputes to settle, and conflicting claims to adjust between the fishermen. These difficulties related to the limits of beach lots, the sites of flakes, &c., &c. I settled them all in an amicable way.

At all these places cod fishing had not been very good since the spring, nevertheless it was somewhat better than at Fox River. The boats had averaged from 40 to 45 quintals of cod each. I spent the 20th in visiting Point Seche, Grand Etang, Petit Chloridonne, Petite Vallée, Grande Vallée, and Magdalen.

In all these places also I found several disputes to settle.

From the beginning of the season the yield of the cod fishery had been far below that of an average catch. Nevertheless, herring and mackerel were sufficiently abundant to be used daily as bait. It was apparently the cod itself that was scarce on the fishing grounds.

On the 21st, about 1, P.M., we came to anchor in the magnificent Bay of Mont Louis.

At this fine fishing station, of which the population has been increasing pretty rapidly for some years back, there were this year 40 fishing boats. At the neighboring posts, such as Anse Pleureuse, Rivière à la Pierre, Claude River, and others, there were 47 in all; a somewhat marked increase over past years. Unfortunately cod had not appeared in as large numbers as usual on this part of the south shore of the St. Lawrence, and the yield of the fishery was worth about two-thirds of that of an average year.

The River Mont Louis which discharges itself at the foot of the bay of the same name in its western part, is a fine little stream, at the entrance of which fishing vessels and small schooners find shelter from the heavy sea raised by winds from the offing, but it is only at high tide that the latter can run in.

A number of fishermen who had stages on the right hand side of the river made complaint

against M. Lapointe, a fishery outfitter, at Mont Louis, alleging that the wharf he had erected below their stages, on the same side of the shore, for the use of his fishing boats, and the schooners employed in his trade, had caused an accumulation of gravel and sand in front of their stages, and filled up the little channel through which they were in the habit of bringing their fishing boats, at low water, up to their stage-heads.

I went myself to examine the spot, and saw that there was in fact an accumulation of gravel and sand in front of the stages already mentioned. This might have been the effect of Mr. Lapointe's wharf, about which the complaint was made; but I learned that during a sudden and unusual rise in the waters of the rivers and streams in this part of the country, in consequence of the heavy spring rains, a new outlet which had been dug in order to drain certain waste lands on a hill which rises above this side of the River Mont Louis, had changed into an impetuous torrent, and brought down a quantity of gravel and sand, sufficient to fill up any channel of the river, through which there was then but little water flowing.

Besides, in addition to the regular channels used by boats ascending this river,—which lay near the west shore,—another had been formed by the same spring rise I have already mentioned, close to the east bank, and through the latter a good part of the water of the river found its way. So that there are now two main channels in this stream in place of one as in previous years. May not the opening of this new eastern channel, which furnishes a fresh outlet for the waters of the river, suffice to account for the accumulation of gravel and sand in the small channel referred to? However this may be, it is, I consider, necessary to wait until the experience of another year shall have furnished us sufficient evidence for a sound judgment in this matter, and to ascertain whether in point of fact, Mr. Lapointe's wharf, which in all other respects, is of the greatest advantage to the fishing boats and schooners, has or has not caused the damage complained of.

We were detained by contrary winds in Mont Louis bay until the 26th. I took advantage of the opportunity afforded by the prolonged stay I was thus forced to make in this place, to visit l'Anne Pleureuse, and the fine lake there, which is one mile distant from the sea, and which is stocked with splendid trout. It is about three miles in length and one in width, and is surrounded by high mountains, covered with timber, and presenting a most picturesque aspect. It discharges its waters into the sea by a small river barely navigable for a small flat boat in summer.

I learned that the surrounding inhabitants were in the habit of catching fish in this lake with nets. I forbade them to do so again, informing them that it was a violation of the law. At the same time I told them, and also the people of Mont Louis, that they were at liberty to catch trout in the river St. Lawrence and in its small tributaries, even with nets, provided the trout so taken were *bona fide* intended to be used as bait for the cod-fishery. Several of the most respectable persons of these localities, promised to keep a close watch, so as to see that fishermen did not abuse this privilege of catching trout to be used as bait, whenever the bait afforded by small sea fish entirely failed.

The want of a resident magistrate at Mont Louis had been long felt. No summary proceedings could be had (except before me when I called there) without a journey of ten leagues to Ste. Anne des Monts. I therefore determined to urge the Government to appoint one for that place. I did so on the 6th September last, and a few weeks afterwards, Mr. Louis Laflamme, proprietor and outfitter of Montlouis, and one of the most respectable inhabitants of the place, was entered on the Commission of the Peace, for the district of Gaspé.

On the morning of the 26th, the wind having changed to the south, we set sail for Ste. Anne des Monts; but the wind again set in with violence from the west, and we were compelled to make for Seven Islands, which we reached in the evening. There were no cod-fishing establishments at the foot of this bay, but Mr. T. Hamilton had established one on Grosse Boule Island, where he had 14 fishing boats,—however cod was very scarce in these waters, this year, and the fishing very poor.

At the Moisie river, which I visited on the following day, reports respecting cod-fishing, were of a still more alarming nature, for the boats had hardly 20 quintals each. This did not amount to one-fourth of the quantity caught here a few years ago. It looked as though the cod were about to disappear completely from the Moisie banks, where this fish had at times been so abundant,

Some twenty fishing boats were all that remained in this locality.

The fishery overseer stationed at the Moisie informed me that there had been no violation of the fishery laws within his division.

Salmon fishing had been tolerably productive. We left Moisie in the afternoon of the 27th, and on the following day, I visited the fishing establishments of Crooked Islands. Up to that date cod-fishing had been bad. In the evening we came to an anchor in Trinity Bay.

Salmon fishing had been poor in this and the neighbouring stations.

On the 28th I went to the Godbout river. Mr. Comeau, the overseer, appointed by the lessee for this river, informed me that all was right, and that there was an unusual abundance of salmon on the spawning grounds.

In the evening of the 30th, notwithstanding that we had head winds during the whole day, we reached Bersimis. Here I was informed by Rev. Father Nedelec, one of the resident missionaries of the place, and by the head officer of the Hudson's Bay Company's Post, that all was quiet.

This village had again increased to a certain extent, during the interval since my last year's visit, and the Montagnais Indians who had taken up their abode there, were in better circumstances than the other Indians living, or rather wandering from place to place, on the other parts of the Labrador coast.

Before returning on board, a complaint was laid before me charging a dealer, who had traded during the summer at Bersimis Point, but who was absent at the time of my visit, with selling liquor to the Indians.

It was estimated that the Indians had taken with net and spear, about 16 barrels of salmon in the Bersimis river.

On the following day, so soon as the wind sprung up, we raised our anchor and set sail for Rimouski, and reached that place in the afternoon.

There had been no violations this year, of the fishery laws, in so far as regards the salmon fishery in this locality. The legal proceedings I had instituted the previous year, against the party who had fished for salmon in a manner contrary to law, had doubtless produced this excellent result.

Mr. Luc Sylvain, lessee of the fly-fishery of the Rimouski river, had taken 8 salmon with the line. This was far more than he had ever done before; it was a proof that more salmon had entered this river in this than in previous years.

The quantity of spring herring taken in the brush fisheries set opposite the Parish of Rimouski, and at St. Bernabé Island, was small, but fall herring had recently made its appearance. Sardines particularly were abundant, and not less than 40 kegs of this delicious little fish had been taken in a brush fishery, at a single tide. Some of it had been used fresh, the remainder has been salted for winter stock, with the exception of a certain quantity which it was found impossible to land in good condition, and which was used as manure.

I need not dwell on the merits of our sardines. They are at least as good as those taken on the coast of France, which constitute the preparation so highly prized throughout the world, and known as "*Sardines à l'huile*."

It is much to be regretted that it should be so little known in the interior of the country, and that its qualities should not be appreciated as they deserve, in view of its cheapness, its excellent flavor and extreme digestibility.

I prepared a statement of all the brush fisheries of the Parish of Rimouski, including those of the Islands of St. Barnabé and Cannel. They number 25. They are set chiefly for herrings.

After taking in a stock of fresh provisions and water, we left Rimouski on the morning of the 2nd, and the schooner came to anchor in the evening, under Little Metis Point. I myself went by land, accompanied by Mr. Tetu, visiting the parishes of Ste Luce, St. Flavie, Great Metis and Little Metis, in order to take an account of the number of brush fisheries in these localities. They number 56, of which 27 for St. Luce, 9 for St. Flavie, 9 for Great Metis, and 11 for Little Metis.

The yield of these fisheries is almost wholly confined to herring and a few sardines. Occasionally a few stray trout and salmon are taken—but this seldom happens. There had been no cod this year at St. Barnabé Island, St. Luce, St. Flavie and Great Metis.

At Little Metis the twelve fishing boats belonging to Messrs Fergusson and Leggatt, had not more than 25 quintals each. Herring had not been abundant in the parishes I have just mentioned.

On the 3rd I continued to visit the fishing stations of this part of the south shore of the river St. Lawrence, and touched at Great Matane, Little Matane, Anse à la Croix, Ruisseau Jacques Hugues and Grosses Roches.

On the 4th, I landed at Anse aux Crapauds, Ruisseau Wapper and Ilets aux Méchins, when it fell calm and we were carried out by the current. I was thus prevented from visiting the fishing stations situated between Ilets aux Méchins and Cap de Chatte.

During the night foul weather set in and we were forced to make for Cap de Chatte river, where we came to anchor at 7 30 A.M., on the following day.

At all the posts I had then visited I found a great increase in the number of fishing boats, necessitating a like increase in the number of fishermen and shoremen.

There were many new establishments, and not a little bay, river or creek but was occupied with fishing stages.

Throughout the whole of these coasts great preparation had been made for carrying on cod fishing on a large scale. The outfitters had built a large number of fishing boats. Traders at Matane, as many as forty, sixty and even eighty and more each, as may be seen by the appendix. Unfortunately the expectations of all these fishermen, outfitters and traders were doomed to disappointment. Not only did the cod fail to appear in the usual numbers on this coast, but it was in fact extremely scarce throughout the whole fishing season.

Towards the middle of the summer bait also became scarce. The fishermen were then compelled to go to the north shore to seek for clams in the sand and mud at the mouths of the small rivers, and this had been another blow to the success of our fishermen. The yield of this cod-fishing will necessarily be greatly affected by this unfortunate state of things. The average quantity of cod taken by each boat was estimated at not more than from 10 to 15 quintals. This was about one fourth only of the usual yield of the fishery on this part of the coast. Happily the high price of cod, which had nearly doubled in value in the Gaspé market within two years, would partially indemnify the fishermen for the great losses they must otherwise suffer. I was surprised when visiting the place above mentioned, at the number of new settlers who had recently located themselves on the new road connecting Matane with Cape de Chatte. Unfortunately many of them are short of seed grain; and during the summer, particularly in the Township of Cherbouurg, I saw fine farms which had remained unproductive in consequence of the settlers of the locality having been unable to procure grain for seed.

It is to be hoped that Government will come to the assistance of these poor people.

At Cap de Chatte, the yield of the cod fishery had been about 25 quintals to each boat; the yield was about the same at Ste. Anne des Monts, which I visited on the 6th.

The number of fishing boats had also increased in these two places since last year, as may be seen by a reference to the appendix; and it is much to be regretted that owing to the scarcity of cod, the yield of the fishery should not have been sufficiently abundant to remunerate the numerous fishermen of these two parishes, for their expenses of outfit, and leave a profit to reward them for the painful toils of their arduous calling.

Salmon fishing had also been bad in the rivers of this part of the coast. I was told that salmon had been speared there, contrary to law, but the guilty parties were not known.

A fishery overseer would be very useful in these remote places. It would be the only means of preventing the Indians, and perhaps other persons, from taking salmon after the close of the fishing season.

I received a complaint against a merchant of the Parish of Ste. Anne des Monts, suspected of having bought speared salmon from the Indians. I issued a search warrant, which was executed with all possible despatch in his store, and throughout all his premises, but nothing whatever was found of a nature to inculpate the party.

On the evening of the 6th, we left Ste. Anne des Monts for the north shore, and on the following day, in the afternoon, we came to anchor at Shelldrake, which I visited on that day as well as the adjoining posts.

Cod fishing had been tolerably good for some time.

On the 8th, I visited the following posts: Thunder River, Indian Harbor, Ridge Point,

Rambler's Cove, Ross's Establishment, and Magpie River; and in the evening we cast anchor in the river St. John. All was quiet in these places, with the exception of Magpie, where I found it necessary to bind a man over to keep the peace.

On the 9th, I landed at Long Point in the morning, and shortly after noon we entered the Port of Mingan. There being no business to transact, I left about 4, P.M. I made a short stay, about 6 P.M., at Esquimaux Point, and at 9.15 we again proceeded in our eastward cruise, favored by a fine breeze of wind from the north-west.

On the following day, at 10 30 A.M., we entered the harbor of Natashquan. The only vessel there was the *Belus*, awaiting a cargo of dry cod from Mr. De La Parelle. Cod fishing had not exhibited much improvement from the somewhat discouraging condition in which we found it at the period of our last visit to this place.

Mr. De La Parelle's boats had taken about 55 quintals of cod each, and those of the resident inhabitants, not more than 20 quintals.

On the morning of the 11th, we cast anchor off Great Natashquan River. Mr. Sylvestre, the fishery overseer for this division, came on board at once to lay a complaint against one Pierre Brulet, for having bought from Indians salmon taken from the River Natashquan in violation of law. The accused pleaded guilty, and the lowest fine only was inflicted, namely \$8.00; but the salmon (2 barrels) which had been put on board the schooner *Teaser*, was declared forfeited.

The salmon fishery had been very good in the following rivers: Corneille, Watschesoo, Nabissippi and Agwanus. Mr. Boulet was the only person who had not been successful in the large and magnificent river Natashquan. I have given an explanation of this in another part of this report. The lessee of the fluvial division of this river, Mr. Powell, on the other hand, had taken, with two companions, about 450 salmon with the fly. I learn that certain Montagnais Indians had, contrary to law, taken a quantity of salmon within Mr. Powell's limits, but as they were absent I put off the matter until my return visit.

Leaving Natashquan about noon, I was not enabled to land at Kegasca until the following morning about eleven.

Salmon fishing had been middling in the rivers Kegasca, Washeecootai and Romaine.

Having left Kegasca at 4.30, P.M., we reached Little Meccatina on the 13th, about 1 in the afternoon. On that day, I visited this post and the posts at Whale Head. Everything was going on well there.

Taking advantage of a good breeze from the west, which sprung up in the night, we sailed for Bradore Bay, casting anchor there on the following morning. There remained but two schooners in that port.

On the 15th, I went to Anse des Dunes. On the 16th, I visited Long Point and Green Island, and in the evening we came to anchor at Blancs Sablons. All was quiet at those posts. The herring fishery had been tolerably productive. It was stated that this fish still abounded near the coast beyond our boundary, in the Straits of Belle Isle, namely, at St. Modeste and at Pied Noir. Many of our fishermen had started for these places in order to secure a load of herring.

Cod fishing had improved since my last visit to Bradore Bay, and the waters adjacent to Blancs Sablons. But on the whole, the yield of the fishery had been but very middling.

Having left Anse aux Blancs Sablons on the morning of the 17th, I visited, on the same day, Belles Amours Harbor and Middle Bay, and Five Leagues on the 18th. On the 19th, we came to an anchor at Bonne Espérance.

There were only a few belated vessels in these ports. Fishing had altogether ceased, and the bad weather of autumn had already begun to be severely felt.

On the 20th, we reached St. Augustin about 1 P.M., and were compelled by a storm to remain in that place until the 22nd. On the latter day we succeeded in making Mr. Legouve's post at Whale Head. In the afternoon we visited Kikapoe, and reached Lac Saïé in the evening.

On the 23rd, I went to La Tabatiere, Bay Rougo, Great Meccatina Harbor and Mutton Bay, and in the evening we sailed for Natashquan.

All was quiet on the parts of the coast I had visited for some days previously. There were no foreign fishing vessels remaining.

We reached Great Natashquan River on the 26th, at 5 A.M., having been impeded during the run by calms and head winds.

The Indians who had been guilty of taking salmon within the limits of the lessee of the fluvial division of the river, were still absent, but I could not await their return. All I could do was to confiscate the produce of their unlawful fishing, upon the evidence of the fishery overseer, and I did so.

I went in the afternoon to make a last visit to Natashquan Harbor, and then gave orders to set sail for the Magdalen Islands.

We sailed at a quarter to three, P.M., with a fine breeze from the north, and on the following afternoon, though we had a calm during part of the morning, we were off Bryon Island, one of the Magdalen group.

I learned from Mr. White, (who lives on this Island, and who is extensively engaged in agriculture and the raising of well bred stock in great numbers), that the schooners that are in the habit of fishing for cod off this Island and the Bird Rocks, had appeared in smaller numbers than usual this year. This was owing to the fact that fish were somewhat less abundant than in previous years, and that moreover, the weather had been very stormy and the sea too heavy during part of the season to admit of fishing on the banks with success.

Mr. White had no complaint to make against the crews of these vessels.

At nightfall we left Bryon Island, and on the following day we cast anchor in House Harbor. The schooners of this post which had visited the north shore to fish for cod, had returned with half cargoes or thereabouts. Was this due to the fact that these schooners had not been fortunate enough to select the places most frequented by the cod this year? The contrary had been the case with the schooners from Nova Scotia, and most particularly with those hailing from Lunenburg, which had found such an abundance of cod at St. Augustin, Dog Islands, and Bonne Espérance, as enabled them to complete their cargoes within four or five weeks.

Mackerel fishing, from the date of my last visit, had been very successful for boats off Grande Entrée, and on the coast of Allright Island.

On the 29th, I visited L'Étang du Nord. The summer fishing had given but a moderate yield, but things had improved with the setting in of autumn.

There had been no United States schooners in these waters for a long time.

On the 30th, we came to anchor at Amherst. There were seven schooners in the port, one of them being a trader from Halifax; the others belonged to the Islands.

At Pleasant Bay cod fishing had given an average yield of 35 quintals to each boat. At Le Moulin, and at Anse à la Cabane the yield had been much better. Fishing was about over at the Islands. All appeared to be quiet; only a few vessels remained on the coast. There was nothing more for me to do, so I took advantage of a fair wind to make for the Bay of Chaleurs. We sailed on the 1st October, at 1 P.M., and reached Paspebiac in the evening of the 2nd.

On the following day I visited that port. There were ten vessels in port, six of which were loading dry cod for foreign markets; the others were coasters belonging to the fishing establishments. Great activity prevailed in this place; cod was in great demand, and very high prices were offered; from 24 to 25 shillings per quintal.

We were informed on all hands that fishing had revived in the autumn on the Gaspé coast, and that the fish was as excellent in quality as it was abundant in quantity. Fall fish had seldom been seen so large and fat. Boats were named which had taken as many as 30 quintals in a single week.

On the 4th, we left Paspebiac for New Richmond, which I reached the same evening.

On the following day the fishery overseer of that place, Mr. Dimock, laid a complaint against a merchant of the locality, for having bought speared salmon from Indians. The latter, and the witnesses in the case, were summoned to appear before me on the 10th.

On the following day I visited Carleton, and on the 7th I went to the Indian Mission. On the 9th, I visited Cross Point and Dalhousie, and on the morning of the 10th, we again came to anchor at New Richmond.

During this visit to the River Ristigouche, I gathered information respecting the salmon fisheries carried on in this stream, which clearly proves that the laws for the protection of salmon on the New Brunswick side, and particularly in the River Ristigouche, are very often violated. Even after the close of the fishery, numbers of persons continue to take salmon during the night with nets and seines, the fishery overseers being unable to put a stop to these lamentable depredations. I give below a list of salmon fishing stations established on the

New Brunswick side of the River Ristigouche. A comparison of this table with that of the stations on the Canadian side, of which I also give a list below, will show that we have but very few salmon nets in that river, and that they in no way impede the free circulation of salmon in that stream. The very contrary was the case on the other side.

I am indebted for this list of the salmon fishery stations on the River Ristigouche, on the New Brunswick side, to the kindness of Alexander Cook, Esquire, fishery overseer on the River Ristigouche, and on the New Brunswick side of the Bay of Chaleurs.

STATEMENT shewing the number of salmon fishing stations in the River Ristigouche, on the New Brunswick side, from the River Charlo upwards to the limits of tide water, in the said River, in 1865.

