

Div., 1st office) dated 11th December, 1879, and relating to the "transportation of passengers who fish cod at Newfoundland," suffices to show the deplorable condition in which this transportation is actually made. In answer to inquiries which have been made on this subject, the Minister acknowledges that "certain exigencies perfectly legitimate for ordinary emigrants, would be here excessive and even impossible, for the strict economy which imposes itself on this kind of operations and which is not less indispensable to mariners than to shippers." What lamentable spectacle that of these unfortunate fishermen, exposed during two months and a half to the dangers of the sea, in boats which give no security, packed one over another, in the obscure and infected hold. All those who have travelled on packets carrying emigrants, know the miserable condition in which they are on board; it seems as if it was intended on all the lines to treat like cattle, these unfortunates exiled by misery, orphans of the mother country, who lose the protection of their country, before finding the protection of the country which adopts them. Everybody agrees in saying that this is a shame for humanity and that the governments of civilized countries ought to take international measures to that effect. Reasons of economy render these exigencies legitimate for the ordinary emigrants, excessive or even impossible, for our fishermen, who, attached to this service of the military marine, as soldiers in barracks, prepared to defend the country in executing their rough trade. Is it tolerable? The Minister could not, in the present state, but give the following decision:—"I have decided, in consequence, that these ships shall not in the future take more than one passenger for each two tons of tonnage, crew not comprised, either in France or at St. Pierre-Miquelon; the application of this rule in preventing the crowding of the hold, will allow of passengers placing their luggage there, which in future, in any case whatever, is not to be tolerated on deck, where it is exposed to be carried away by the waves with all the savings of the unfortunate owners, as has already occurred. Further, for indispensable hygienic precautions, the visiting commissioners will require at the moment of their examinations, that the ships destined to carry passengers be provided with the required number of ventilation stacks necessary for the ventilation of the hold during bad weather when the passengers are compelled to remain below." What the good wishes of the Ministry

have been unable to perform, the establishment of the new line will.

III.—We have stated among other causes which have brought on the ruin of the fishing industry, that one of them has been the difficulty of selling codfish in France, from the fact that fresh fish was carried over the railways to all the towns of the interior in a few hours. During the season the codfish remains in salt and is thus sent *green* in the fall to Bordeaux, Granville, &c, where it is worked and dried. It often occurs that it is given to consumers only in the year following. Fresh cod is an excellent fish of a fine delicate flavor, but being burned by salt it loses its qualities when in its dry state. The Minister of War, lately requested by the shippers to obtain one meal a week of codfish for the troops, refused at once. There is only its very low price which makes it an object of consumption for the poor working classes. The draft of this memorandum is not supposed to give a summary of the different scientific processes employed to-day for its preservation in its fresh state of fish and meat. We must limit ourselves to saying that it will be possible to make and reiterate at pleasure all the necessary experiences. A small steamer, which is supposed to be chartered by a St. Malo firm some two years ago, comes and takes a cargo of fresh salmon on the coasts of Labrador and in the Gulf of St. Lawrence which it takes to France in refrigerators. It appears that its captain has contracted for several years with Canadian fishermen. This seems to indicate that his enterprise has been crowned with success.

Monsieur le Commandant of the colony and the Chamber of Commerce of St. Pierre Miquelon have pronounced themselves in favor of the project and the free entry of the port, and all the desired facilities have been promised to the promoters.

GENERAL CONSIDERATIONS.

The new line, which the name of "Canadienne Française," would well suit—would have to be at the present time essentially a merchandise line, and not a line of symposium steamers destined to carry passengers. A few good cabins and especially comfortable quarters for immigrants and fishermen would suffice.

It will have to be organized so as to be able to carry freight cheap. The two principal features in the freight line at the outset will be with the cattle trade, phosphates for the voyage from Canada to France and salt for return trips. These two articles can only be carried at low rates, and until a