Names of proprietors of salmon fishing stations.	Places where stations are situated.	Number of stations.	Names of proprietors of salmon fishing stations.	Places where stations are situated.	Number of stations.
Peter Hamilton.....	River Charlo	1	Adam Fergusson	Eel River.....	1
Alexander McIntyre.....	Do	1	Hugh Blair.....	Point le Nain.....	1
François Giroux.....	Eel River.....	1	Hugh Blair.....	Do	1
François Giroux, jr.....	Do	1	John Duncan.....	Campbellton	1
Frédéric Porlier.....	Do	1	Peter Adams.....	Do	1
Frédéric Porlier, jr.....	Do	1	Henry Duncan.....	Do	1
Wm. Warren.....	Do	1	Adam Fergusson.....	Do	1
Wm. M. Caldwell.....	Do	1	Adam Fergusson.....	Do	1
Wm. M. Caldwell.....	Do	1	Adam Fergusson.....	Do	1
Wm. Jamieson.....	Do	1	J. Picard.....	Do	1
Wm. Thomson.....	Do	1	R. Gerrard.....	Do	1
Wm. Hamilton.....	Do	1	Thomas Murray.....	Do	1
Simon McGregor.....	Do	1	John Gillis.....	Do	1
Simon McGregor.....	Do	1	John Diamond.....	Do	1
Alex. Hamilton.....	Do	1	James Gerrard.....	Do	1
J. C. Barberie.....	Do	1	Robert Duncan.....	Do	1
Dugal Stewart.....	Do	1	David Duncan.....	Do	1
Adam Fergusson.....	Do	1			
				Total	35

STATEMENT shewing the number of salmon fishing stations in the River Ristigouche, on the Canada side, from Point Maguacha * upwards to the limits of tide water, in the said river, in 1865.

Names of proprietors of salmon fishing stations.	Places where stations are situated.	Number of stations.
Dr. Chs. Le Billois.....	Maguacha.....	1
Jos. Marie Casey.....	Do	1
Edmond J. Stewart.....	River Ristigouche	1
Edmond J. Stewart.....	Do	1
Edmond J. Stewart.....	Do	1
Edmond J. Stewart.....	Do	1
M. Alex. Busteed.....	Battery Point.....	1
John Duncan.....	River Ristigouche.....	1
John Fraser.....	Cross Point.....	1
Robert Busteed.....	Bourdon Point.....	1
Robert Busteed.....	Do	1
Robert Busteed.....	Do	1
	Total.....	12

NOTE.—Point Maguacha, on the north shore of the River Ristigouche, at its mouth, is nearly opposite Charlo River, on the coast of New Brunswick.

At New Richmond I disposed of Mr. Dimock's action against Mr. J. Brown. E. H. Legendre, Esq., J. P. of Maria, was kind enough to sit with me. The proof was complete against the defendant, and he was condemned to the minimum fine and costs. He was allowed a months' delay for payment of the fine. This sentence will most certainly produce a good effect in New Richmond, and put a stop to the buying of speared salmon from the Indians.

On the 11th we were back at Paspébiac. I spent the day in that port collecting information for the statistics accompanying this report.

On the 13th we were at Port Daniel. The fishery overseer of that division, Mr. Phelan, told me that at the beginning of the season attempts had been made, in the rivers, to take trout in a manner contrary to law: but he had soon put an end to these attempts by taking steps against the guilty parties.

In the afternoon I visited little Pabos and Grande Rivière. I learned from Mr. James Remon, fishery overseer at Pabos, that all had gone well in his division during the fishing season then about to close. There had been no violation of the law.

Cod fishing had given a most abundant yield on this part of the coast from the setting in of autumn.

On the 14th I visited by land, Petite Rivière, Anse du Loup, Anse du Beau-fils, and reached Percé in the evening. All was quiet in these places. There also the fall cod fishing then going on was very productive.

On the 15th we took shelter under Malbaie Point from a strong wind from the offing. On the following day the sea was very heavy, and a number of schooners forced, by stress of weather, to run for shelter, entered the harbor, amongst others the schooner *Marguerite*, with loss of foremast and other damages. I went at once to offer Mr. Sirois, the owner of the vessel, whatever assistance he required. Mr. Sirois had a new mast made in the building yard of Messrs. John and Elias Collas, and when the storm ceased I sent Captain Bernier and a sufficient number of men to tow it to the *Marguerite*, set it in its place, and set up the rigging. On the 18th, Mr. Sirois was ready to sail for Quebec with a fair wind just springing up.

I also assisted Captain Morin of the schooner *Mermaid*, by furnishing him canvass to repair his sails which had been torn.

Several residents of Malbaie came to lodge complaints for assault and battery. I put off the hearing of the cases to the 24th of the month.

I visited Point St. Peter and found all quiet.

On the 18th, in the afternoon, we left Malbaie. I made a passing visit to Grande Grave and Petit Gaspé, and then we entered Gaspé Basin in the evening, in time to escape a violent tempest which lasted two days.

There were then a great many vessels in the Port of Gaspé. Their names are as follows:—

GASPÉ BASIN, 18TH October, 1865.

Name of vessel.	Name of captain.	Tonnage.	Number of crew.	Observations.
Brig "Canada".....	J. Horman.....	156	10	From Cadiz with salt.
Brigantine "Alice".....	P. Weary.....	68	7	From Liverpool with salt.
Bark "Alice Jane".....	T. LeGros, jnr.....	380	10	Jersey (general cargo).
Schooner "Bes".....	P. Briard.....	51	6	Cardiff (coal).
do "J. Stewart".....	J. Stewart.....	76	14	Whaler.
Brigantine "Puzzle".....	R. Wells.....	73	5	From Cadiz with salt.
Schooner "Cutter".....	T. Vigneault.....	35	4	From Magdalen Islands.
do "Sea Flower".....	P. Meagher.....	35	4	Coaster.
do "Ocean Bride".....	William Fope.....	21	2	do
do "Marie Anna".....	T. Dépré.....	55	5	do
do "Orion".....	T. Adams.....	26	5	do
do "Marie-Joséphine".....	J. Boulet.....	35	4	do
Brig "Brothers".....	John Vibert.....	173	8	From Brazil.
Brigantine "Priscilla".....	P. Dorey.....	87	7	From Cadiz with salt.
do "Laurel".....	J. Le Gresley.....	102	6	Just launched—belongs to J. and Elias Collas.
Schooner "Britannia".....	J. Ross.....	67	5	From North Shore with cod.
do "Piper".....	William Mann.....	47	4	With oysters.
do "Rambler".....	J. Davis.....	51	15	Whaler from South.
Brigantine "Zégri".....	J. Baujé.....	110	7	From Jersey with general cargo.
do "Volunteer".....	Ed. LeBoutillier.....	59	5	do do do
do "Why Not".....	John Palot.....	105	6	From Cadiz with salt.
Schooner "St. Ignace".....	Xavier Robert.....	40	5	Coaster.
Brigantine "Rambler".....	J. Le Boeuf.....	61	7	From Jersey with general cargo.
Brig "Harriet".....	Thos. Daniel.....	152	7	From Cadiz with salt.
do "Hibernia".....	J. How.....	178	9	Holy Head, ballast.
Schooner "Admiration".....	J. Tripp.....	46	14	Whaler from the North.
do "Erin".....	Ed. Quigley.....	32	4	Coaster.
do "Fox".....	John Huelin.....	95	7	From Cadiz with salt.
do "Defiance".....	William Annett.....	65	14	Whaler from the North.
do "Parvenu".....	P. Bouchard.....	15	4	From Percé with cod.
Brigantine "Bradore".....	Ed. Vautier.....	97	7	From Labrador with cod.
Schooner "Emélite".....	Ed. Burke.....	50	5	From Magdalen Islands.
do "Zélie".....	S. Cormier.....	36	10	do do with cod.
do "Marie Rose".....	N. Bernier.....	38	4	Coaster.
		2717	236	

It will be seen by the above table that not less than fifteen of these vessels had come to this port for cargoes of cod for foreign countries, chiefly for Spain and Brazil. The news that reached us from all quarters, in relation to the results of the autumn fishery, were most favorable. Cod fish was abundant almost everywhere on the Gaspé coast. Between Cap des Rosiers and Grand Etang, the fall fishery had produced as great a yield for the trade as the whole summer fishery. And as fish, whether dried or merely salted, was selling at a higher price than was ever known before in this market, the prospects of the fishermen were, comparatively speaking, good, and the proceeds of the sale of their fish would afford them ample supplies for the winter.

Having completed all my business at Gaspé Basin, I left on the afternoon of the 23rd, and in the evening we came to an anchor at Douglastown.

Mr. Conley, the fishery overseer of that division, told me that he had no complaint to make against any person for violation of the fishery laws.

On the morning of the 24th, I proceeded to Malbaie to hold the court. There were three actions, one for damages caused to a net, and the others for assault and battery.

In the first case the defendant was condemned to pay damages to the amount of \$10.00, in the others the accused were condemned to pay a fine and costs.

In the afternoon we came to anchor at Percé. This was to be my last visit to that place, for the fishing season had closed, bad weather setting in, and the cold breath of winter was keenly felt at night. Moreover, there was nothing to necessitate a longer stay on those coasts. It was time to return to our winter quarters.

On the 25th, we left Percé for the Island of Anticosti, but a strong head wind forced us to come to at Malbaie. On the following day the head wind continued.

On the 27th, I returned to Percé with two prisoners for the gaol of that place, who had been brought before me for having uttered threats against a woman living at Anse Brillant, and had been unable to find the necessary bail to keep the peace. Then having visited Coin du Banc, in the evening we set sail for the Island of Anticosti.

On the following morning we reached the south-west point of the Island. I took on board the fishery overseer I had left there in the summer to watch the salmon fisheries of the island. This overseer, who had discharged his duty with zeal and diligence, told me that he had visited the fishing stations as often as circumstances permitted. He reported that there had been no contraventions of the fishery laws on the Island. Nevertheless he had heard Mr. Bradley say that a party had closed up the main channel of the River Dauphine with a net. It is my intention to enquire into the matter next year.

According to Mr. Pope, keeper of the light-house at the south-west point, cod, herring and mackerel had been abundant during part of the season, in the vicinity of that point. Some schooners then in those waters had been highly successful in their fishing. But it is difficult to fish to advantage on this dangerous coast, which does not afford a single port of refuge for vessels.

A little before 11 A.M., we left our anchorage for Seven Islands.

In the evening we encountered a tempest of wind from the south-east, accompanied by snow, which lasted the whole night. On the following morning the wind shifted to the north, the snow still falling. We had a long beat for Seven Islands, and entered the harbor on the morning of the 30th.

The fishery overseer of the Moisie was waiting for me there. I took him on board, and the Collector of Customs of the port of Seven Islands, Mr. Antoine Talbot, and we made all ready to sail for Quebec with the next fair wind.

In the afternoon I went to the assistance of the ship *Bravo*, anchored off Grande Barque Island. She was short of provisions, and I furnished her with enough for her voyage.

On the 31st, we set sail, but a head wind soon forced us to come to an anchor at Pointe de la Chasse. On the 1st November, after having assisted with provisions Captain Landry, of the schooner *Elmira*, we again set sail.

On the following day we touched at Trinity, where I met the fishery overseer of the division, Mr. Comeau, who furnished me with information respecting the fisheries of that place. Then, at 10 A.M., we sailed once more with a fine breeze from the north-west, but above Point des Monts we had the wind more ahead.

On the 4th, at 8 A.M., we passed Bic light.

On the evening of the 5th, we were off Kamouraska, and on the 6th, we came to an anchor in the harbor of Quebec, at 7 A.M.

I immediately gave orders to commence unrigging *La Canadienne*, and in the evening I discharged eight of the crew.

On the 7th, the schooner was towed to the Provincial steamers' wharf. On the 8th we commenced landing the sails, cordage, and all the outfit of the vessel, in order to put them in the Government store, and in the evening I discharged the rest of the crew.

On the 9th and 10th, we continued the work of unloading with men engaged for the purpose. On the 11th, all was done, and *La Canadienne* ready for her winter quarters, but the dock was not ready, and in the meantime Mr. Le Blanc, the lieutenant, was left in charge of *La Canadienne*.

On the 24th, she was put in a dock in Mr. Sampson's yard, and on the following day, in her winter quarters in Palace Harbor.

SUMMARY.

The summary of my Report must, of necessity, be short.

In the first place it is not necessary that I should give, as I have hitherto done, long details (already sufficiently known from my previous reports) relative to the nature and extent of the various services which the Government armed schooner *La Canadienne*, is called upon to render every year, under my command, in the lower St. Lawrence, and the Gulf.

In the second place, the service of the protection of the fisheries has been accomplished during the season just ended, without any accident to the crew or vessel deserving of special mention, nor has it given rise to any incidents of a nature to require lengthy explanations on my part, except the prosecution and conviction of the crew of the schooner *Ocean Bride*, and the forfeiture of that vessel to Her Majesty, for having gathered and carried off the eggs of wild fowl on the islands of the coast of Labrador.

Suffice it to say that the cruise of *La Canadienne* this year, lasted six months, and that it has been attended with all the beneficial results naturally to be expected. And in contributing this year, as in past years, the largest share, as the people of our coast bear witness, towards the maintenance of peace and public order on our maritime and river shores; in assuring to our fishermen and outfitters, now so numerous, security for their persons, even at the most remote posts, and peaceable possession of their fishing establishments, and of the ground necessary for the various operations of their important branch of industry, allotted them from the domain of the crown in virtue of the fishery law; in continuing to enforce throughout the whole extent of our coasts, our laws and fishery regulations, and in securing the proper working of our system of organization and protection of the salmon and trout fisheries, by leasing those fisheries; in affording on every occasion, to all officers of the Government located on our coasts, every possible assistance, with the help of the armed force at my disposal on board *La Canadienne*, I have merely fulfilled the many duties imposed upon me in connection with the highly responsible post of commander of the expedition for the protection of the fisheries, in conformity with the instructions you were pleased to give me.

The cruises I made this year, in the discharge of the duty assigned to me in the Gulf, are very nearly the same as last year; and this will be found to be the case on reference to the log kept on board the vessel.

Several actions for breach of the fishery laws were instituted before me during my visits to the different parts of our coasts, as is evident from a perusal of my report. The majority related to offences committed in contravention of the clause of the fishery regulations, which forbids any person to purchase, receive, or have in his possession, any salmon taken with the spear or by torch light by Indians; and also of another clause of the same regulations, which forbids fishing within the limits of a river, of which the salmon fishery has been leased by Government to any fisherman, either with the net or with the fly.

The persons accused in these actions were brought before me with as little delay as possible, whenever they could be reached; and the exemplary manner in which they were punished is a sure guarantee that such offences will not be repeated hereafter, at least in the places where these prosecutions have occurred.

The other actions were as follows:—For a case of desertion on the part of a fisherman, at the Moisie River. In this case the accused having been found guilty was condemned to pay a fine of \$30, or to a month's imprisonment. In default of payment of the said fine, the fisherman was removed to the prison at Percé, to be therein detained for the period above mentioned.

There were also two other complaints against parties for taking trout in a manner contrary to law.

This makes in all eleven actions for contravention of the fishery laws, on the whole extent of our maritime coasts (over 1200 nautical miles) in the division under my superintendance.

Now taking this comparatively small number of infractions of the fishery laws, that came to my knowledge this year (and but very few can escape, with the system we now have in force) in connection with the vast extent of sea coast isolated and far removed from the action of the Government, the great number of fishermen, both native and foreign, frequenting these coasts, the rapid development the fishing establishments have attained within a few years, and many kinds of fisheries carried on, it appears to me that it must be admitted that

the fishery laws are carried out on our coasts as well as can be expected, particularly in view of the fact that I have at my disposal of the service only a sailing vessel, and that in rapid cruises, such as I generally make in the Gulf, I have to contend almost invariably with contrary winds, currents, and the fogs which are so common in these latitudes during the spring season.

There has also been the usual average of prosecutions for assault and battery, for damages to property, and of holding to bail to keep the peace, but they were of little importance. Therefore, I repeat it, the campaign of *La Canadienne* in the Gulf this year, has been a successful one, and it appears to me that I can say that its results, for the organization and protection of our fisheries and for the maintaining of public peace and order on our maritime coasts, have been most satisfactory.

I shall conclude this summary with a few remarks relative to the sentence of the eleven men forming the crew of the *Ocean Bride*, and the confiscation of the vessel and all it contained, for the profit of Her Majesty, for an infringement of the Lower Canada Game Law, and it is but natural that I should speak of the wild fowl that frequent the Labrador coast, the vast number of eggs they lay on the islands and islets with which the coast is studded, and the trade to which the eggs of one of these species of fowl have given rise between the Labrador coast and the port of Halifax.

Ever since the discovery of the country all vessels attracted to the Labrador coast by the various important fisheries carried on there, have always been in the habit of sending a part of their crews to the remote islands where the majority of the wild fowl, and particularly the murr and penguin lay, at moments when the work of fishing is suspended, to remove quantities of eggs of which they laid in a stock for their voyage.

On the other hand, the inhabitants of this barren coast were in the habit of gathering enough of them to furnish themselves with food almost throughout the summer months.

But very soon the excellent quality of these eggs became widely known, and besides the quantity gathered for the immediate consumption of the inhabitants of the coast, or of fishermen pursuing their avocation in these waters, a regular trade was established in these eggs between Labrador and the city of Halifax and some other ports in Nova Scotia.

From six to eight schooners were fitted out every year in that colony, solely for the purpose of resorting to the islands of the Labrador coast, to gather the eggs of certain kinds of wild fowl that visit these Islands periodically to lay their eggs.

These expeditions lasted about three months, and yielded quite a large profit to the crews of the vessels engaged in them, inasmuch as these eggs, owing to their great size, their excellent flavor, and above all their peculiar color, and the fact of their coming from a country remote and but little known, were sold in the ports of Nova Scotia, particularly in Halifax, and even in Boston, at a very high price, namely, from 20 to 50 cents per dozen.

At first the egg trade was carried on without exciting much public attention. It is easy to understand that the carrying off of so large a quantity of eggs at once, must have exercised a fatal influence on the propagation of these species of fowl, when the germs of future generations were thus removed; but on the other hand, these birds were so numerous, and spread over so large an extent of the Labrador coast, that the falling off in their numbers was at first scarcely perceptible. However, these destructive proceedings were unceasingly and systematically carried on, and the birds pursued from island to island, and even to their most secret retreats which they had selected in order to save their precious brood from the covetous hand of man, and at length they disappeared from some of the islets from which the eggs were most easily removed, while on the others their numbers had fallen off in an alarming degree; and thus the attention of the public was directed to the matter.

So soon as the Government had received information of these facts, laws were passed for the purpose of putting a stop to these depredations, which threatened the total destruction on our northern sea coast of the valuable species of water fowl that resort to them every year. The first law was passed in 1851; in 1858, two very important clauses forbidding the removal or destruction of the eggs of wild fowl in Lower Canada, and on the islands of the River and Gulf of St. Lawrence, were, at my suggestion, inserted in an Act of Parliament amending and consolidating all our game laws. These same clauses were re-enacted in the game law forming part of the Consolidated Statutes for Lower Canada, and they therefore constitute the enactments now in force.

It is clear that they are quite sufficient for the attainment of the end in view.

But a serious difficulty here presents itself; how is the law to be carried out in regions so remote and isolated as the Labrador coasts? There is but one resident magistrate there, he has no force under him, and is entirely powerless to enforce his authority amongst the thousands of fishermen who frequent those waters.

The service for the protection of the fisheries is therefore the only available machinery for securing a more or less effectual operation of our game law in this remote part of the country, and this is one of the duties I have to discharge as head of the service in question.

The first years I visited the coast of Labrador, while discharging the most important duties of my official mission, I availed myself of every opportunity of making known our game law, and more especially the clauses prohibiting the carrying off of eggs, to the inhabitants of the coast and to the fishermen I met. This was the first step to be taken in order to secure the complete operation of the law. Subsequently I made cruises specially for the purpose of arresting parties suspected of having taken eggs, and in 1858, I went so far as to leave an officer and armed men from my crew for some time on the Murr Islands off Great Meecatina, to protect them against the depredations of the fishermen, large numbers of whom were then in the neighborhood.

The various measures I adopted at that time in order to carry out the game law, produced a very good effect, and the six or eight schooners that were in the habit of coming from Halifax to these islands for a cargo of eggs, were soon reduced to two or three. The latter hid themselves so well mid the thousand islands, islets and rocks that stud the Labrador coast in certain places, that it was impossible for me to find them; or else they visited our coast at the first opening of navigation, and hastened to depart so soon as they heard I was about to make my appearance.

Nevertheless, every year I acquired a more perfect knowledge of the localities these vessels were in the habit of visiting, and sooner or later some of them were destined to fall into my hands. This is what has occurred this year.

I have related in my report how I captured the crew of a schooner composed of eleven men, with their vessel, their boats and the eggs they had gathered, which amounts to nearly 2,500 dozen.

I stated that all these men had been condemned to pay a fine, which they were unable to do, and then removed to the prison at Amherst, Magdalen Islands, and mentioned the manner in which I had disposed of their vessel (*The Ocean Bride*), and all she contained.

I also mentioned the conviction of an inhabitant of the coast, and the confiscation of his boat, for the same offence.

These various steps adopted in virtue of my judicial authority, though tardy, (it was the first time I found a vessel engaged in carrying off eggs) have, nevertheless, produced a great sensation on all our coasts and even in the neighboring provinces, and the good result thereof will be very great. And now that I am acquainted with all the haunts of the egg stealers, it is tolerably certain that none of them will dare, henceforward, engage in the traffic, since there must be far more risk than profit in carrying it on. But the Labrador islands where the wild fowl lay must be still more or less exposed to the depredations of the fishermen who frequent those waters in order to carry on the cod fishery, and also of the inhabitants of the adjoining coasts. The dread of being caught in the act or of being prosecuted for having removed eggs, would doubtless have the effect of preventing many of these people from violating the game law, even during my absence from the coast; but there is no question but that these eggs will always be a temptation to a certain class of individuals, who will run the risk of violating the law and commit their acts of pillage under cover of the night.

In order to put a complete stop to these depredations, it would be necessary, when my duties called me elsewhere, to leave armed guards upon the principal islands of Labrador. But I would not recommend the adoption of such a measure, as it would involve too much expense. We must, therefore, be satisfied with the system now in operation, make it operate as well as possible and endeavor to derive from it all beneficial results and the best advantages for the preservation of the species of wild fowl that frequent our sea coasts.

The following is a list of the leading species of these birds, with their names,—technical, common, French and English.

LIST of the principal species of Wild Fowl frequenting the coasts of the Gulf of St. Lawrence.

Technical name.	Common name.	French name.	English name.
<i>Somateria mollissima</i>	Moyaque	Eider.....	Eider Duck.
<i>Larus marinus</i>	Goëland anglais.....	Goëland à manteau noir...	Black backed Sutt.
<i>Larus argentatus</i>	Goëland commun.....	Goëland argenté.....	Silvery Sutt.
<i>Uria Ringvia</i>	Gaude	Guillemot bridé	Guillemot or Murr.
<i>Uria Grille</i>	Pigeon de mer.....	Guillemot à miroir blanc..	Black Guillemot.
<i>Alca Torda</i>	Mermette	Pingoin Torda	Razor Bill Auk or Tinker.
<i>Fratercula Artica</i>	Perroquet de mer ou cal- culeau.....	Macareu moine	Common Fuffin.
<i>Sula Bassana</i>	Margot.....	Fou de Bassan	Solan Goose.
<i>Sterna Hirundo</i>	Esterlette..	Hirondelle de mer	Sea Swallow, Common Fern,

I must state that of all these birds, the Tinker and the Murr lay the largest number of eggs, and the eggs of the latter—and to some little extent those of the former—form the chief article of the egg trade between Labrador and Nova Scotia, of which I have spoken above.

REMARKS

ON THE

FISHERIES OF THE SEASON AND THEIR PRODUCTS.

FIRST DIVISION.

MAGDALEN ISLANDS.

This division comprises the Magdalen Islands, with an extent of 104 miles of sea coast; See my Report for 1864, page 29.

Seal hunting on the ice.

Seven schooners from the harbor of Amherst and fourteen from House Harbor engaged in this hunt this year, making four vessels less than last year. It must be remembered that two schooners from House Harbor were totally lost in the ice in 1864, and they have not as yet been replaced.

These twenty-one schooners carrying 210 seamen, brought in from their expeditions 4396 seals, of the value of \$28,574; but to that number must be added 1500 young seals killed on the stranded ice, near the Magdalen Islands, and worth \$6,000, giving the sum of \$34,574 as the total value of the seals killed by the fishermen of the Magdalen Islands this year.

The number of seals killed in the same place during the past five years, by the crews of vessels from the port of Amherst and House Harbor, is as follows:—

In 1861.....	2750 seals.
“ 1862.....	9194 “
“ 1862.....	3959 “
“ 1864.....	1622 “
“ 1865.....	4396 “

Thus the yield this year, though not very abundant, has been double that of last year.

Spring Herring fishery.

This fish has been very abundant this year at the Magdalen Islands, and particularly in Pleasant Bay.

Number of barrels of herrings taken this year by the inhabitants of the Magdalen Islands and by foreign vessels.

In 1865 By the inhabitants.....	3000 barrels.
“ “ Foreign Vessels.....	26640 “
Total.....	29640 barrels.
In 1864 By the inhabitants.....	1500 barrels.
“ “ Foreign vessels.....	1500 “
Total.....	3000 barrels.

In 1863	By the inhabitants.....	1550	barrels.
"	" Foreign vessels.....	25000	"
	Total.....	26500	barrels.
In 1862	By the inhabitants.....	3050	barrels.
"	" Foreign vessels.....	6145	"
	Total.....	9195	barrels.
In 1861	By the inhabitants.....	1500	barrels.
"	" Foreign vessels.....	40000	"
	Total.....	41500	barrels.

Spring Mackerel Fishery.

This fishery has been poor this year in Pleasant Bay.

Number of barrels of Mackerel taken with seines by the inhabitants of the Magdalen Islands, and by foreign fishermen, this Spring.

By the inhabitants.....	500	barrels.
By foreigners.....	455	"
Total.....	955	barrels.

Summer Cod Fishery.

NOTE.—The summer fishery commences at the opening of navigation, and finishes on the 15th August, and the fall fishery begins at the latter date and continues to the end of the autumn.

Yield of Summer fishery in 1865.....	9630	quintals.
" " 1864.....	7356	"
" " 1863.....	10120	"
" " 1862.....	6616	"
" " 1861.....	7307	"

I call attention to the fact that the fishermen who exercised their calling in the waters of the Magdalen Island, succeeded better than those who fished in schooners on the Labrador coast.

Summer Mackerel Fishery.

This fishery has been tolerably productive, but less so, however, than that of last year, notwithstanding that the number of boats employed this year in the fishery was larger.

According to my returns I estimated the yield at.....	952	barrels.
In 1864 it was.....	1400	"
" 1863 ".....	770	"
" 1862 ".....	630	"
" 1861 ".....	820	"

Fall Cod Fishery.

This fishery has not been so good as was at first expected, owing to the frequent recurrence of bad weather during the autumn.

The estimated yield in 1865 is.....	1840	quintals.
The yield in 1864 was.....	1814	"
" " 1863 ".....	2230	"
" " 1862 ".....	1654	"
" " 1861 ".....	1024	"

Haddock Fishery.

For some years back this fish has frequented the coast of the Magdalen Islands in tolerably large numbers. It is found on the fishing grounds in the vicinity of Etang du Nord.

Quantity taken in 1865.....	437 quintals.
“ 1864.....	490 “

RECAPITULATION

Seal Hunting.

Seals killed by the inhabitants, on the ice—1500, @ \$4 00 ea.....	\$ 6,000
Seals killed by crews of schooners—4396, @ \$6 50 ea.....	28,574
	<u>\$ 34,574</u>

Herring Fishery.

Herring—3000 brls, @ \$3 per brl.....	\$9,000
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Mackerel Fishery. (Spring).

Mackerel—500 brls., @ \$6.....	\$3,000
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Summer Cod Fishery.

Cod (Summer)—9630 quintals @ \$4.....	\$38,520
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Summer Mackerel Fishery.

Mackerel (Summer)—952 brls., @ \$10 per brl.....	\$ 9,520
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Fall Cod Fishery.

Fall Cod—1840 quintals, @ \$4 50 per quintal.....	7,820
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Haddock Fishery.

Haddock—437 quintals, @ \$3 per quintal.....	1,311
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Cod Liver Oil.

10,380 gallons Cod and Haddock liver oil, @ 80cts.....	8,304
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\$112,049

Total value of produce of the different fisheries of this division.

In 1865.....	\$112,049 00
In 1864.....	86,590 05
	<u> </u>
Increase in favor of 1865.....	\$25,458 95

SECOND DIVISION.

This division includes the Counties of Bonaventure and Gaspé and a portion of the County of Rimouski, and comprises an extent of sea coast measuring 354 nautical miles.

Herring Fishery.

This fishery, which was carried on at the usual period, namely, in the spring, has yielded far more satisfactory results than last year, and it may be said to have been generally successful, except in the County of Rimouski.

Nevertheless the three counties constituting this division have not all contributed in like proportion to this increased yield. Thus, while the County of Bonaventure shews an increase of nearly 5,000 barrels of herrings, in the County of Gaspé the yield of this year exceeds that of last year by about 300 barrels only. In the County of Rimouski there has been a considerable decrease, as the following figures will show ;

County of Bonaventure.

In 1865.....	19925 barrels herring.
In 1864.....	2545 “

County of Gaspé. (The Magdalen Islands are not included in this statement.)

In 1865.....	2875 “
In 1864.....	2545 “

County of Rimouski.

In 1865.....	1998 “
In 1864.....	5842 “

Total yield of the Herring Fishery in 1865..... 2479 barrels.

The yield of the herring fishery of the Magdalen Islands, which form part of the County of Gaspé, are not included in the above. Add also 850 boxes of smoked herrings saved in the County of Bonaventure.

Summer Cod Fishery.

The summer cod fishery was not by any means good in this division, except at some points where the yield was up to the average, from the opening of the season until towards the middle of the month of August, that is to say, during the time the fishermen call the summer fishery. Nevertheless, owing to the great increase in the number of fishing boats on this part of our coast, the yield of this fishery will be found very important. It is as follows:

The County of Bonaventure.....	6171 quintals of cod.
“ Gaspé (exclusive of Magdalen Islands).....	72380 “
“ Rimouski.....	5418 “

Total..... 83969 quintals of cod.

It will be found, on consulting my reports, that these figures shew an increased yield, owing to the increased number of fishing boats employed in this fishery this year, as compared with last year. But it is not equal to that of 1863.

Fall Cod Fishery.

This fishery has been excellent, generally speaking, on the coast included in this division. But the best yield was secured close to the shores of the Gulf between Percé and Port Daniel, both as to quality and quantity.

The following is the yield of this fishery for this year:

County of Bonaventure.....	3120 quintals of cod.
“ Gaspé.....	38607 “
“ Rimouski.....	1688 “

Total..... 43415 “

The total produce of these fisheries for these three counties (less the Magdalen Islands) amounts to 43,415 quintals of codfish. This exceeds last year, and even 1863.

To this must be added the tongues, the sounds, and the cod-liver oil. The first amount to 318 barrels, and the oil to the large quantity of 114,596 gallons.

The following figures will shew in what proportion the number of fishing boats has increased in this division:—

Fishing boats in the County of Bonaventure.....	1863.	1864.	1865.
“ “ Gaspé (exclusive of Magdalen Islands).....	252	257	232
“ “ Rimouski.....	1166	1386	1724
	70	289	395

1488 1932 2351

Increase from 1863 to 1865 inclusively, 873 boats.

It would appear still larger had I not counted this year amongst the flat boats, some thirty boats that appear in the appendices of 1864 and 1863, as fishing boats. This accounts for an apparent decrease in the number of boats for the County of Bonaventure, whereas, in reality, there has been a slight increase.

In the number of flats used for fishing in many places, such as Maria, Carleton, Nouvelle and the River Ristigouche, there has also been a proportionate increase. They now number 2,154.

Haddock Fishery.

This fish, as is well known, is caught at the same time with the cod. The quantity caught in this division this year is 2,949 quintals.

Hake Fishery.

This fish is also taken in fishing for cod, particularly in the Bay of Chaleurs. It is inferior to haddock, and its value is far below that of the cod.

Yield—372 quintals.

Halibut Fishery.

Yield—504 barrels.

Mackerel Fishery.

This fishery has afforded but a poor yield this year on the coast of Gaspé, and all that our fishermen succeeded in taking amounted to only 643 barrels; this is a little more than last year.

Tunny Fishery.

Yield—12 barrels.

Whale Fishery.

It may be said that this fishery has been by no means productive this year; this is owing to two principal causes, the scarcity of whales in the Gulf, and the bad weather, which interfered greatly with the operations of the fishermen.

Yield in 1865.....	14,420	gallons.
1864.....	25,014	"
1863.....	14,400	"
1862.....	26,000	"
1861.....	33,600	"

The following table will shew the quantity of oil brought in by each whaling schooner:—

Name of Schooner.	Name of Captain.	Tons.	Number of Sailors.	Whale Oil.
				Barrels.
" Lord Douglas "	James Baker	58	15	195
" Violet "	H. Suddard	37	15	61
" John Stewart "	Chs. Stewart	76	15	50
" Rambler "	J. Davis	51	15	12
" Highland Jane "	John Ascah	64	15	9
" Breeze "	William Harbour	45	15	10
" Admiration "	J. Tripp	46	15	137
		377	105	474

Of these vessels there are but two or three that have realised any profits; the others on the contrary have hardly paid the cost of fitting out, leaving hardly anything to meet the outlay for the wages of the crew. It evidently appears that this fishery has been falling off greatly for some years past. I shall return to the subject hereafter.

Sardine Fishery.

This fishery which, as is generally known, is carried on by means of brush nets, commenced under very favorable auspices in the month of August. It did not, however, prove to be so good as it was hoped it would. Notwithstanding this, the products exceeded those of last year. They amounted to 390 barrels.

Salmon Fishery.

This fishery did not produce such good results as there were grounds to expect in view of the large number of salmon which had been seen in the upper waters of several of the rivers in this division during late years. This is owing principally to the high water which prevailed in the Gaspé rivers in the spring, and which did not allow the fishermen to set their nets at the most favorable time. For the same reason a large number of salmon must have ascended the rivers this year.

The following is a statement of the yield of this fishery in each of the counties comprised in this division:—

County of	1865.		1864.	
Bonaventure.....	299	barrels.	230½	barrels.
“ Gaspé.....	217½	“	252½	“
“ Rimouski.....	16½	“	30	“
	<u>533½</u>	“	<u>513</u>	“

By this table it will be seen that the County of Bonaventure yielded one-fourth more barrels of salmon than was the case last year, whereas, on the contrary, in the two other counties there was a diminution in the yield.

But taking the whole yield of the division, it appears that the salmon fishery, although much less productive than in 1863, still exceeded by some twenty barrels the yield of the years 1864 and 1862.

Trout Fishery.

I estimate at about 70 barrels, the quantity of trout taken either in the lakes during the winter by means of lines, or on the sea shore by means of seines, or in the rivers by nets or with the fly. The greater part of this fish is consumed in the fresh state.

FISH USED AS MANURE IN THIS DIVISION.

Caplin.

There were taken this year from Bonaventure to Port Daniel inclusive, about 2,380 barrels of this fish which were used as manure on the land.

In this amount I do not include the quantity of caplin which was used as bait in the cod fishery.

Herring.

I estimate at 2 300 barrels, the quantity of herring taken at Carleton, Maria and Bonaventure, and made use of as manure this year.

I should observe that many of these herrings are fish which have received some injury, so as not to be suitable for curing.

Plaice.

The number of plaice found about the coast of Carleton is prodigious. They are for the most part small, but are easily caught with the seine. They are not used by the inhabi-

tants for food, although they are wholesome and easy of digestion; but the whole are carried into the field and used as manure, being a most powerful fertilizer.

The number of barrels so applied is laid at 2,400.

RECAPITULATION.

Produce of the different fisheries of the Second Division.

Herring Fishery.

County of Bonaventure.—19,925 brls., @ \$3.....	\$59,775 00
County of Gaspé.—2,875 brls., @ \$3.....	8,625 00
County of Rimouski.—1,998 brls., @ \$3.....	5,994 00
800 Boxes smoked herrings, @ 25cts.....	200 00

Summer Cod Fishery.

County of Bonaventure.—6,171 quintals, @ \$4.50	\$ 27,769 00
County of Gaspé.—72,380 quintals @ \$4.50.....	325,710 00
County of Rimouski.—5,418 quintals, @ \$4.50.....	24,381 00

Autumn Cod Fishery.

County of Bonaventure.—3,120 quintals, @ \$5.....	15,600 00
County of Gaspé.—88,607 quintals, @ \$5.....	193,035 00
County of Rimouski.—1,688 quintals, @ \$5	8,440 00

Cods' Tongues and Sounds.

318 brls, @ \$7 per brl	2,226 00
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Cod Liver Oil.

114,596 gallons, @ 80cts. per gallon.....	91,676 80
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Haddock Fishery.

2,949 quintals, @ \$3.50 per quintal.....	10,321 50
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Hake Fishery.

372 quintals, @ \$3.50 per quintal.....	1,302 00
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Halibut Fishery.

504 brls, @ \$6 per brl.....	3,024 00
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Mackerel Fishery.

643 brls, @ \$10 per brl.....	6,430 00
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Tunny Fishery.

12 brls, @ \$5 per brl.....	60 00
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Whale Fishery.

14,420 gallons oil, @ 90cts per gallon.....	12,978 00
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Sardine Fishery.

390 brls, @ \$5 per brl.....	1,950 00
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Salmon Fishery.

533½ brls, @ \$18 per brl.....	9,603 00
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Trout Fishery.

70 brls, @ \$12 per brl.....	840 00
<i>Caplin used as manure.</i>	
2,300 brls, @ 25cts. per brl.....	575 00
<i>Herring used as manure.</i>	
2,300 brls, @ 25cts. per brl.....	575 00
<i>Plaice used as manure.</i>	
2,400 brls, @ 25cts. per brl.....	600 00
Value of products in 1865.....	\$811,690 30
do do 1864.....	520,410 00
Increase in favor of 1865.....	\$291,280 30

THIRD DIVISION.

This third division comprises the north shore of the Lower St. Lawrence and of the Gulf, from Bersimis to the Eastern Frontier of the Province at Blancs Sablons Bay, and the Island of Anticosti, an extent of coast measuring 570 marine miles.

Spring Seal Fishery.

The results of this fishery, which as I have told in several former reports, is carried on by means of very large nets made of strong line, have this year been very small. The season was not favorable, and the floating ice frequently obstructed the labor of the fishermen.

Produce of the Spring Seal Fishing on the Coast of Labrador.

In 1865.....	451 seals.
In 1864.....	2080 do
In 1863.....	165 do
In 1862.....	1293 do

Seal Hunting on the Ice.

The number of schooners fitted out this year for the hunting of the Seal on the north shore was as follows :

Esquimaux Point.....	14 schooners.
Natashquan.....	2 do
Kegasca.....	3 do
Total.....	19 do

These schooners carrying 190 men, returned from their hunt with 4,077 seals of the total value of \$26,500. The produce of this kind of fishing was :

In 1864.....	5,154 seals.
In 1863.....	3,147 do
In 1862.....	13,195 do

The yield of this year's hunt may be looked on as somewhat below the average. We may add to the above,—

1,500 seals killed by the Indians (with guns).	
500 " " Whites "	

Summer Cod Fishery.

It will have been evident from my report that cod was abundant on the eastern part of the north shore of the Gulf, but that it did not appear till very late in the season, and then in small numbers on the western portion of the same shore, as at Kegasca and Natashquan, and the north side of the Lower St. Lawrence, that is to say, from Mingan to Trinity; especially at Moisie this scarcity of codfish was severely felt.

Produce of this fishery—27,878 quintals.

Halibut Fishery.

295 barrels,

Autumn Cod Fishery.

The autumn fishery was generally better on the western portion than it was on the eastern part of the north shore. I might mention several places in Magpie Bay where it proved very satisfactory in its results.

Produce of this fishery—6,512 quintals.

Summary of the Summer and Fall Cod Fishery

In 1865.....	34,490 quintals.
1864.....	35,360 do
1863.....	53,748 do
1862.....	52,975 do
1861.....	51,668 do
1852.....	9,980 do

To which must be added :

Cod-liver oil.....	28,154 gallons.
Tongues and sounds.....	35½ barrels.

Mackerel Fishery.

No mackerel was caught on the north coast in the present year.

Autumn Herring Fishery.

There is nothing extraordinary to notice relative to this fishery, which was carried on under the usual circumstances and at the usual time. It produced 2,574 barrels, which was about the ordinary yield.

In 1864 it was.....	2,050 barrels.
1863 do	2,943 do
1862 do	636 do
1861 do	2,371 do

To this quantity must be added 2,500 barrels of herrings brought in by the schooners from Esquimaux Point, Natashquan and Kegasca, their fishing ground being the Straits of Belleisle and the coast of Newfoundland, and also 2,500 barrels by the Canadian schooners the produce of a trade by barter on the North Shore and the coast of Newfoundland. Total, 7,574 barrels of herring, besides smoked herrings, 300 boxes.

Autumn Seal Fishery.

This fishery produced 1,260 seals, which is a better return than that of 1863, but a little short of that of 1862. It does not, however, exceed the yield of ordinary years.

Salmon Fishery.

There has again been a shortcoming in this fishery in the present year on the north shore of the River and the Gulf. Some of the rivers, however, as the Nabisippi and the Agwanus produced rather more than usual. It was in the River Natashquan that the

x smaller quantity in net. But this is incorrect - the price is really ⁴⁶ rising to ⁴⁶ greater demand (U.S.)
 & the lesser quantity of pickled fish which are now replaced by fresh falling off was most experienced, as it was in the last year. Of course I here allude to net fishing; the fly-fishing was very good. The produce of the former was :

In 1865.....	1,298½ barrels.
1864.....	1,169½ do
1863.....	1,992½ do
1862.....	1,819 do
1861.....	1,881 do

Within the last two years the produce has fallen off very considerably, as will appear by the preceding returns, but it must be remembered that for several years past, some of the rivers, as, the Godbout, the St. Margaret, the Mingan and the River Romaine, have been closed against net fishing, no other fishing than that with the fly being permitted, and that moreover, there are fewer fishing stations than usual in the River St. John. These facts will explain a great cause of the decline in the produce of the present year's fishing and in that of 1864 as compared with former years. But if the salmon has fallen off in quantity since 1863, the value of it has increased very considerably—no doubt, on account of its scarceness. This autumn the first quality of salmon sold for \$19 and even \$20 per barrel, and the second quality was worth \$16 or \$18.

Trout Fishery.

Of this fish I find 74½ barrels inscribed in my tables as the quantity taken on the North Shore this year. A large part of it is consumed while fresh.

RECAPITULATION.

Produce of the different fisheries of the Third Division.

Spring Seal Fishery.

451 seals, @ \$6.50..... \$ 2,931 50

Seal Hunting on the ice by Schooners.

4,077 seals, @ \$6.50..... 26,500 50

Seals shot by Indians.

1,500 seals, @ \$4..... 6,000 00

Seals shot by white men.

500 seals, @ \$4..... 2,000 00

Summer Cod Fishery.

27,978 quintals, @ \$4.50..... 125,901 00

Autumn Cod Fishery.

6,512 quintals, @ \$5..... 32,560 00

Cod Liver Oil.

28,154 gallons, @ 80cts..... 22,523 00

Cods' Tongues and Sounds.

35½ brls, @ \$8 284 00

Halibut Fishery.

295 brls, @ \$6..... 1,770 00

Autumn Herring Fishery.

2,574 brls., @ \$6.....	15,444 00
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Herrings taken by Schooners from Esquimaux Point, Natashquan and Kegasca.

2,500 brls., @ \$6.....	15,000 00
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Herrings brought in by Canadian Schooners trading on the Labrador coast.

2,500 brls., @ \$6.....	15,000 00
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Smoked Herrings.

300 boxes, @ 25cts.....	75 00
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Autumn Seal Fishery.

1,260 seals, @ \$6.50.....	8,190 00
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Salmon Fishery.

1,298½ brls., @ \$18.....	13,368 00
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Trout Fishery.

74½ brls., @ \$12.....	894 00
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Total.....	\$288,441 00
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Aggregate value of the produce of the different fisheries of the Third Division.

In 1865.....	\$287,541 00
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In 1864.....	223,326 20
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Increase in favor of 1865.....	\$ 64,214 80
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GENERAL RECAPITULATION.

Total value of the produce of the fisheries on all the coasts of Canada, in the Gulf, and the lower part of the River St. Lawrence.

First Division.....	\$ 112,049 00
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Second Division.....	811,690 30
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Third Division.....	288,441 00
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	\$1,212,180 30
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Total value of the produce of the Deep Sea or Great Fisheries on the coasts of the Gulf and Lower St. Lawrence.

Seal Fishery.....	\$ 80,196 00
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Herring Fishery.....	129,113 00
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Sardine Fishery.....	1,950 00
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Mackerel Fishery.....	18,950 00
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Tunny Fishery.....	60 00
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Cod Fishery.....	924,749 80
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Haddock Fishery.....	11,632 50
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Hake Fishery.....	1,302 00
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Halibut Fishery.....	4,794 00
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Whale Fishery.....	12,978 00
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Caplin, Plaice or Herring for manure.....	1,750 00
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	\$1,187,475 30
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Total value of the produce of the River or Small Fisheries.

Salmon Fishery.....	\$ 22,971 00
Trout Fishery.....	1,734 00

\$24,705 00

Difference in favor of the Sea Fisheries..... \$1,187,475 30

Number of fishing boats engaged in the Canadian fisheries.....	3,317
Number of flat bottomed do do do	3,057
Number of fishermen.....	6,736
Number of shoremen.....	4,388
Number of sailors.....	1,250

Total number of men employed in the Canadian fisheries..... 12,374

Number of nets in use in the Canadian fisheries.

Herring nets.....	5,548
Mackerel nets.....	652
Salmon nets.....	41,032 fathoms.
Seal nets.....	9,273 fathoms.

Number of seines in use in the Canadian fisheries.

Herring seines.....	121
Cod seines.....	20
Caplin seines	419
Mackerel seines.....	9
Number of brush fisheries.....	104

OBSERVATIONS ON THE DIFFERENT FISHERIES.

WHALE FISHERY

I have already remarked that this fishery which was, for a great number of years, the main object of the expeditions fitted out at Gaspé Basin, seemed to have declined of late years. In effect, our whalers, although as hardy and persevering as ever, no longer meet with the same success in their pursuit.

It appears beyond a doubt, and is the opinion of the crews of whalers themselves, that whales no longer exist in such numbers as formerly in the places to which they used to resort. Moreover, they have been so unrelentingly pursued by the fishermen, that they are in a constant state of alarm and watchfulness, and can hardly be approached by the boats.

For that matter it will be a subject of surprise to none who have studied the habits of the larger animals on sea or land, to be told that when man advances they retreat before him; nay, that some species entirely disappear in certain countries and certain waters when they are harassed unremittingly. I remarked in my last year's report that the true whale, the most important of the *genus balæna*, had quite disappeared from the Gulf and the River St. Lawrence more than a dozen years ago.

The morse or sea-lion has long ceased to be met with (more than 60 years). At the first settlement of the country it was found in immense numbers at the Magdalen Islands, at Miscou, and at Natashquan.

The Cachalot which was formerly met with in the Atlantic Ocean, is now seen there no longer. It must now be sought in the remotest and least frequented parts of the Pacific. There are regions seldom visited by man, where these animals are still found in immense numbers, and of those, some are not far from our own land. Of course I mean Hudson's Bay and Davis' Straits, Baffin's Bay, and the coast of Greenland. Those arms of the sea, impenetrable to mankind except during the summer season, are still inhabited by numerous schools of the true whale, the hump-back, and rorqual, and herds of sea-cows, and seal of all varieties. To those parts therefore the whaling fleets of Great Britain and the United States annually make their way, to the number of several hundreds. Of late years even steamers have been taken up for this fishery, and the large profits they have made in very short voyages, have shown that steam navigation may be applied to great advantage to the pursuit of this branch of industry. Scotland especially has sent forth from her ports many of these enterprising whalers who apply steam to the purpose of their calling. I am ignorant whether any of the kind have hitherto left the ports of the United States for the same destination.

The English whalers have to cross the ocean when bound for these fishing grounds. Those of the United States are obliged also to sail long distances in order to reach these regions, and yet their seamen brave all the dangers of the frozen north, and yearly gather in an ample harvest of oil and whalebone, and the spoils of the morse and the seal, which richly reward them for their enterprise, and become the material of commerce and wealth to the cities which send them forth.

I have observed that Canada and Newfoundland are the countries lying nearest to the scenes of this undertaking in reality the distance from the eastern extremity of the Pro-

vince to the entrance of Hudson's Bay, is not greater than 660 nautical miles, and Davis' Straits do not lie more than 300 miles further off, the entrance of which is but little distant from the western coast of Greenland. Baffin's Bay is, as we know, further to the north than Davis' Straits. Well, with their advantage of proximity, and many others, as good ports and harbors in the Gulf—Gaspé Basin for instance, in which whaling expeditions may be easily equipped, and suitable vessels built on easy terms, and manned without difficulty, we are found wanting, although, failing to find occupation at home, a great number of our youth brought up on the banks of the St. Lawrence, yearly leave their homes for the United States where they enter as seamen on board the numerous sailing and steam vessels of that country.

What has been done in Canada to profit by these stores of wealth which lie, as it were, at our very doors? I grieve to say it, nothing has been done. The time is nevertheless at hand when, if we do not wish to abandon all prospect of success in this most profitable branch of industry, we must address ourselves in earnest to the business. One of two alternatives: we may, after a few years passed without any great success in the whale fishery, gradually subside into unproductiveness, and finally perforce give it up, to engage in some other line for which we may not have the necessary aptitude; or, leaving the beaten track which we have always followed, and being stimulated by the Government, and fostered by our capitalists and enterprising merchants of the coast of Gaspé and the maritime cities, we may betake ourselves to the seas of the frozen north, which seem by their proximity to woo us to success, and boldly challenge fortune in the pursuit of the whale in his native waters.

Moreover, the whale fishery in the Gulf, even if the fish existed in undiminished numbers, could not at most afford occupation to more than seven or eight schooners. We ought not to rest satisfied with such a state of things; a fresh impulse must be given to it, and a new field must be sought for in which it may be developed in its utmost dimensions.

The population increases rapidly on the coast of Gaspé, and it becomes a matter of necessity that we should at once take steps to furnish employment to the rising generation, if we would not see them leave their homes and wander to foreign parts.

For this end nothing could be devised better than these enterprises of the whale fishery, which, being well conducted, are a never failing source of profit. To induce our ship-owners and out-fitters of shipping, and fishermen to undertake these voyages, the following measures should in my opinion be adopted.

A bounty should be granted to ships employed in them, which ships should be of 400 or 500 tons burthen at the least. Section 58 of Act 22 Vic., cap. 62, should be amended, so as to give four dollars per ton measurement, provided the vessel be employed solely and exclusively in the whale fishery, whatever the tonnage may be.

This bounty which I suggest as a temporary expedient only, will probably have the effect of drawing to the free port of Gaspé, which offers so many facilities for fitting out such expeditions, shippers both from Great Britain and from the United States, with a view to engage in that kind of fishing. In order to undertake the charge of the first ships engaged in this pursuit among the icy fields of the Arctic Region, pilots trained to encounter such perils as they present, and acquainted with the waters most frequented by the whale, should be encouraged by the offer of a bounty to resort to us from the service of their native employers.

The captains of our whaling schooners are not navigators. We ought, therefore, to provide them with the means of acquiring a knowledge of navigation on the high seas. And until a suitable school can be established afloat, the Government should provide a sea-going captain well skilled in his profession to give lessons in navigation, gratis, at the Port of Gaspé during the winter season, to seamen and master-fishermen who remain on shore while the navigation is closed.

As I am well acquainted with the deficiencies of our nautical population in respect of that knowledge, which it most imports them to possess, for I do not know a single navigator among them, and the transport of the cargoes of codfish to foreign countries is in vessels commanded by foreigners, I venture to affirm that such an expedient would produce the happiest effect; and it would not require the expenditure of more than \$1,200 per annum.

Working models of whale-ships such as are in use among the Americans, ought also to be procured, as ordinary vessels, I need not say, are altogether unfit for whale-fishing it

the northern ocean, especially in case of wintering there. The vessels for this service are built specially for it, with particular fittings. We should also take care to furnish our fishermen with the very best models of tools and weapons in use for the whale fishery, which can be procured in the United States.

Finally, a most necessary preparation for our seamen about to engage in this new species of occupation, would be exact information as to the places where the fishery is carried on, the nature and length of the voyage thither, the time it takes, the quantity of stores required, and the probable profits likely to result from the undertaking.

Such information might be readily procured in some of the sea-ports of the United States where most of the largest vessels are fitted out for the whale fishery, both for the northern seas and for the Pacific, at New Bedford, for instance, in the State of Massachusetts, or New London in that of Connecticut.

MACKEREL FISHING IN SCHOONERS.

This fishery is so well worthy of public attention and the fostering care of Government, that I consider it deserving of separate and particular notice in this report.

It is well known that mackerel, when the spawning season is over, scatter themselves in immense shoals over the waters of the Gulf, especially on its south side, and visit almost simultaneously the shores of Gaspé, sometimes the north shore of the river, the coast of New Brunswick, Prince Edward's Island, the Magdalen Islands and Nova Scotia. When cured, they bear the highest value in the American trade, next to salmon, and furnish material, during the months of July, August, September, and even October, for one of the most important fisheries carried on in the Gulf.

Unfortunately for us, this fishery is almost entirely in the hands of the fishermen of the United States—the only exception being a few schooners belonging to Nova Scotia. Those foreigners have, therefore, the monopoly and sole advantage arising from it. The profits are immense. The most reliable reports give not less than from 1,200 to 1,500 schooners as the number of vessels belonging to the United States employed in the mackerel fishery in the Gulf, and the produce is estimated to exceed 300,000 barrels of fish worth 2,000,000 of dollars. From 200 to 300 of those schooners resort to our fishery grounds either off the Magdalen Islands or on the Coast of Gaspé and I believe that the annual take of mackerel by those vessels is from 15,000 to 30,000 barrels. The Town of Gloucester, in the State of Massachusetts, alone, sends out 500 or 600 schooners to this fishery, and they are the finest vessels of the class which can be found anywhere. Thus this small American town itself fits out for this single fishery more than three times the number of vessels sent out by all Canada to the fisheries of all kinds. Up to the present time we have done nothing to turn to account the great resources presented by the summer mackerel fishery; we have not a single vessel fitted out for that purpose.

The Americans come among us every year and carry off, under our eyes, from waters which belong to us, from 15,000 to 20,000 or 30,000 barrels of mackerel, and we are satisfied with admiring their fine schooners, their perseverance in their project, and their dexterity in taking the fish, without endeavoring to follow the example they give us. We are perfectly indifferent as regards this branch of the fisheries. As in the cod fishery, and the whale fishery in the north seas, we require a strong incentive. We are to be set in motion only by the prospect of high bounties. To such an inducement we must have recourse, if we desire that our Canadian fishermen should undertake such a venture. Four dollars per ton are already awarded to Canadian ships engaged in the Gulf fisheries. If, for a certain period, we were to double that bounty, I believe we should attain the desired end, that is to say, we should create a fleet of fine schooners, fitted out for the mackerel fishery.

Moreover, as we should require for this fishery light clipper built vessels, made after a particular plan, we should need to purchase from the United States, the best models of mackerel fishing schooners, after which our own builders, would be able to construct vessels suitable for the purpose.

Let me be understood. When I suggest to the Government that they should procure from the United States, models to aid in the construction of vessels for the whale

fishery, and for that of the cod on the Banks, and for the mackerel fishery, in schooners, I do not by any means call in question the skill and the talents of our builders. Far from it; the progress which they have made in their art, especially the Quebec builders, within the last dozen years, has placed them in the foremost rank among European and American builders; but they have devoted themselves entirely to the building of large ships. It is seldom that they have had to build smaller vessels, particularly fishing schooners. In the United States, on the contrary, from two to three hundred new schooners are turned out every year from the different ports, which are exclusively destined for the fisheries, without mentioning yachts, and I do not hesitate to affirm that the building of such vessels for speed, has advanced there more rapidly and to higher perfection than in any other country.

We should, therefore, imitate the Americans in the building of our fishing vessels, as the artisans of some ports in Nova Scotia have already done, those, namely, of Lunenburg, La Have, and even Halifax, where fishing schooners are now built which may almost compete in speed and other qualities, with American schooners. We Canadians ought to do likewise, and that without losing a moment.

COD-FISHERY, IN SCHOONERS, ON THE BANKS.

This fishery for cod on the Banks, in schooners, has not hitherto been carried on to any great extent in Canada, for except a few small schooners belonging to the Magdalen Islands, which resort to the banks lying near, we find on the famous Miscou Bank, the Orphans' Bank, and on the banks around the Islands, on any of the banks of the Gulf, in short, none but those from the United States, Nova Scotia and a few French. The American schooners, and even those from Nova Scotia, are greatly superior to ours, in every respect. They are larger, stronger, built on models nearly approaching to perfection, and fitted with everything necessary to enable them to keep the sea in any weather, especially the best of cables and anchors.

The main cause of this difference between our ships and those of the Americans is that in those American ports which send out fishing vessels, capital is abundant, and there are powerful companies engaged in the business almost exclusively. They find that it gives a rich return, and do in fact derive great wealth from it. In Canada, on the contrary, except the capital employed in the cod-fishing in boats along the shore, which is our most important enterprise of that kind, and which belongs almost entirely to commercial houses in Jersey, we have not a single house of any note, and no important association engaged in the fisheries, and that great undertaking is left in all its branches to fishermen and a few owners of schooners, who generally are destitute of the capital necessary to carry on their pursuit to the best advantage, and to derive all the benefit from it which it is capable of yielding.

Our population of the maritime districts have always been deficient in the wherewith—the means—to carry out and turn to account the valuable resources offered by our Gulf fisheries. In saying this, I must be understood to distinguish between the cod-fishery which is carried on in boats along shore, and that of schooners on the banks in the Gulf.

The former is on a large scale, and is generally successful, the produce being of the best kind, and mostly destined for the Spanish and Italian markets. It is growing every year, as will appear in the yearly appendices to my reports. The fishery on the Banks, on the contrary, has been and still is much neglected by our ship owners, and that it is which I recommend to their attention. It is that kind of a fishery which is carried on by the French and Americans on the Great Bank of Newfoundland, on Green Bank, on the Bank of St. Peter, on the Banquereau, and on some others lying near the coast of Nova Scotia, the United States, and the Gulf of St. Lawrence. It affords large returns to the seamen of these two nations, and requires them to fit out those large fleets of fishing vessels called Banksmen, on which sailors are trained to their hardy occupation by thousands. It is well known that the best school for seamen in the world is the cod fishery on the Banks.

But what are the means, it may be asked, which we are to use in order to promote this fishery on the Banks? I answer that the best would be the offer of an additional bounty to all ships engaged in the fishery during the entire season; but it should be especially provided that the schooners competing for this bounty should really be fishing vessels

—bankers,—of substantial build, and found with all the necessary gear, as good cables, chains and anchors. For the purpose of building such vessels, we must have recourse to the United States to procure models of their best fishing schooners, which our own builders will readily copy. By this means, we should at once acquire vessels perfectly adapted to this kind of fishing, and I have no doubt that it might be increased very considerably within the Gulf, by the addition of a supplementary bounty, as before observed. This measure, which I recommend to be adopted in favor of vessels engaged in the Bank fishery exclusively, and on certain conditions, I would have to be only temporary; being convinced that if once established, it would suffice for its own proper maintenance, without any fostering care of the State.

Before concluding, I would presume to suggest to the Government a means by which the best models of American fishing vessels may be obtained: a person well versed in all matters pertaining to the fisheries should be sent to those American ports which send forth the largest fleets to the fisheries, as New Bedford for whale fishing, Gloucester for mackerel fishing, and Newburyport and Portsmouth for cod-fishing on the Banks. Such a person would procure in these places models of the best fishing vessels built there, bring them to Canada and place them in the hands of our builders, both in town and country. These builders might multiply fac-similes of them, and distribute them in all places where building is carried on.

This service would not entail greater expense than a few hundred dollars, but it would at once produce a great improvement in the construction of our fishing vessels. I have already observed that in the building of large ships we have made great progress within a few years, (especially at Quebec,) so that we now compete with England itself and the United States in this branch of industry; but the building of fishing vessels, which is executed almost entirely in the country, remains nearly what it has always been, and in this respect we are greatly behind the Americans, and even the Nova Scotians and other builders of the Lower Provinces.

It is in the mould of our fishing vessels especially, that we are inferior to our neighbors. If therefore, we adopt their models and follow them, we shall in a few years be their equals in this respect. Persons who have seen our vessels and compared them with those of the United States, must be well aware that the prosecution of this plan will be an immense step in the development of our sea-fisheries.

P. FORTIN.

STATEMENT shewing the number of Schooners from the Magdalen Islands, and the North Shore of the Gulf of St. Lawrence, engaged in Seal hunting on the ice in 1865, with the name of the schooner and of the captain, the tonnage, the number of sailors, and the number of Seals killed.

Schooners from Amherst Harbor.

Name of Schooner.	Name of Captain.	Tonnage.	No. of Sailors.	No. of Seals killed.	Value of Seals.	Remarks.
					\$ cts.	
"Eugénie"	S. Cormier	30	10	130	845 00	These schooners left the Magdalen Islands to engage in Seal hunting on the ice, on the 21st March.
"Cutter"	J. Vigneault	27	10	230	1495 00	
"Flora"	L. Boudreau	34	10	90	585 00	
"Sarah"	H. Boudreau	23	10	111	721 50	
"Loup-marin"	Eug. Bourgeois	37	10	320	2080 00	
"Louisa Montgomery"	O. Bourque	35	10	70	455 00	
"Espérance"	D. Chiasson	51	10	60	390 00	
	Total	237	70	1011	6571 50	

Schooners from House Harbor.

"Two Brothers"	R. Delaney	42	10	663	4309 50	These schooners left at the same time as those from Amherst Harbor.
"Tempérance"	D. Terriau	36	10	663	4309 50	
"Anny"	Wm. Terriau	41	10	310	2015 00	
"Archangel"	L. Jonfe	40	10	310	2015 00	
"Jenny Lynd"	P. Turbide	39	10	240	1560 00	
"Emélite"	A. Bourque	27	10	30	195 00	
"Onésime"	M. Richard	42	10	280	1820 00	
"Zélie"	H. Richard	36	10	130	845 00	
"Mary Ann"	A. Arseneau	36	10	200	1300 00	
"Greeneck"	T. Terriau	39	10	120	780 00	
"Dolphin"	O. Richard	52	10	50	325 00	
"Flirt"	L. Bourque	46	10	94	611 00	
"Marie"	N. Arseneau	40	10	72	468 00	
"Zélie"	V. Cormier	33	10	223	1449 50	
	Total	549	140	3,385	22002 50	

Schooners from Esquimaux Point.

"Ailsa"	F. Cumming	40	10	250	1625 00	These schooners left Esquimaux Point on the 26th March.
"Amélia"	X. Cormier	47	10	250	1625 00	
"Iberville"	A. Boudreau	36	10	240	1560 00	
"Venello"	P. Doyle	33	10	240	1560 00	
"Victoria"	S. Cormier	52	10	200	1300 00	
"Espérance"	E. Landry	21	10			
"Alphonsine"	P. Cyr	23	10	745	4842 50	
"Wide Awake"	Vital Vigneault	42	10	180	1170 00	
"Eugénie"	C. Vigneault	51	10	292	1898 00	
"Attempt"	F. Le Marquand	20	10	36	234 00	
"Syrène"	J. Corriveau	46	10	104	676 00	"L'Espérance" was lost on Le Fleurs Reef, on the Coast of Newfoundland; but the crew was saved.
"Constantine"	Julien Boudreau	54	10	400	2600 00	
	Total	465	120	2937	19090 50	

STATEMENT shewing the number of Schooners from the Magdalen Islands and the North Shore of the Gulf of St. Lawrence, &c.—*Continued.*

Schooners from Natashquan.

Name of Schooner.	Name of Captain.	Tonnage.	No. of sailors.	No. of Seals killed.	Value of Seals.	Remarks.
"Tiber".....	Paul Vigneault.....	22	10	140	\$ 910 00	These Schooners left Natashquan on the 28th March.
"Notre-Dame".....	L. Talbot.....	27	10	500	3250 00	
	Total.....	49	20	640	4160 00	

Schooners from Kégasca.

"Marie-Julie".....	S. Bourque.....	26	10	150	975 00	These Schooners left Kégasca on the 25th March.
"Hirondelle".....	Jules Poirrier.....	27	10	300	1950 00	
"Victoria".....	S. Foreman.....	65	10	50	325 00	
	Total.....	118	30	500	3250 00	

RECAPITULATION.

Total number of Schooners.	Total number of Tons.	Total number of Sailors.	Total number of Seals killed.	Total value of Seals.
38	1418	380	8473	\$ 55074 50

SEALS taken during the autumn of 1864, and during the season of 1865.

Names of Fishermen.	Stations.	Nets, fathoms.	Autumn Fishery in 1864.	Spring Fishery in 1865.	Summer Fishery in 1865.	Fishery, or hunting on the ice.
LeBoutillier & Bros.....	Blancs Sablons.....	250		50		
Narcisse Dumas.....	do.....	188		35		
Charles Dicker.....	Long Point.....	100		15		
John Bodman.....	do.....	140		9		
Baptiste Dumas.....	do.....	140		10		
Guillaume Labadie.....	Anse des Dunes.....	180		33		
William Jones.....	Bradore Bay.....	600		9		
Louis Jones.....	do.....	100		2		
J. Buckle.....	Belles Amours.....	100		9		
Harriet Griffith.....	Five Leagues.....	140		6		
Andrew Duke.....	do.....	100		1		
Peter Hatwood.....	Middle Bay.....	20		6		
Harry Sanson.....	Little Fishery.....	70		9		
James Buckle.....	Bonne Espérance.....	300		10		
Léger Lévesque.....	Burnt Island.....	400		2		
Daniel Robin.....	Old Fort Island.....	150		3		
Thomas Rule.....	Dog Island.....	290		12		
Thomas Morris.....	Cause Harbor.....	80		5		
Captain Fall.....	Anse du Portage.....	400		160		
Andrew Kennedy.....	St. Augustin.....	300	8			
Jean Legouvé.....	Whale Head (Pacachoo).....	300	4			
Jacques McKinnon.....	Kilkapoé.....	250	36			
André Roi.....	Porteau Foundry.....	60			15	
T. Ménard.....	Ha! Ha! Bay.....	75			25	
Joseph Galliehon.....	Lac Salé.....	350	130			
Wm. Buckle.....	La Tabatière.....	600	630			
Samuel Robertson.....	do.....	500	160			
Xavier Gallibois.....	Red Bay.....	150	29			
François Lévesque.....	Great Meccatina Island.....	350	10			
William Rose.....	do.....	100	4			
Charles Bilodeau.....	Whale Head of Meccatina.....	500	134			
Michel Kenty.....	do.....	500	24			
Joseph Giguère.....	do.....	125	20			
Widow Maujer.....	Gull Island.....	300	25			
Daniel Maujer.....	Little Meccatina.....	100	44			
Louis Coulombe.....	do.....	70	2			
F. X. Bilodeau.....	Nétagamu River.....	60			46	
J. B. Fortier.....	Wataghaistic.....	150			48	
André Gallibois.....	Dumourier Point.....	100			96	
Michel Blais.....	Etamamu River.....	60		15		
Gilbert Jones.....	Manisuachi.....	40		8		
Joseph Aubé.....	Coacochoo.....	40		10		
George Mévrier.....	Olomanosheebo.....	100		20		
S. Kennedy.....	Agwanus River.....	260			40	
Olivier Rochette.....	Nabissipi River.....	75			18	
Joseph Tanguay.....	Watsheesheo.....	90		12		
Of the Magdalen Islands, on the ice.....						1500
Shot with guns by Indians, from Bersimis to Blancs Sablons.....						1500
Do do by the whites.....						500
		9273	1260	451	282	3500

RECAPITULATION.

How and where the Seals were taken.	Number.	Description of Seals.	\$ cts.
Number of Seals taken in nets, on the coast of Labrador, during the autumn of 1864.....	1260	Full grown	8190 00
Number of Seals taken in nets, on the coast of Labrador, during the spring of 1865.....	451	do	2925 50
Number of Seals taken in nets, on the coast of Labrador, during the summer of 1865	282	Harbor Seals	1128 00
Number of Seals shot by Indians, from Bersimis to Blancs Sablons	1500	do	6000 00
Number of Seals shot by Whites, from Bersimis to Blancs Sablons.....	500	do	2000 00
Number of Seals killed on the ice, in the vicinity of the Magdalen Islands, this spring.	1500	Young.....	6000 00
Number of Seals killed this spring, on the Gulf ice, by hunters from the Magdalen Islands and Labrador coast, in Schooners.....	8473	Full grown	55074 50
Total number of Seals killed.....			13,966
Total value of Seals.....			\$81,318

COUNTY OF

NAME OF PLACE.	No. of boats.	No. of fishermen.	No. of shoremén.	No. of flat boats.	Herring nets.	Mackerel nets.	Caplin seines.	Herring seines.	Cod. Fishery		Haddock qtls.	Hake, qtls.	Herring barrels.
									Sum'r qtls.	Aut'm. qtls.			
River Ristigouche	20	9	10	35									
Nouvelle (above) and Maguacha..	18	7	9	20									345
Carleton.....	4	50	30	25	250	4	2	2					4400
Maria.....	9	60	40	30	380		2	4	15				10200
New Richmond.....	5	10	8	5	5				40	10	3		2365
Little and Great Bonaventure ...	64	128	84	64	64	40	10	25	3000	840	40	15	1720
New Carlisle and Paspébiac.....	44	88	200	44	44	21	12	20	1000	740	36	15	760
Nouvelle (below).....	26	52	32	26	52	5	6		593	390	26	10	40
Shidouac.....	5	10	7	5	10	1			64	50		5	30
Port Daniel.....	36	72	45	36	72	2	6	2	738	440	100	25	50
Anse aux Gascons.....	39	78	48	39	90	6	1		721	650	50	30	15
Total.....	232	586	510	293	1022	79	38	53	6171	3120	254	100	19925

COUNTY OF

NAME OF PLACE.	No. of boats.	No. of fishermen.	No. of shoremén.	No. of flat boats.	Herring nets.	Caplin seines.	No. of brush fisheries.	Cod. Fishery.	
								Summer. qtls.	Autumn. qtls.
Little Capucin	23	46	29	15	23		1	345	115
Great Capucin	40	80	50	30	40	1		600	290
Little Méchin Bay.....	20	40	25	13	20			300	100
Great Méchin River	33	66	41	20	33			195	165
Méchins Islands.....	13	26	16	9	13			150	65
Anse à la Chaudronne.....	2	4	3	1	2			30	10
Wapper Creek	10	20	13	7	10			150	50
Grande Anse des Crapauds.....	6	12	8	2	6			240	30
Samuel Creek.....	4	8	5	2	4			115	20
Les Grosses Roches.....	9	18	11	3	9		1	135	45
Jacques Hugues Croûk.....	12	24	15	4	12			360	60
Cape Balance.....	6	12	8	2	6			90	30
Anse à la Croix	56	112	66	25	56		8	840	280
Point au Massacre	17	34	21	5	17		2	255	85
Long Point.....	20	40	25	6	20		2	300	100
Little Matane River	44	88	54	22	44	2	0	660	220
Great Matane River.....	25	50	30	8	25		8	375	50
Little White River.....	2	4	2	2	2		4	4	2
Great White River.....	9	18	11	3	9		1	20	5
Tartigo River.....	5	10	7	2	5		1	20	5
Sandy Bay and the Boules.....	25	50	30	8	25		2	50	10
Little Métis.....	12	24	15	5	12		3	180	40
Great Métis	2	4	2	2	2		0	4	1
Ste. Flavie.....							9		
Ste. Luce.....							27		
Rimouski.....							12		
Total.....	395	790	487	196	395	3	99	5118	1688

BONAVENTURE.

	Mackerel, barrels.	Halibut, barrels.	Plaice, barrels.	Barrels of herring used as manure.	Barrels of caplin used as manure.	Smoked herrings, in boxes.	Tongues and sounds of cod, barrels.	Cod liver oil, gallons.	Salmon, barrels.	Trout, barrels.	Commencement of the Cod fishery.	Termination of the Cod fishery.	Salmon nets, fathoms.	REMARKS.
25								118½						Appearance of fish in the county of Bonaventure:
50		2000		500		450		4						Herring, 13th May.
30		400		500		400	15	12	63		12 Jun	15 Aug		Cod, 28th May.
4							47	26½	5					Caplin, 30th May.
9				1300	1300		12	3505	5	1		31 Oct		Mackerel, 30th July.
5					280		10	1611						Squid, 28th July.
10					200		2	916						River Ristigouche.
2					200			107						1000 Nouvelle (ab've) Maguacha.
10	8				400		4	1172	28½		28 M'y			2967 Carleton.
8	10						6	1305						3437 Maria.
153	18	2400		2306	2350	850	49	8675	299	6				1680 New Richmond.
														190 Little and Gr't. Bonaventure
														102 Port Daniel.
													12716	

RIMOUSKI.

	Herring, barrels.	Sardines, barrels.	Halibut, barrels.	Cod Liver Oil, gallons.	Salmon, barrels.	Trout, barrels.	Commencement of the Cod fishery.	Termination of the Cod Fishery.	Salmon nets, fathoms.	REMARKS.
25			9	414			15 June	15 Oct.		Cod.
35			10	720			"	"		
20			5	360			"	"		The Cod fishery has been very bad
25			7	324			"	"		this year in the County of Rimouski,
15			5	193			"	"		as may be seen by the Appendix. The
2				36			"	"		summer fishery was not good, and the
13			2	180			"	"		autumn fishery was even worse.
7			1	243			"	"		
3				121			"	"		Herring.
4			2	162			"	"		
15			2	378			"	"		This fish was far from plentiful, and
8				108			"	"		there was not enough to be used as
60			10	1008			"	"		bait, so that our fishermen were
20			2	306			"	"		obliged to cross to the North shore to
19			2	360			"	"		get clams.
50			10	792			"	"		
50	20		4	382			"	"		Sardines.
2	5		2	5			"	"		
20	8		2	22			"	"		
30	8		1	22			"	"		Very few barrels of this fish were
50	2		3	54			"	"		taken this summer between Rimouski
75	12		2	198			"	"		and Great Matane.
40	15		4	4			"	"		
100	40		20				"	"		
200	80		20				"	"		60
1100	200				16½	2	"	"		470
1998	390	165	6402	16½	2				530	

COUNTY OF

NAME OF PLACE.	No. of boats.	No. of fishermen.	No. of shoremen.	No. of flat boats.	Herring nets.	Mackerel nets.	Caplin seines.	Herring seines.	Cod.		Haddock, quintals.	Hake, quintals.	Herring, barrels.
									Sum'r.	Aut'm.			
Islets and New-Port.....	73	146	80	73	146	10	14	.....	2625	2000	1200	.....	80
Great and Little Pabos.....	58	116	65	58	116	9	12	.....	2200	1834	200	.....	150
Great River and Little River, West	113	226	160	113	230	6	21	.....	4095	4695	250	100	250
Anse du Cap and Little River East	103	206	140	103	206	.....	19	.....	4000	4535	220	40	150
Anse au Beau-Fils.....	38	76	40	38	76	.....	13	.....	1800	1900	100	.....	200
Percé.....	155	310	250	155	465	10	25	2	9945	4340	150	10	200
Ile Bonaventure.....	79	158	115	79	237	5	15	.....	4455	2935	25	15	100
Canne de Roche and Coin du Banc	23	46	35	23	46	.....	3	.....	1610	920	50	.....	75
Barachois.....	15	30	20	15	30	.....	4	.....	750	300	15	.....	40
Belle Anse.....	10	20	12	10	20	2	1	1	600	425	10	.....	35
Malbaie.....	41	82	60	41	123	3	4	1	2050	1640	20	.....	50
Point St. Peter.....	98	196	100	70	219	6	4	2	3910	1200	25	.....	100
Chien Blanc and Red Head.....	26	52	35	26	52	3	1	.....	1410	480	.....	.....	25
Bois Brûlé, Anse Brillante & Seal Cove.....	20	40	25	20	45	2	2	.....	900	200	.....	.....	30
Douglstown.....	28	56	35	28	84	4	2	.....	840	560	30	10	30
South Shore of Gaspé Bay.....	18	36	25	18	54	18	2	.....	540	360	40	25	.....
North Shore of Gaspé Bay, (com- prising Cap aux Os, South Hook and Little Gaspé.).....	20	40	25	20	60	20	2	.....	600	300	60	15	10
Grande Grave.....	51	102	90	40	153	30	12	.....	2040	300	100	25	40
Middle Cove and St. George's Cove	43	86	53	43	129	14	6	.....	1720	550	55	10	15
Indian Cove and Ship Head.....	41	82	50	41	123	18	4	.....	1640	750	40	22	10
Cap Des Rosiers.....	40	80	50	40	80	6	6	.....	1400	800	.....	.....	50
Anse-à-la-Louise.....	20	40	25	20	40	8	6	.....	700	400	.....	.....	40
Jersey Cove.....	8	16	10	8	16	1	2	.....	400	160	.....	.....	20
Anse-aux-Griffons.....	52	104	70	52	104	6	5	.....	2080	700	.....	.....	50
Anse à Fougères.....	10	20	12	10	20	5	.....	500	200	.....	.....	8	
Great Fox River.....	95	190	120	75	190	10	7	2	3325	1200	.....	.....	50
Little Fox River.....	22	44	27	22	44	3	.....	1100	460	.....	.....	150	
Petit Cap, Echourie & Yellow Point	19	38	23	19	38	.....	.....	1	855	185	.....	.....	30
Anse à Valteau.....	14	28	17	14	28	.....	.....	.....	630	210	.....	.....	45
Grand Etang.....	22	44	27	22	44	4	1	1	1540	150	.....	.....	60
Pointe Sèche.....	18	36	22	18	38	.....	.....	1	900	120	10	.....	50
Little and Great Chloridonne and Petite Anse.....	27	54	33	27	54	11	3	1	1350	304	30	.....	40
Petite Vallée.....	7	14	9	7	14	4	.....	1	280	105	15	.....	30
Anse à Mercier and Grande Vallée	52	104	70	52	104	15	3	2	2340	440	50	.....	50
Cap à l'Ours.....	10	20	12	10	20	9	1	1	200	150	.....	.....	40
Great Magdalen River.....	4	8	6	4	8	3	.....	1	80	30	.....	.....	10
Little Magdalen River.....	3	6	5	3	6	.....	.....	.....	60	45	.....	.....	10
Marche d'Espée.....	1	2	2	1	1	.....	.....	.....	45	20	.....	.....	2
Gros Mâle.....	3	6	4	3	2	.....	.....	.....	120	60	.....	.....	2
Anse Pleureuse.....	4	8	6	4	8	.....	.....	.....	160	60	.....	.....	4
Ruisseau des Olives.....	3	6	4	3	6	.....	.....	.....	120	60	.....	.....	6
Montlouis.....	40	80	50	40	80	.....	3	.....	1800	440	.....	.....	125
Rivière à la Pierre.....	12	24	15	12	24	.....	.....	.....	540	140	.....	.....	25
Rivière Glaude.....	13	26	16	13	26	.....	.....	.....	585	140	.....	.....	15
Ruisseau Arbour.....	2	4	3	2	4	.....	.....	.....	90	40	.....	.....	6
Rivière Marsoin.....	3	6	5	3	6	.....	.....	.....	135	60	.....	.....	6
Ste. Anne à la Marte.....	7	14	9	7	14	.....	.....	.....	315	100	.....	.....	9
Ste. Anne des Monts.....	120	230	150	120	120	10	2	.....	2400	1200	.....	.....	400
Cap de Chat.....	40	80	50	40	40	5	1	.....	800	400	.....	.....	50
Magdalen Islands.													
Amherst Island and.....	73	182	100	79	60	250	5	4	2355	.....	.....	.....	.....
Boats in Schooners belong- ing to that island.....	18	.....	.....	.....	.....	.....	.....	.....	2200	500	200	.....	2300
Grindstone Island.....	50	100	60	50	15	.....	2	1	2400	900	100	.....	302
Allright Island and.....	13	62	39	20	25	10	18	2	260	.....	.....	.....	.....
Boats in Schooners belong- ing to that Island.....	18	.....	.....	.....	.....	.....	.....	.....	2020	260	60	.....	300
Entry Island.....	7	14	5	7	6	.....	.....	.....	25	10	2	.....	10
Coffin Island.....	6	12	5	6	3	2	1	.....	120	50	25	.....	6
Grosse Island.....	12	24	15	12	12	20	2	1	240	120	60	.....	80
Bryon Island.....	2	4	.....	3	1	.....	.....	.....	10	.....	.....	.....	2
Total.....	1923	3846	2491	1842	3915	542	233	26	82010	40447	3132	272	5873

GASPE.

Mackerel, barrels.	Halibut, barrels.	Tunny, barrels.	Tongues and sounds of cod, barrels.	Cod liver oil, gal- lons.	Whale oil, gallons.	Salmon, barrels.	Trout, barrels.	Commencement of the cod fishery.	Termination of the cod fishery.	Salmon nets, fathoms.	REMARKS.
12			9	3250		4		15 M'y	31 Oct.	40	
25	5		8	3840		27		"	"	436	
30	10		12	6330		11		"	"	290	
	3		10	6130				"	"		Cod.
			8	3590				"	"		Cod appeared on the coast be- tween Newport and Gaspé Bay about the 25th April, and from Gaspé Bay to Cap Chatte about the 10th May.
50	20		25	12856		2		"	"	80	
30	10		9	6651				"	"	100	
10	5		5	2250		5		"	"		
8	6		4	945				"	"		
5	2		3	900				"	"		
4	5		15	3321		15½		"	"	420	Herring.
30	10		5	4590				"	"		This fish arrived on the coast, between Newport and Gaspé Bay, at the same time as the cod, and from the latter place to Cap Chatte about the 20th of the same month.
15	5		8	1710				"	"		
			2	990				"	"		
5			2	1260		9½	1	"	"	325	
8			1	810	14230	109½	10	"	"	4720	
25		12						"	"		Caplin.
				810				"	"		Appeared on the coast between Newport and Gaspé Bay, about the 1st June, and between Gaspé and Cap Chatte about the 15th June.
20			8	2106				"	"		
15			4	2043				"	"		
10			4	2151				"	"		
10			4	1980				"	"		
25	6		8	990				"	"		
15	4		6	504				"	"		
9	2		3	2504				"	"		
25	6		15	630				"	"		Squid.
6	5		6	4072				"	"		Squid appeared between New- port and Gaspé Bay about the 23th July, and from Gaspé to Cap Chatte, between the 1st and 15th August.
8	10		20	1394				"	"		
15	5		6	936				"	"		
10	5		5	756				"	"		
5	6		4	1521				"	"		
8	5		5	936				"	"		
10	15			103				"	"		Mackerel.
			5	58		6	4	"	"	250	Mackerel was taken on the coast, between Newport and Gaspé, about the 20th July, and between Gaspé and Cap Chatte about the 25th of the same month.
12	9		8	1525				"	"		
4	15		2	337				"	"		
10	8		15	2502				"	"		
2	20		3	315				"	"		
1	5		1	108				"	"		
	5		1	103				"	"		
				58		6	4	"	"	250	
				162				"	"		
				198				"	"		
				162		8		"	"	75	
	4		10	1836				"	"		
			2	612				"	"		
			2	652		1		"	"	50	Appearance of the different species of fish at the Magdalen Islands.
				97				"	"	50	Herring, 27th April.
				175		2		"	"		Cod, 9th May.
				373				"	"		Spring Mackerel.—This fish ap- peared at Amherst on the 30th May.
10	50			3240			2	"	"		
3	20			1080			1	"	"		
				4729		7		"	"	6846	Summer Mackerel, 11th July.
50	35			2925		1		"	"	100	
600				2340				"	"	90	Brush fish- eries.
15				33				"	"		Ste. Anne-des-Monts.....
30				175				"	"		Cap-de-Chatte.....
200				369				"	"		
7				9				"	"		
1942	321	12	269	105921	14220	208½	18			7036	
											2

COUNTY OF

NAME OF PLACE.	No. of boats.	No. of fishermen.	No. of shoremen.	No. of flat boats.	Herring nets.	Mackerel nets.	Caplin seines.	Herring seines.	Mackerel seines.	Cod seines.	No. of brush fisheries.	Cod Fishery.	
												Sum'r. Qtls.	Aut'm Qtls.
Anse aux Blancs Sablons.....	15	30	22	15			2	2				900	
Woody Island.....	30	60	45	20					1			2100	490
Green Island.....	8	16	10	4			1	1				500	
Little Harbor and Long Point ...	16	32	20	8			2	2		2		1800	
Anse des Dunes and Bradore Bay ...	5	10	7	5			1	2		1		200	
Belles Amours and Middle Bay ...	3	6	3	3			2	1				160	
Five Leagues and Salmon Bay.....	18	36	28	12			4	4				2037	125
Bonne Espérance and St. Paul River.....	5	10	3	5	2		1	2				415	
Burnt Island, Pêche à Lizotte, Dog Island and Old Fort Island.....	9	18	6	9			1	1				700	
From Old Fort Island to Shicaticata.....	5	10	3	5			1	1				50	
Fram Shicaticata to St. Augustin ...	4	8	2	4			1	1				80	
St. Augustin.....	4	8	3	4	1			1	1			70	
Whale Head of Pacachoo and Kilkapoë.....	4	8	5	4				1				25	
Fondrie de Forteau and Lac Salé.....	2	4	2	2								4	
La Tabatière and Mutton Bay.....	8	16	6	8	1		1	1	1			268	
Great Meccatina River and Great Meccatina Island.....	3	6	2	3			1	1				40	
Whale Head of Meccatina and Boat Harbor.....	10	20	15	10			1					607	
Gull Island and Little Meccatina.....	4	8	3	4			1		2			150	
River Nétaganu, Pointe à Dumourier, River Etamamu, Manisuachi and Coacoachoo.....	5	10	7	5								30	
River Olomanoshebo and River Washee-cootai.....	2	4	2	2								15	
Musquarar and Kégashca.....	9	18	12	9			1					62	100
River and Harbor of Natashquan.....	34	68	60	34			3	3				1520	60
River Agwanus, Nabisippi, La Cormorandière, Little and Great Watsheeshoo, Pisasher Bay and Rivière à la Corneille.....	7	14	5	7								60	
Esquimaux Point.....	29	58	43	29			10	2				1531	
River Romaine and River Mingan.....	2	4	2	2									
Long Point of Mingan.....	27	54	37	27			7	1	1			1000	520
St. John River.....	41	82	32	41			7	2		2		1100	488
Maggie River.....	6	12	4	6	4	9	7	1		1		200	50
Maggie Bay and Rambler's Cove.....	58	116	68	58	46	18	17		4			2000	726
River Jupitagan and Ridge Point.....	19	38	18	19								600	240
Indian Harbour.....	15	30	16	15	2		3					400	226
Thunder River.....	30	60	51	30	16	2	6	1		1		1000	360
Duck Creek.....	3	6	2	3	2	1	1					60	14
Anse à la Moniac and Little Shell-Drake.....	10	20	12	10			2					400	108
Shell-Drake Head.....	18	36	20	18			5			1		400	175
Shell-Drake Bank.....	15	30	13	15	6		5			4		484	200
LeGros Bay.....	27	54	34	27			6			1		1300	250
Gibraltar Bay.....	8	16	15	8			6			1		500	200
Shallop River.....	9	18	9	9	2		1					150	50
Bouleau River.....	14	28	13	14			2					150	50
Pigou Islands and Seal River.....	23	46	20	23			3	1	1			400	140
Trout River.....	1	2											
Moisie River (without).....				4									
Moisie River (within).....	54	108	73	54	18		12	2	1	1		1621	360
Seven Islands & St. Marguerite R.....	19	38	25	19	6		6				2	60	20
Crooked Islands and Pentecost River.....	19	38	20	10		1	8	3	2			380	120

SAGUENAY.

Herring, barrels.	Smoked herring, in boxes.	Halibut, barrels.	Tongues and sounds of cod, barrels.	Cod liver Oil, gallons.	Salmon, barrels.	Trout, barrels.	Commencement of the cod fishery.	Termination of the cod fishery.	Salmon nets, fathoms.	REMARKS.
150		9		540			15 Jun	15 Aug		Cod.
350				2331			"	15 Sept		
40				300			"	"		Cod made its appearance in Bra-
170				780	$\frac{3}{4}$		"	15 Aug	100	dore Bay on the 15th June, and
260				120	$1\frac{1}{2}$	2	"	"	86	about the same time on all that part
45				96	1		"	"	100	of the coast between Bradore Bay
225				1297	$21\frac{1}{2}$		"	1st Sep	488	and Mingan.
74				249	$46\frac{3}{4}$	3	"	"	530	It appeared in the greatest abun-
200				420	9		"	15 Aug	535	dance principally at Salmon Bay
				30	$9\frac{1}{4}$	3	"	"	230	and at Bonne Espérance, at Old
				48	6		"	"	250	Fort Island and at St. Augustin.
				42	46	2	"	"	625	It did not appear between Mingan
				15	$11\frac{1}{2}$	2	"	"	355	and St. Nicholas Harbor until the
				2	$2\frac{1}{2}$		"	"	110	24th June.
				160	$1\frac{1}{4}$		"	"	275	Caplin.
55				24	9	$1\frac{1}{2}$	"	"	275	This fish appeared on the coast of
				364	$5\frac{3}{4}$	1	"	"	330	Labrador and on the North shore of
50				90	$\frac{3}{4}$		"	"	100	the Gulf of St. Lawrence, from Bra-
35							"	"	330	dore Bay to Mingan about the 13th
							"	"	100	June, and from the latter place to
				18	13	2	"	"	435	St. Nicholas Harbor about the 7th
				9	18	1	"	"	350	June.
25				97	12		"	1st Sep	100	Herring made its appearance
40	5			912	86	4	"	"	1970	between Bradore Bay and Mingan
60	9						"	"	1970	on the 1st June, and from Mingan
							"	"	1970	to St. Nicholas Harbor about the
				54	103	6	"	15 Aug	980	3rd June.
				1377	15	2	"	"	240	Sand Eel.
					10		"	15 Oct	426	This fish came to the coast at the
	12			1368	123	5	24 juin	"	1715	same time as the herring.
	4	4		225	55	$\frac{1}{2}$	"	"	180	Mackerel.
	4			2453	$7\frac{1}{2}$		"	"	250	The fishermen at Little Meccatina
50	25	6		756	5		"	"	70	take mackerel with the seine nearly
15	9	2		563	$2\frac{3}{4}$		"	"	70	every year; but that fishery failed
25	8	1		1224	$\frac{1}{2}$		"	"	50	this year on the coast of Labrador;
40	15	3		66			"	"	50	none was taken.
2	2						"	"		
		8		457			"	"		
		7	2	517			"	"		
		8	2	615	$7\frac{1}{2}$		"	"	320	
		10	2	1395			"	"		
		5		630			"	"		
		6		180			"	"		
		5	1	180	1		"	"	60	
		8	1	486			"	"		
					4		"	"	250	
					70	1	"	"	950	
		33	5	1782	424	8	"	"	6000	
110	300			54	$4\frac{1}{2}$	$\frac{1}{2}$	"	15 Aug	210	
		4	1	450	2	8	"	15 Oct	75	

COUNTY OF

NAME OF PLACE.	No. of boats.	No. of fishermen.	No. of shoremen.	No. of flat boats.	Herring nets.	Mackerel nets.	Caplin seines.	Herring seines.	Mackerel seines.	Cod seines.	No. of brush fisheries.	Cod. Fishery.	
												Sum'r. Qtls.	Aut'm Qtls.
English Bay.....	1	2	1	1								15	5
Caribou Islets, Trinity and Point de Monts.....	5	10	2	5								8	
Monts de Godbout.....	1	2											
Godbout River.....	2	4	2	2								6	
St. Nicolas.....	10	20	12	5			2	1				60	
Bersimis River and Manicouagan.....	20			10							1		
<i>Island of Anticosti :—</i>													
West Point of the Island.....	12	24	15	12	24							660	360
Caplin Bay.....	25	50	30	25	30		4	2				1000	400
Bear River Bay.....	8	16	9	8	16			1				320	160
Salmon River.....	2	4	2	2	5			1				80	15
Belle Bay.....	20	40	25	20	35		1	2				300	500
Shallop River.....	1	2	1	1									
Dauphiné River.....	1	2	1	1									
Jupiter River.....	1	2	1	1									
Belle River.....	1	2	1	1									
Total.....	767	1514	900	726	216	31	145	42	9	20	3	2797S	6512

GENERAL

Quantity of Fishing Boats, Flat Boats, Fishermen, Shoremen, and Fish taken ; Oil, in the County of Bonaventure, the County of Gaspé, a part of the County the North shore of the River and Gulf of St. Lawrence, and the Island of

No. of fishing boats.	No. of fishermen.	No. of shoremen.	No. of flat boats.	No. of herring nets.	No. of mackerel nets.	No. of caplin seines.	No. of herring seines.	No. of mackerel seines.	No. of cod seines.	No. of salmon nets, (fathoms)	No. of brush fisheries.	Cod. Fishery.		Haddock.
												Sum'r. Quintals.	Aut'm. Quintals.	
3317	6736	4388	3057	5548	652	419	121	9	20	41032	104	121577	51767	3386

SAGUENAY.—(Continued.)

Herring, barrels.	Smoked Herrings in boxes.	Halibut, barrels.	Tongues and sounds of cod, barrels.	Cod liver oil, gal. lons.	Salmon, barrels.	Trout, barrels.	Commencement of the cod fishery.	Termination of the cod fishery.	Salmon nets, fathoms.	REMARKS.
				18	3	8	24 Jun	15 Oct	75	
				7	83	3	"	15 Aug	870	
				5	16		"	"	150	
				54	23		"	"		
					15	6	"	"	150	
100		20	1	918			"	15 Oct.		This fish appeared about the 1st June at the Island of Anticosti, but as the fishermen were not yet ready, the fishery did not commence regularly till the 15th June.
180		25	13	1260			"			
50		15	3	432			"			
25		3		85	6½	1½	"			
200		30	12	1170			"			
					8	1½	"			
					3½		"			
					3	1½	"			
					4		"			
2574	300	295	35½	28154	1298½	74½			20750	

RECAPITULATION.

number of Seines, Nets and Brush Fisheries; quantity of Cod-liver and Whale of Rimouski, and in the County of Saguenay, (including the Coast of Labrador, Anticosti,) added together.

Quintals	Herring.	Smoked herring.	Mackerel.	Halibut.	Tongues and sounds of cod.	Tunny.	Sardines.	Cod liver oil.	Whale oil.	Seal oil.	Salmon.	Trout.	Seal skins.	Seal nets, fathoms.
	Barrels.	In boxes.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Gallons.	Gallons.	Gallons.	Barrels.	Barrels.		
372	34800	1150	2095	713	533½	12	216	149152	14220	779000	1332½	100½	13996	9273

EXTRACT

From the Log-Book of the Government Schooner "La Canadienne,"
for the season of 1865.

Date.	H. M.	Date.	H. M.		
May 7	Left Quebec.....	4 30 p.m.	June 3	Left Malbaie.....	9 45 a.m.
" 8	Anchored at Pointe-aux-Pins	0 30 a.m.	" 3	Anchored at Gaspé Basin....	3 30 p.m.
" 8	Left Pointe-aux-Pins.....	5 30 a.m.	" 4	Left Gaspé Basin.....	3 00 p.m.
" 8	Anchored opposite St. Jean Port Joli.....	11 30 a.m.	" 5	Anchored at the Moulin (Am- herst).....	8 30 a.m.
" 8	Left St. Jean Port Joli.....	2 15 p.m.	" 6	Left the Moulin.....	5 30 a.m.
" 8	Anchored at Malbaie.....	9 10 p.m.	" 6	Anchored at Amherst Harbor	1 00 p.m.
" 9	Left Malbaie.....	0 23 a.m.	" 8	Left Amherst Harbor.....	5 45 p.m.
" 9	Anchored at Isle-aux-Lievres.	1 40 a.m.	" 8	Anchored at House Harbor..	9 00 p.m.
" 9	Left Isle-aux-Lievres.....	1 40 p.m.	" 10	Left House Harbor.....	5 00 a.m.
" 9	Cast anchor at Bic.....	11 30 p.m.	" 10	Anchored at Amherst Harbor	8 00 a.m.
" 10	Left Bic.....	6 00 a.m.	" 12	Left Amherst Harbor.....	10 45 a.m.
" 10	Anchored at Isle St. Bernabé.	2 00 p.m.	" 13	Anchored in Frigate Harbor, (Natashquan).....	2 45 p.m.
" 11	Left Isle St. Bernabé.....	9 30 a.m.	" 17	Left Frigate Harbor.....	10 00 a.m.
" 12	Anchored at Point de Monts.	6 00 a.m.	" 17	Anchored at Watshee-shoo....	7 45 p.m.
" 12	Left Point de Monts.....	4 5 p.m.	" 17	Left Watshee-shoo.....	9 00 p.m.
" 12	Anchored at Trinity Bay.....	6 00 p.m.	" 18	Anchored at Esquimaux Point.....	9 50 a.m.
" 12	Left Trinity Bay.....	10 25 p.m.	" 18	Left Esquimaux Point.....	0 35 p.m.
" 14	Anchored at Seven Islands..	9 00 a.m.	" 18	Anchored at Isle-aux-Morts...	4 20 p.m.
" 14	Left Seven Islands.....	11 15 a.m.	" 19	Left Isle-aux-Morts.....	0 10 a.m.
" 15	Anchored at Gaspé Basin.....	4 40 p.m.	" 19	Anchored at Mingan.....	5 30 p.m.
" 16	Left Gaspé Basin.....	1 15 a.m.	" 21	Left Mingan.....	9 30 a.m.
" 16	Anchored at Douglstown.....	9 40 a.m.	" 21	Anchored at Long Point.....	0 5 p.m.
" 16	Left Douglstown.....	11 45 a.m.	" 21	Left Long Point.....	1 5 p.m.
" 16	Anchored at Point St. Peter.	1 10 a.m.	" 21	Anchored at River St. John..	9 45 p.m.
" 16	Left Point St. Peter.....	2 45 p.m.	" 22	Left River St. John.....	10 15 a.m.
" 16	Anchored at Percé.....	5 15 p.m.	" 22	Anchored at Shell-Drake.....	6 5 p.m.
" 16	Left Percé.....	8 30 p.m.	" 23	Left Shell-Drake.....	9 45 p.m.
" 17	Anchored at the Moulin, (Mag- dalen Islands).....	5 30 p.m.	" 23	Anchored at Moisie River....	4 00 p.m.
" 18	Left the Moulin.....	6 15 a.m.	" 25	Left Moisie River.....	7 45 a.m.
" 18	Anchored at Amherst Harbor	9 20 a.m.	" 25	Anchored at Pigou.....	0 30 p.m.
" 20	Left Amherst Harbor.....	0 15 p.m.	" 25	Left Pigou.....	1 15 a.m.
" 20	Anchored at House Harbor..	1 15 p.m.	" 25	Anchored at Bouleau River..	2 00 p.m.
" 21	Left House Harbor.....	4 45 p.m.	" 25	Left Bouleau River.....	2 50 p.m.
" 21	Anchored at the Basin (Am- herst Islands).....	8 45 p.m.	" 25	Anchored at Shallop River... Left Shallop River.....	6 50 p.m. 7 30 p.m.
" 21	Left the Basin.....	10 45 p.m.	" 26	Anchored at Thunder Riv- er.....	6 15 a.m.
" 22	Anchored at Paspébiac.....	4 30 p.m.	" 26	Left Thunder River.....	8 15 a.m.
" 23	Left Paspébiac.....	11 30 a.m.	" 26	Anchored at the West Point of Anticosti.....	1 00 p.m.
" 23	Anchored at Carleton.....	5 35 p.m.	" 26	Left the West Point of Anti- costi.....	2 30 p.m.
" 24	Left Carleton.....	6 30 a.m.	" 27	Anchored at Gaspé Basin....	1 45 p.m.
" 24	Anchored at Nouvelle (above)	8 00 a.m.	" 28	Left Gaspé Basin.....	5 15 a.m.
" 24	Left Nouvelle.....	0 15 p.m.	" 28	Anchored at the Barachois of Malbaie.....	10 35 a.m.
" 24	Anchored at Carleton.....	1 10 p.m.	" 28	Left the Barachois of Mal- baie.....	1 30 p.m.
" 25	Left Carleton.....	4 20 p.m.	" 28	Anchored at Percé.....	2 15 p.m.
" 25	Anchored at Dalhousie.....	6 35 p.m.	" 30	Left Percé.....	11 30 a.m.
" 27	Left Dalhousie.....	1 35 p.m.	" 30	Lay to at Point St. Peter....	1 00 p.m.
" 27	Anchored at New Richmond.	8 10 p.m.	" 30	Left Point St. Peter.....	2 00 p.m.
" 29	Left New Richmond.....	9 30 a.m.	" 30	Anchored at Gaspé Basin.....	5 20 p.m.
" 29	Anchored at Carleton.....	0 30 p.m.	July 1	Left Gaspé Basin.....	4 15 a.m.
" 31	Left Carleton.....	4 30 a.m.	" 1	Anchored at Douglstown... Left Douglstown.....	5 30 a.m. 11 59 a.m.
" 31	Anchored at Port Daniel.....	0 10 p.m.			
" 31	Left Port Daniel.....	3 30 p.m.			
" 31	Anchored at Little Pabos....	7 30 p.m.			
" 31	Left Little Pabos.....	9 00 p.m.			
" 31	Anchored at Percé.....	11 30 p.m.			
June 3	Left Percé.....	3 20 a.m.			
" 3	Anchored at Malbaie (Gaspé).	6 15 a.m.			

EXTRACT from Log-Book.—Continued.

Date.	H. M.	Date.	H. M.		
July 2	Anchored at South-West Point of Anticosti	5 50 a.m.	Aug 8	Lay to at Grande Grave	2 30 p.m.
" 2	Left South-West Point of Anticosti	3 45 p.m.	" 8	Left Grande Grave	3 30 p.m.
" 3	Anchored in Mingan Harbor	2 15 p.m.	" 9	Lay to at Point St. Peter	8 00 a.m.
" 5	Left Mingan Harbor	4 15 a.m.	" 9	Left Point St. Peter	11 30 a.m.
" 5	Anchored at Esquimaux Point	6 30 a.m.	" 10	Anchored at Paspébiac	10 30 a.m.
" 5	Left Esquimaux Point	7 30 a.m.	" 10	Left Paspébiac	0 15 p.m.
" 5	Anchored at Nabisippi River	8 20 p.m.	" 11	Anchored at New-Richmond	0 10 a.m.
" 5	Left Nabisippi River	9 20 p.m.	" 11	Left New-Richmond	1 35 p.m.
" 6	Anchored at Natashquan River	4 00 a.m.	" 11	Anchored at Carleton	7 00 p.m.
" 6	Left Natashquan River	9 30 a.m.	" 12	Left Carleton	10 00 a.m.
" 6	Anchored at the Sables (of Natashquan)	11 40 a.m.	" 13	Anchored at Percé	7 30 a.m.
" 6	Left the Sables of Natashquan	1 00 p.m.	" 17	Left Percé	7 30 a.m.
" 6	Anchored at Kégasca River	2 00 p.m.	" 17	Anchored at Sandy Beach	7 00 p.m.
" 6	Left Kégasca River	6 35 p.m.	" 18	Left Sandy Beach	5 00 a.m.
" 7	Anchored at Little Meccatina	0 40 p.m.	" 18	Anchored at Anse-aux-Griffons	6 30 p.m.
" 7	Left Little Meccatina	2 00 p.m.	" 19	Left Anse-aux-Griffons	4 00 a.m.
" 7	Lay to at Whale Head, (Meccatina)	3 25 p.m.	" 19	Anchored at Fox River	7 30 a.m.
" 7	Left Whale Head (of Meccatina)	5 40 p.m.	" 19	Left Fox River	11 20 a.m.
" 7	Anchored at Mutton Bay	7 20 p.m.	" 19	Lay to at Little Fox River	1 20 p.m.
" 8	Left Mutton Bay	4 15 a.m.	" 19	Left Little Fox River	1 30 p.m.
" 8	Lay to at the Murr Rocks	6 00 a.m.	" 19	Lay to at Anse-à-Valleau	7 45 p.m.
" 8	Left the Murr Rocks	8 30 a.m.	" 19	Left Anse-à-Valleau	8 00 p.m.
" 8	Lay to at La Tabatière	0 30 p.m.	" 20	Lay to at Pointe Seche	6 00 a.m.
" 8	Left La Tabatière	1 00 p.m.	" 20	Left Pointe Seche	6 45 a.m.
" 8	Anchored at Lac Salé	1 30 p.m.	" 20	Lay to at Grand-Etang	7 30 a.m.
" 8	Left Lac Salé	3 05 p.m.	" 20	Left Grand-Etang	9 30 a.m.
" 8	Anchored near Eggman Harbour (Fox Island)	3 45 p.m.	" 20	Lay to at Little Chloridonne	10 30 a.m.
" 8	Left Fox Island	6 25 p.m.	" 20	Left Little Chloridonne	11 30 a.m.
" 8	Anchored at the Fondrie de Forteau	8 00 p.m.	" 20	Lay to at Petite Vallée	1 30 p.m.
" 12	Left the Fondrie de Forteau	5 35 p.m.	" 20	Left Petite Vallée	2 30 p.m.
" 13	Anchored in Bonne-Espérance Harbor	8 20 a.m.	" 20	Anchored opposite Anse-à-Mercier	5 30 p.m.
" 15	Left Bonne-Espérance Harbor	10 20 a.m.	" 20	Left Anse-à-Mercier	7 30 p.m.
" 15	Anchored in Bradore Bay	2 30 p.m.	" 20	Lay to at Grande Vallée	8 60 p.m.
" 18	Left Bradore Bay	3 30 a.m.	" 20	Left Grande Vallée	9 00 p.m.
" 18	Anchored in St. Augustin Harbor	8 00 p.m.	" 20	Anchored at the Magdalen River	10 45 p.m.
" 21	Left St. Augustin Harbor	9 00 a.m.	" 21	Left the Magdalen River	5 30 a.m.
" 23	Anchored at Boat Island	6 00 p.m.	" 21	Anchored in Montlouis Bay	1 00 p.m.
" 23	Left Boat Island	3 30 a.m.	" 26	Left Montlouis	5 00 a.m.
" 23	Anchored at Coacoachoo	11 45 a.m.	" 26	Anchored at Seven Islands	6 00 p.m.
" 24	Left Coacoachoo	5 10 p.m.	" 27	Left Seven Islands	9 50 a.m.
" 26	Anchored at Amherst Harbor, (Magdalen Islands)	11 15 a.m.	" 27	Anchored at Moisie River	0 15 p.m.
" 28	Left Amherst Harbor	8 00 a.m.	" 27	Left Moisie River	4 20 p.m.
" 28	Anchored in Pleasant Bay	8 10 p.m.	" 28	Anchored at Crooked Islands	11 00 a.m.
" 29	Left Pleasant Bay	7 45 a.m.	" 28	Left Crooked Islands	0 45 p.m.
" 29	Anchored at Entry Island	9 30 a.m.	" 28	Anchored at Trinity	4 40 p.m.
" 29	Left Entry Island	11 45 a.m.	" 29	Left Trinity	4 15 a.m.
" 29	Anchored at Old Harry	5 15 p.m.	" 29	Anchored at Godbout River	1 00 p.m.
" 29	Left Old Harry	8 10 p.m.	" 30	Left Godbout River	2 15 a.m.
Aug 1	Anchored at Percé	5 20 a.m.	" 30	Anchored at Bersimis	5 20 p.m.
" 1	Left Percé	4 00 p.m.	" 31	Left Bersimis	5 45 a.m.
" 1	Anchored near Douglstown	10 00 p.m.	" 31	Anchored at Rimouski	3 15 p.m.
" 2	Left Douglstown	6 20 a.m.	Sept 2	Left Rimouski	1 40 p.m.
" 2	Anchored at Gaspé Basin	1 15 p.m.	" 2	Anchored at Little Metis Point	5 05 p.m.
" 8	Left Gaspé Basin	4 30 a.m.	" 3	Left little Metis Point	5 45 a.m.
			" 3	Anchored at Great Matane	9 30 a.m.
			" 3	Left Great Matane	0 30 p.m.
			" 3	Anchored at Little Matane	1 20 p.m.
			" 3	Left Little Matane	3 50 p.m.
			" 3	Anchored at Anse à la Croix	5 00 p.m.
			" 3	Left Anse à la Croix	6 00 p.m.

EXTRACT from Log-Book.—Continued.

Date.	H. M.	Date.	H. M.
Sept. 3	Lay to at the Ruisseau Jacques Hugues	Sept. 22	Left Dog Island Harbor.....
" 3	Left Ruisseau Jacques Hugues	" 22	Anchored at Whale Head of Pacachoo.....
" 3	Lay to at Grosses Roches	" 22	Left Whale Head of Pacachoo.....
" 3	Left Grosses Roches	" 22	Lay to at Kikapoe.....
" 5	Anchored at Cap Chatte	" 22	Left Kikapoe.....
" 5	Left Cap Chatte.....	" 22	Lay to at Fondrie de Forteau.....
" 5	Anchored at East Point of Cap Chatte	" 22	Left Fondrie de Forteau.....
" 6	Left East Point of Cap Chatte.....	" 22	Anchored at Lac Salé.....
" 6	Anchored at Ste. Anne-des-Monts.....	" 23	Left Lac Salé.....
" 6	Left Ste. Anne-des-Monts	" 23	Anchored at La Tabatière.....
" 7	Anchored at Shell-Drake	" 23	Left La Tabatière.....
" 8	Left Shell-Drake	" 23	Lay to at Mutton Bay.....
" 8	Anchored at Thunder River	" 23	Left Mutton Bay.....
" 8	Left Thunder River.....	" 25	Anchored at Pashashebo.....
" 8	Lay to at Indian Harbour.....	" 26	Left Pashashebo.....
" 8	Left Indian Harbour	" 26	Lay to at Natashquan River.....
" 8	Lay to at Ridge Point.....	" 26	Left Natashquan River
" 8	Left Ridge Point.....	" 26	Anchored at Natashquan Harbor.....
" 8	Lay to at Rambler's Cove	" 26	Left Natashquan Harbor.....
" 8	Left Rambler's Cove.....	" 26	Anchored at Bryon Island.....
" 8	Anchored at River St. John	" 27	Left Bryon Island.....
" 8	Left River St. John.....	" 28	Anchored at House Harbor.....
" 9	Anchored at Long Point.....	" 29	Left House Harbor.....
" 9	Left Long Point.....	" 29	Anchored at Amherst Harbor.....
" 9	Anchored in Mingan Harbor.....	Oct 1	Left Amherst Harbor.....
" 9	Left Mingan Harbor.....	" 2	Anchored at Paspébiac.....
" 9	Anchored at Esquimaux Point.....	" 4	Left Paspébiac.....
" 9	Left Esquimaux Point.....	" 5	Anchored at New-Richmond
" 10	Anchored in Frigate Harbor, [Natashquan].....	" 6	Left New-Richmond.....
" 11	Left Frigate Harbor.....	" 6	Anchored at Nouvelle (above).....
" 11	Anchored at Natashquan River	" 6	Left Nouvelle.....
" 11	Left Natashquan River.....	" 6	Anchored at Carleton.....
" 12	Anchored in Kegasca Bay.....	" 7	Left Carleton.....
" 12	Left Kegasca	" 7	Anchored at Indian Mission.....
" 13	Lay to at Little Meccatina.....	" 9	Left Indian Mission.....
" 13	Left Little Meccatina.....	" 9	Anchored at Dalhousie.....
" 13	Lay to at Whale Head of Meccatina	" 10	Left Dalhousie.....
" 13	Left Whale Head of Meccatina.....	" 10	Anchored at New-Richmond.....
" 14	Anchored in the Harbor of Bradore Bay.....	" 11	Left New-Richmond.....
" 16	Left the Harbor of Bradore Bay	" 11	Anchored at Paspébiac.....
" 16	Anchored at Anse des Dunes	" 12	Left Paspébiac.....
" 16	Left Anse des Dunes	" 12	Anchored at Port Daniel.....
" 16	Lay to at Long Point.....	" 13	Left Port Daniel.....
" 16	Left Long Point.....	" 13	Anchored at Little Pabos.....
" 16	Lay to at Green Island.....	" 14	Left Little Pabos.....
" 16	Left Green Island.....	" 13	Anchored at Grand River.....
" 16	Anchored at Blancs Sablons.....	" 13	Left Grand River.....
" 17	Left Anse-aux-Blancs-Sablons.....	" 14	Anchored at Percé.....
" 17	Anchored at Belles Amours.....	" 15	Left Percé.....
" 18	Left Belles Amours.....	" 15	Anchored at Malbaie.....
" 18	Anchored at Five Leagues.....	" 18	Left Malbaie.....
" 19	Left Five Leagues.....	" 19	Lay to at Grande Grève.....
" 19	Anchored at Bonne Espérance.....	" 19	Left Grande Grève.....
" 20	Left Bonne Espérance.....	" 19	Anchored at Gaspé Basin.....
" 20	Anchored at St. Augustin.....	" 23	Left Gaspé Basin.....
" 21	Left St. Augustin.....	" 23	Anchored at Douglstown.....
" 21	Anchored in Dog Island Harbor	" 24	Left Douglstown.....
		" 24	Anchored at Malbaie.....
		" 24	Left Malbaie.....
		" 24	Anchored at Percé.....
		" 25	Left Percé.....
		" 25	Anchored at Malbaie.....
		" 27	Left Malbaie.....

EXTRACT from Log-Book.—Continued.

Date.	H. M.	Date.	H. M.
Oct. 27	Anchored at Percé..... 2 45 p.m.	Nov. 7	Ran alongside Provin'l Steamers' Wharf..... 4 00 p.m.
" 27	Left Percé..... 3 30 p.m.	" 8	Began landing the rigging.
" 27	Anchored at Coin du Banc.... 5 15 p.m.	" 8	All the Sailors were discharged on this day.
" 27	Left Coin du Banc..... 6 15 p.m.	" 9	Continued landing the rigging, &c., of "La Canadienne."
" 28	Anchored at South-west Point of Anticosti..... 8 20 a.m.	" 10	do do
" 28	Left South-west Point of Anticosti..... 10 45 p.m.	" 11	do do
" 30	Anchored at Seven Islands... 5 15 a.m.	" 11	The landing of the rigging, &c., of the schooner was completed.
" 31	Left Seven Islands..... 9 30 a.m.		The schooner remained at the wharf until the 24th November, on which day she was towed to Mr. Russell's wharf at Point Levi.
" 31	Anchored at Point à la Chasse. 10 55 a.m.	" 24	"La Canadienne" laid up in Mr. Russell's Dock at Point Levi at..... 11 00 p.m.
Nov 1	Left Point à la Chasse..... 8 15 a.m.		
" 3	Anchored at Trinity..... 7 30 a.m.		
" 3	Left Trinity..... 10 30 a.m.		
" 5	Anchored at Point aux Pins... 8 30 p.m.		
" 6	Left Point aux Pins..... 2 15 a.m.		
" 6	Anchored at Quebec..... 7 30 a.m.		
" 6	Sailors discharged this evening.		

CONTINUATION OF THE LIST OF FISHES TAKEN IN THE GULF AND RIVER ST. LAWRENCE.

PIMELODUS NEBULOSUS,—Lesueur.

LE PIMÉLODE NÉBULEUX,—Cuvier and Valenciennes.

In Canada.—*La Barbotte Commune.*English.—*The Fresh Water Cat-fish.*

Of the order of *Abdominal Malacopterygians*, of the family of *Siluroides*, of the genus *Pimelodus*.

The *Pimelodus*, or *La Barbotte*, as it commonly called in this country, is so well known that I need hardly give a detailed description of it.

Several varieties of this species are found in our rivers and large lakes, but I have only as yet succeeded in procuring one specimen of the above-mentioned species. It is commonly taken in the River St. Lawrence and particularly in small muddy rivers where the water is stagnant. The following are the dimensions and some of the peculiarities of this specimen :

Total length.....	11 inches.
Do of head.....	2 "
Width.....	2½ "

Dorsal fin, 1, 6, Rays.

The first ray is prickly and strong. The others are soft.

Second dorsal is adipose, pretty well developed and rounded at the posterior part.

Pectoral, 1, 6, rays.

The first is prickly, indented, very strong, and articulated so as to rise or fall at the will of the fish. This prickly fin is the offensive and defensive weapon of the *Pimelodus*.

Ventral.....	8 rays.
Anal.....	20 "
Caudal.....	19½ "

Color, of a blackish brown on the back and head, and of a bluish white under the belly. The fins are black in color, spotted with red. The barbels on the anterior part of the head (those of the exterior being by far the longest), are of a blackish colour. The four barbels which are smaller than the first and which hang under the lower jaw, are of a whitish colour. The flesh of the *Pimelodus* is not disagreeable to the taste when it is caught in clear flowing water; on the contrary, it is wholesome and very nourishing. But when the fish is taken in muddy water it is generally flavored with the mud of the locality.

LEUCISCUS CANADENSIS.

French.—*Able*; erroneously called in Canada, *Mulet*.
English.—*Chub*, *Dace*.

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Leuciscus*, *Able*.

The fish commonly called Mulet in Canada is the Able, because the real Mulet (Le Mugil of the authors) has, in addition to several other distinctive characteristics, two dorsal fins, while the Able has only one. Moreover, I do not think that the Mugil is found in Canada, at least, I have never yet met with it. We should not confound our Able with the Mullet (the *Mullus* of the Ancients, so much prized at Rome that it sold for fabulous prices).

Martial, Juvenal and Seneca, mention several of these fish weighing five or six pounds, which sold for one thousand francs each and sometimes higher. Our Mullet (Able), although a very fine fish in form and brilliant colours, does not possess the gastronomic value either of the Mugil or the Mullet, but it is, nevertheless, a fish of excellent flavor with sound flesh, easy of digestion. It is better in the fall than at any other season.

The specimen I am now describing was caught in the vicinity of Montreal, on the 2nd December, 1865. The following are its principal proportions:

Total length.....	18½ inches.
Do of head.....	3 "
Length between the posterior part of the head and the anterior of the dorsal fin.....	5 "
Length of the dorsal fin.....	2 "
Height of do.....	2½ "
Length from the posterior part of the dorsal fin to the beginning of the caudal.....	5 "
Length of the caudal fin.....	3½ "
Width of do.....	4½ "
Width of the fish at the belly.....	4½ "
Thickness.....	2½ "

Dorsal fin, 10 rays.

The first ray is one-third of the length of the second, which is the longest of the whole fin. The 1st and 2nd rays are not branchial, while the other eight are very much so. The anterior part of this fin is opposite the commencement of the ventral.

Pectoral, 17 rays. This fin is long and rounded at the extremity. All the rays are branchial with the exception of the first.

Ventral.....	8 rays.
Anal.....	10 "

The first ray is one quarter of an inch in length, the second one inch, and the third three and a half inches. The latter is the longest of all. This fin is square in form, but longer than it is wide.

Caudal fin, 13½ rays. It is large and crenated. The two exterior rays are very strong.

Scales—There are 47 scales on the lateral line. The largest are found on the side of the fish. They are smaller on the belly and on the posterior part of the back.

From the anterior part of the dorsal fin to the lateral line, by following a diagonal line from rear to front, we find eight scales without including the one over which the lateral line passes, and seven other scales from the latter to the middle part of the belly.

The lateral line commences on the upper part of the head, on a level with the eyes, but it goes down the side of the fish with a curve until it passes the 8th scale. It then follows a direct line to the tail.

Head small, slightly bent.

Mouth large, no teeth in the jaws, but large teeth in the pharynx.

Snout short and rounded. Upper jaw longer than the lower. Tongue of moderate size.

Three branchial rays.

On the anterior part of the head and near the upper part of the orbits, there are upward of one hundred mucous pores on each side, some of which are one line in diameter. These pores extend over the cheeks.

The orbit of the eye is oval, and its largest diameter is four and a half lines.

Pupil is black. Iris is yellow with metallic tints.

Nostrils, double, placed on the upper level of the pupil, and within the line of the orbits. The anterior nostril is tubular, the posterior one is larger and covered with a kind of valve attached to the tubular part of the anterior nostril.

The natatory bladder is five and three quarter inches in length. It is divided into two lobes. The anterior lobe is two and a quarter inches in length, and is covered with a fibrous membrane with small adhesive powers. Its posterior part is truncated. The posterior lobe is three and a half inches in length, it is smaller than the other and of more elongated form. It communicates with the pharynx, by a membranous canal, which joins it at the anterior and posterior parts. It is not, as the first, covered with a fibrous membrane. These two lobes are joined together by a membranous canal of about one line only in length.

Color—An olive brown on the back with greenish shades, when the fish is looked at from the front. The sides are of a very brilliant olive colour with metallic tints, and the belly is of a very fine silvery colour.

The upper part of the head is of a darker brown than the rest of the body. The sides of the head are of an olive colour with metallic tints. At the part where the head joins the body, there is a blackish band which starts from the upper part of the head and reaches as far as the pectoral fin. This specimen is a female. Its ovaries are of average size, but the ova are not visible to the naked eye. Another specimen taken in winter, twelve and a half inches in length, which I examined with care, shewed the same peculiarities as the former.

I shall conclude this brief description by stating that the *Able*, is, from its shape and beautiful colour, with metallic tints of the most brilliant kind, one of the most beautiful fish taken in the River St. Lawrence.

It resembles the varieties described by Storer and DeKay, under the name of *Leuciscus Pulchellus*, and *Leuciscus Nitidus*, but in some respects it is dissimilar, as may be seen by comparing the description I have given of our *Chub* or *Dace*, with those given of the varieties examined by those Naturalists. It is for this reason, that having been unable to find an exact description of our *Able* or *Chub* in any of the authorities I could obtain, I concluded to give it the name of *Canadensis*.

LEUCISCUS VITTALUS,—DeKay.

French.—*L' Able à bande dorée.*

English.—*Banded Dace.*

Of the order of *Malacopterygians*, of the family of *Cyprinoides*, of the genus *Leuciscus*.

This very pretty variety of the *Dace* is found in the River St. Lawrence, and in nearly all the rivers and streams running into it. Its ordinary length is from about two and a half inches to four and a half inches. The specimen under examination is of the latter size.

This fish is prettily shaped. Its head is of average size; its mouth is small and without teeth. It has a few teeth in the pharynx. The eyes are large. The dorsal fin is about equidistant from the head and commencement of the tail, and its anterior part is opposite the anterior part of the ventral fin. It is higher than it is wide, and of quadrilateral form.

The pectoral and ventral fins are of rounded form. The anal, on the contrary is quadrilateral. The caudal is large and crenated. The scales are of moderate size. I counted 41 on the lateral line. There are seven on the side of the fish from the commencement of the dorsal fin to the lateral line, by following a diagonal line from rear to front, and there are five scales from the lateral line to the middle of the belly.

Dorsal.....	9 rays.
Pectoral.....	15 "
Ventral.....	8 "
Anal	10 "
Caudal	19½ "

Color—The head is of an olive brown as well as the upper part of the body. But the distinguishing characteristic of this fish is a wide gold-colored band on each side of the back from the head to the tail. Above the lateral line, there is another narrower band of dark brown color. The belly is of a silvery white, with salmon colored hues.

Pupil is black with light brown iris. The fins are of a yellowish shade.

The natatory bladder is covered in the belly with a blackish membrane of extraordinary thinness, and it is divided into two lobes. The anterior one is short, the posterior lobe is longer, and is pointed in the rear.

LEUCISCUS ATROMACULATUS,—DeKay

French.—*L' Able à Tête Noire.*

English.—*Black Headed Dace.*

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Leuciscus* (*Able*).

This other variety of the Dace species is remarkable on account of a black band or stripe of about two lines in width, which runs along its side from the eyes to the tail, and also on account of a little black spot found on the base of the caudal fin. The average length of this pretty fish is from four to six inches. Sometimes it reaches a larger size.

It has a large head, large mouth, thick lips and no teeth in its jaws.

The eyes are of average size, but smaller than in the *Leuciscus Vittatus*.

There are two well defined lines of mucous pores. There is a visible depression of the vertebral line from the head to the dorsal fin. The scales are of average size and of orbicular form. They are smaller than in the variety just described. I counted sixty-one or sixty-two on the lateral line, which curves till it reaches the dorsal fin; from that point to the tail, it is straight. There are ten scales from the base of the dorsal to the lateral line, and from that line to the ventral, six scales, including that over which the lateral line passes.

Color—Of a dark brown on the upper part of the body with a black stripe on the sides (as already described) which extends to the snout, passing by the eyes. Under the lateral line, the color is clear olive, and the belly is of a silvery white. The top of the head is of a blackish colour and the fins are of an orange tint. The dorsal fin is squarely shaped and of the average size; it is higher than it is long. It is composed of nine rays and is situate about midway between head and tail. The pectoral has fifteen rays, it is large and falciform. The ventral is inserted at least two lines more in front than the anterior part of the dorsal. It has eight rays. The anal fin has also eight rays. The caudal is crenated and formed of 19½ rays. The natatory bladder is composed of two lobes. The posterior one is twice as long as the anterior one, and it is rounded in the rear.

This little fish is found in the same waters as the variety previously described.

CYPRINUS CATOSTOMUS—Forster,—CATOSTOMUS FORSTERIANUS—Cuvier and Valenciennes, —LE CATOSTOME DE FORSTER.

English.—*Red Sucker.*

In Canada—*Carpe de Rapides*, and in several places *Meunier*.

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Catostomus*.

This variety of the *Catostomus*, which much resembles that described by Richardson in his magnificent work on the fishes of the Regions of North America, is found in the St. Lawrence and its tributaries. I also found it in the rivers falling into Bay of Chaleurs, particularly in the Great Cascapedia River. It is also found in the rivers of the North Shore of the River and Gulf of St. Lawrence.

This fish likes running water, and it is generally in the vicinity of rapids that they are found in the greatest number. Its ordinary size is from 18 to 20 inches and even 25 inches in length.

The following are the proportions of a specimen of this variety of *Catostomus*, taken at Laprairie in a net on the 25th April, 1865:—

Total length.....	14½ inches		
Width	3½ "		
Thickness.....	2 "		
Length of head.....	2 "	and 5 lines.	
From the head to the anterior part of the dorsal fin.	3 "		5 "
Width of the dorsal fin.....	2½ "		
From the posterior part of the dorsal fin to the commencement of the tail.....	5 "		5 "
From the extremity of the snout to the nostrils....	1 "		3 "
From the nostrils to the eyes.....			3 "
Diameter of the orbit of the eye.....			3 "

The dorsal fin is of quadrangular shape, height 1 inch and 7 lines; 12 rays, the first of which are the longest, the last being the shortest and weakest. The pectoral fin is of rounded form, 2 inches and 3 lines in length, and is composed of 18 or 19 rays. The ventral fin, inserted opposite the middle of the dorsal, is of wide and rounded shape, 1½ inches in length, by 2 inches in width, and is formed of 11 rays. Anal fin—length 2½ inches width 2 inches, composed of 11 very large rays. What I found remarkable in this specimen was, that the rays of the anal fin were covered on each side with small tubercles, rough to the touch, about the size of a pin's head. I counted as many as 18 on one ray. The caudal fin, bifurcated, 18½ rays. On the right side, 9 of these rays are covered with tubercles like those of the anal fin, and there were only four on the right side, and they were in both cases the lowest.

Length of the caudal fin.....	2½ inches.
Width of "	3 "

Lateral line, straight, but not very distinct. I counted 95 scales, the largest being near the tail. From the dorsal fin to the lateral line, there are 18 scales in direct order, and from that line to the ventral, 11 scales.

Snout—long and rounded. Nostrils, double, the posterior one is larger and is closed by a valve. The eye is small; iris yellow; pupil, black. The scales are small, striated and of oblong form, their exposed side is membranous.

Color—olive on the back, silvery white on the belly. A stripe of irregular border of vivid red about one inch in width follows the lateral line and the sides of the fish; upper part of the head blackish, sides yellowish, large black spots of irregular form on the back and sides. A little in rear of the eye, there is a blackish spot. The extremities of the dorsal, pectoral, and caudal fins, are of a blackish colour. The ventral and anal fins are of a reddish yellow. Mouth small, with caruncles covered with small tubercles. Male, the milt is not yet mature. Natatory bladder, formed of two lobes. The anterior of 1½ inch in length, and the posterior of 2½ inches. Diameter of the latter ¼ inches.

CATOSTOMUS TUBERCULATUS,—*Lesueur*.

LE CATOSTOME TUBERCULE,—*Cuvier and Valenciennes*.

In Canada.—*La Carpe au nez galeux*.

English.—*Horned Sucker*.

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Catostomus*.

This variety of the genus *Catostomus* is one of the best we have for the use of the table. It is agreeable to the taste and wholesome. Very few small bones are found in it, much less than in any of the other kinds of *Catostomus*. It is found in the River St. Lawrence and its tributaries. It is also found in the lakes of the interior. Its ordinary size is from 15 to 18 inches. The specimen which I examined was 19 inches in length. Its width was $4\frac{1}{2}$ inches.

Dorsal fin.....	15 rays.
Pectoral fin.....	16 "
Ventral ".....	9 "
Anal ".....	10 "
Caudal ".....	$19\frac{3}{4}$ "

Lateral line, very distinct and almost straight. Body, stout and almost cylindrical. There were four tubercles on the snout. According to the authors, three to five of these tubercles have often been found on each side of the snout in some specimens of this variety of the *Catostomus*.

Scales—large and striated. There are 11 of these from the anterior part of the base of the dorsal fin to the lateral line, and 16 from this line to the medial line of the belly.

From the nostrils, which are double, going towards the caudal extremity, there are 20 small holes on an elevated line nearly straight, which appear to be the orifices of small glands. There are no scales on the head. Where the head joins the body, there is a clear line of demarcation.

CATOSTOMUS MACROLEPIDOTUS—*Lesueur*,—LE CATOSTOME AUX GRANDES ÉCAILLES—*Cuvier and Valenciennes*.

In Canada.—*Carpe Blanche*.

English.—*Large Scaled Sucker*.

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Catostomus*.

Of the different varieties of the genus *Catostomus* that are found in the fresh waters of North America, but few, I think, attain the size of the variety which forms the subject of this short description. I obtained several specimens of this variety, as it is common in the St. Lawrence and in our other rivers. A large number are caught each spring near Sorel and in Lake St. Peter. It is sought for in our markets, as its flesh is firm and agreeable to the taste.

The following are the proportions of a specimen which I studied:—

Total length.....	$26\frac{1}{2}$ inches.
Width in front of dorsal fin.....	6 "
Thickness in rear of head.....	$3\frac{3}{4}$ "
Length of head.....	$4\frac{1}{2}$ "
Between head and the anterior part of the dorsal fin, length....	$6\frac{1}{2}$ "
Dorsal fin, length.....	4 "
Between posterior part of dorsal and the commencement of the caudal.....	$7\frac{1}{2}$ "
Caudal fin, length.....	5 "
Dorsal fin, height at anterior part.....	$3\frac{1}{4}$ "
" " posterior part.....	$1\frac{1}{4}$ "
Pectoral fin, length.....	4 "
Ventral fin, ".....	3 "
Anal fin, ".....	$4\frac{1}{2}$ "

Dorsal 16 rays; the 1st $\frac{1}{2}$ inch in length; the 2nd $1\frac{1}{2}$ inch in length; the 3rd $3\frac{1}{4}$ inches in length.

Pectoral, 18 rays of quadrilateral shape.

Ventral, 9 rays pointed.

Anal, 9 rays, extremities rounded.

Caudal, $18\frac{3}{4}$ crenated.

Head longer than it is wide, without scales, with several osseous protuberances on the

anterior part, bent; also the back as far as the dorsal fin. Mouth, pretty large, clearly defined caruncles. Nostrils, double, the posterior one the widest. Orbit, one inch in diameter. Iris yellow. Pupil black. Operculum and preoperculum without scales and free from denticulation, with a membranous appendix on the posterior part. From the dorsal fin to the tail, there is a clearly marked depression. On the head, there is a row of tubercles running from front to rear in the form of an S, quite open, and joining the lateral line; another small row of tubercles runs forward beside the orbit, and meets the first straight line at $1\frac{1}{2}$ inch in rear of the orbits. The lateral line commences where the head joins the body, at $1\frac{1}{2}$ inch from the median line of the back, goes towards the rear in an oblique direction, following the course of the gills for a length of $1\frac{1}{2}$ inch, then continues rearwards with a light curve, directed upwards, opposite the anterior part of the dorsal fin, but further on it is straighter. In three specimens, I only found $4\frac{1}{2}$ scales on the lateral line. In one specimen I found 46 scales. There are 7 scales from the anterior part of the dorsal fin to the lateral line which passes over the 7th scale, and 6 scales from the base of the ventral to this line. The scales are very large (1 inch and 1 line in length on this specimen) and on the fish they appear lozenge shaped, the greater diameter being from above downwards. They are striated on the outer edge.

Natatory bladder, $8\frac{1}{2}$ inches in length, and divided into 3 lobes. The anterior lobe is very large, its foremost part is truncated. It is $2\frac{1}{2}$ inches in length, by $2\frac{1}{2}$ inches in width. It is covered with a fibrous coating, clear and brilliant. The second lobe is $3\frac{1}{2}$ inches in length, by $1\frac{1}{2}$ inch in width; its anterior part is the larger. The third lobe is 2 inches in length, by $\frac{3}{4}$ of an inch in width at the anterior part. The posterior part terminates in a point.

In my specimens I remarked that the third lobe was larger in the male fish than in the female.

Color—olive brown on the back, with bluish tints. Sides and belly whitish. Fins, orange tending to red at extremities. The dorsal is less colored than the other fins.

SCLEROGNATHUS CYPRINUS,—*Lesueur*.

LE SCLEROGNATHE CYPRIN,—*Cuvier and Valenciennes*.

In Canada.—*Brême*.

English.—*Long Finned Chub Sucker*.

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoïdes*, of the genus *Sclerognathus*.

The specimen of this variety of the family of *Cyprinoïdes* which I had in my possession, and from which I prepared the following brief description, was taken in a net at Laprairie in the spring of 1865. It was only $8\frac{1}{2}$ inches in length.

The *Sclerognathus* which is called *Brême* in Canada (sometimes *Brune*), is found in the River St. Lawrence, and probably also in some of its tributaries, but not in large quantities. This fish furnishes excellent firm food. The form of the body being compressed, the height of the anterior part of the dorsal fin, its indented tail, and the brilliant colors of its scales, render it a very remarkable fish.

The following are the dimensions of the specimen which I studied:—

Total length.....	$8\frac{1}{2}$ inches.
Do of head.....	$1\frac{1}{2}$ "
Thickness of body.....	$1\frac{1}{2}$ "
Height of body in front of dorsal fin.....	$2\frac{3}{4}$ "

The scales are large and of semirhomboidal shape; there are 40 on the lateral line, 9 scales between the dorsal fin and lateral line (including the scale on which that line passes), and 8 from the line to the median portion of the belly.

Dorsal, 31 rays, the 3rd, 4th and 5th being $2\frac{1}{4}$ inches in length. From the 10th ray to the last, they are not quite three quarters of an inch in length.

Pectoral, rounded shape.....	18 rays.
Ventral, with pointed extremity.....	10 "
Anal, indented on the posterior side.....	9 "
Caudal, very much indented.....	$18\frac{1}{4}$ "

Lateral line almost straight.

Head small. The snout projects beyond the mouth, which is small with caruncles, and bilobed on the lower side. Nostrils, double, close to each other, the posterior one is the largest, and is covered with a valve. Large eyes. The general color of the fish is a silvery white with brilliant gold and greenish tints.

HYDRARGYRA ATRICAUDA.

French.—*Hydrargyre à barre noire à la queue.*

English.—*Minnow. Champlain Minnow.*

Of the order of *Abdominal Malacopterygians*, of the family of *Cyprinoides*, of the genus *Hydrargyra*.

This fish, the ordinary length of which varies between $2\frac{1}{2}$ and $4\frac{1}{2}$ inches, is found in streams and little rivers. It is found in abundance in Canada, where it is used as bait for the larger fish of the River St. Lawrence. It is allied to the *Fundulus*, a variety of which I described in my Report of 1863 under the name of *Fundulus Vinidescens*. The latter fish is common in the brackish waters of the Gulf. It is used on our sea-coast for baiting cod lines, when the ordinary supply of bait is scarce.

The *Hydrargyra* is covered over the whole body including the head with scales of moderate size of orbicular form. There are 36 on the lateral line which is almost straight. There are on the head and opercula a certain number of mucous pores, three pairs of which are inside, one pair in front and the other pair in rear of the orbits.

The nostrils are double, and open at a distance of one line, one from the other. The posterior one is larger than the anterior. The eye is large, and near the snout. The mouth is of moderate size, the tongue is rather long and thin. The lower jaw is longer than the upper, and there are in it several rows of small pointed turned up teeth. In the upper jaw there are some very fine small teeth.

The natatory bladder is of very simple construction and very thin. It occupies the whole of the abdominal cavity. All the fins are rounded at the extremities. The dorsal fin is large, and is placed very far back. Its anterior part is a little in rear of the commencement of the ventral fin. It is composed of 15 rays, the first of which is the shortest. The others increase in length till nearly the last ray.

The pectoral has.....	15 rays.
The ventral has.....	6 "
The anal has.....	10 "
The caudal has.....	$12\frac{3}{4}$ "

The color is a very dark brown on the back and head, on the sides olive brown with appearance of transverse bars of darker hue, some 15 or 18 in number. There is a narrow black stripe well marked on the lateral line. Near the tail, there is a transverse black stripe, two lines in width, which is the distinctive mark of this species of *Hydrargyra*. Among the specimens examined, were several females whose ovaries were filled with ova, one-fifth of a line in diameter. The male fish seemed to be smaller than the females.

AMIA OCELLICAUDATA,—*Richardson.*

French.—*Amie à ocelle sur la queue.*

In Canada.—*Poisson Castor, Poisson de Marais.*

English.—*Mudfish, Western Mudfish, Bowfin of Lake Champlain.*

Of the order of *Abdominal Malacopterygians*, of the family of *Clupeoides*, of the genus *Amia*.

This fish which is rather common in this part of North America, whose name is derived from the shape of the tail, resembling that of the beaver, is found in the River St. Lawrence, although not in abundance. It is found rather in the placid waters of our inland lakes.

The specimen from which I have prepared this description, was taken near Sorel in the St. Lawrence, and was furnished by Vital Têtu, Esq., of Quebec.

Description.

Total length.....	25	inches.
Do of head.....	4	"
Between the head and the anterior part of dorsal fin....	4	" 3 lines.
Length of dorsal fin.....	11½	"
Between anterior part of snout and commencement of ventral fin.....	11½	"
Between posterior part of ventral and commencement of anal fin.....	3½	"
Between posterior part of anal and the first rays of caudal.....	2½	"
Dorsal fin.....	50	rays.
Pectoral fin.....	17	"
Ventral fin.....	7	"
Anal fin.....	10	"
Caudal fin.....	22	"
Height of dorsal at anterior part.....	1½	inches.
Do at posterior part.....	1¾	"

The pectoral and ventral fins are rounded at the extremities. The caudal fin is 3¾ inches in length, by 4¼ inches in width, and the membrane which unites these rays is covered at the anterior part for a width of one inch, with small oblong scales not very adherent.

The scales are half an inch in length by three lines in width on the back and sides of the fish. They are about half the size on the belly. Their shape is elongated, they are membranous on the exposed side, and square at the point of insertion. The lateral line is slightly curved at its anterior part, going downwards over about two inches, then it follows a straight line to the tail. There are 68 scales on it, also 3 or 5 very small scales on the tail.

The head of the fish is flat on the upper part. On the side of the upper jaw there are two barbels a quarter of an inch in length.

The nostrils are large. The orbits are oblong, their greatest diameter being half an inch. There are 12 rays on the branchia. The bones of the head have a rough surface and the joints are plainly visible.

The mouth is large. Between the two branchia of the lower jaw which are not joined together at the anterior part, there is a kind of bony shield with a rough surface, which fills all the space between these two branchia, and the lower jaw is larger than the upper one. There is on the upper jaw an irregular row of strong pointed teeth. On the posterior part they are smaller. There are on the palatines four groups of 16 to 20 teeth each, and outside these groups and on the outside of this jaw, there is a row of 7 to 8 large teeth, curved upwards. On the lower jaw, there is on the anterior side a row of 32 long pointed teeth, and two lines in rear of this a row of small teeth close together, in number about 60 to 70 on each side. In the upper part of the pharynx, there are two bands of small pointed teeth and a small similar band in the rear. The tongue is short, thick and detached. The throat is small.

Color—blackish brown on the upper part of the head, body and sides, with a rose colored tint on the belly.

Dorsal fin, olive brown, less deep in color than the back.

Pectoral fin, same color, with a few yellowish spots.

Ventral and anal, pale olive, with rose-colored tint on the rays.

Caudal, brown, with bright tints on the membrane which unites the rays.

What distinguishes this variety from the other species of *Amia*, is an oval black spot of five lines in diameter, surrounded with a yellowish circle, which is found on the caudal fin at its anterior part. It covers the 4th 5th 6th and 7th rays, counting from the upper part of the fish. The milt of the male is of a yellowish color. It is contained in two organs, from which two membranous ducts lead. They soon join each other, and form but one canal, which terminates at an orifice of 1½ line in diameter, situate one half inch from the anal orifice, which is larger.

The natatory bladder is remarkable in this way: as in the Erythrini, it is large and cellular. It much resembles the lungs of reptiles. The stomach is well developed, and the intestines form four circumvolutions in the abdomen. The heart is small, but the liver is comparatively large.

This fish, which is rarely met with on our markets, is good to eat. Its flesh is wholesome, although rather tough.

MORRHUA DUCTOR.

French.—*Morue Pilote.*

English.—*Pilot Codfish.*

Of the order of *Subbrachial Malacopterygians*, of the family of *Gadoides*, of the genus *Morrhua*.

All the fishermen who frequent the Gulf of St. Lawrence have found on the banks and sometimes in the vicinity of the coast, this variety of the codfish. Its length seldom exceeds 15 to 16 inches. I have preserved the name by which it is commonly known, that of Pilot Codfish, because from information I obtained from the fishermen whom I consulted on the subject, this fish generally precedes the ordinary codfish in its arrival on the banks, which serve as a place of habitation for the latter during the summer months, and it seems as if in some respects, the Pilot Codfish guided the others towards those banks. I would also remark, that this variety is rather scarce in the Gulf. It evidently hails from the Northern Seas. Nevertheless, I have been unable to find any description of it in the works on Natural History which I have consulted.

The Codfish, called by Linnæus, *Morrhua Minuta*, seems to be the nearest approach to this variety; but there are several important differences, as will be found by perusing the following description of a specimen of the Pilot Codfish which was caught by one of the crew of *La Canadienne*, on the 1st June, 1865, off the River Wat-shee-shoo, on the North Shore of the Gulf of St. Lawrence.

Total length.....	13½ inches.
Width.....	3¼ "
Thickness.....	1½ "
Length of the head.....	1 " 5 lines.
From the head to the 1st dorsal fin.....	2½ "

First dorsal fin, rounded at its extremity, a little longer than it is wide, 15 rays. First rays short. Middle rays longer. The five posterior rays become shorter and shorter, so that the last is scarcely more than one line in length.

Second dorsal, 16 rays. The anterior ones are the longest. This fin is highest in front, in rear it is rounded, and its last rays are short.

Third dorsal, 18 rays. The first is one-quarter and the second one-half the length of the third. The fifth and sixth rays are the longest. The posterior rays are very short.

Pectoral, 16 rays, rounded at extremity.

Ventral, 6 rays, pointed at extremity.

First anal, 21 rays, rounded.

Second anal, 16 rays, smaller than the first. There is a kind of tubercle on the anterior base.

Caudal, 30½ rays, extremity slightly rounded.

Head of average size, the upper part flat. The snout is rounded. The jaws are of equal size. Under the lower jaw, there is a barbel thin and sharp, three-quarters of an inch in length. There are teeth in the two jaws, distinct and separate one from the other. In the vomer, there is a triangular set of fine teeth, the upper part of the triangle going forward. The tongue is pointed. Nostrils double, of equal size, opening in a depression of the head. Orbits large. Eyes large.

Iris yellow. Pupil blue. Lateral line very distinct, narrower than in the common codfish, commencing in rear of the orbit, and following the dorsal line as far as the posterior part of the first dorsal. From that, it inclines towards the abdomen, with a decided curve until opposite the two-thirds of the second dorsal. From this point to the com-

mencement of the caudal, it goes in a straight line, midway between the line of the back and that of the belly.

Color—back olive color. Sides deep grey, covered with irregular spots, and rings of olive color. On each side of the body, there are five irregular brown spots from the gills to the tail. Belly of a dirty white, covered with an innumerable quantity of little black points. The dorsal fins are stained with irregular lines of olive color.

Pectoral of clear olive, with a blackish stain approaching to green in the commencement of it, and on the anterior part.

Ventral of a dirty white.

First anal, of a dirty white at the base, and stained with black at its extremity.

Second anal, of a dirty white at the base and the first third, the two other thirds are of a brown color.

The flesh of this species of codfish is similar to that of the ordinary codfish.

D. 15, 16, 18; P. 16; V. 6; A. 21, 16; C. 30.

MERLANGUS CARBONARIUS,—Cuvier.

French.—*Merlan*.

In Canada.—*Goberge*.

English.—*Pollack, Coal-fish, Sea Salmon*.

Of the order of *Subbrachial Malacopterygians*, of the family of *Gadoides*, of the genus *Merlangus*.

This fish is sometimes taken on the Coast of Gaspé during the summer. It is seen also, but rarely, on the south shore of the River St. Lawrence, from Cape Gaspé to a little beyond Cap de Chatte.

I recollect some being taken, two years ago, at a place called Ilets des Méchins, on that coast. For several seasons, about twenty years ago, a great many Merlans were taken on the west coast of the Magdalen Island group, but now, very few are found in those parts.

The Pollack is good to eat, although not quite as delicate as the Codfish. It is found in great quantities on the western shores of North America, from the latitude of New York to the frozen seas, and on the northern shores of Europe. It is abundant in the Bay of Fundy.

T A B L E .

1. *Pimelodus Nebulosus*.
2. *Leuciscus Canadensis*.
3. *Leuciscus Vittalus*.
4. *Leuciscus Atromaculatus*.
5. *Cyprinus Catostomus*.
6. *Catostomus Tuberculatus*.
7. *Catostomus Macrolepidotus*.
8. *Sclerognathus Cyprinus*.
9. *Hydrargyra Atricauda*.
10. *Amia Ocellicauda*.
11. *Morrhua Ductor*.
12. *Merlangus Carbonarius*.

P. FORTIN.