

One between Cape Despair and the river Bonaventure head-quarters, Port Danvill.

One between Bathurst and Pœmouche Gully head-quarters, Shippegar.

One between Pœmouche Gully and Richibucto Head head-quarters, off Portage Island.

One between Richibucto Head and Pictou; and North Point, Prince Edward Island, and Charlottetown head-quarters, Egmont Bay.

Also a man-of-war for the whole coast, with head-quarters either at Gaspé, Charlottetown, or Pictou; these being almost the only safe anchorages where a large vessel can lie in bad weather.

The places that I have suggested as head-quarters for the small vessels are those to which the American schooners generally go with the plea of seeking for shelter from bad weather, and where bait can be purchased and cargoes transshipped. Vessels thus stationed could be summoned by telegraph to any part of the coast where foreign vessels might be seen fishing. If a man-of-war be employed next year for the protection of Canadian Fisheries, I recommend that it should be commanded by an officer in whose judgment and discretion sufficient confidence can be placed, as neither to be obliged to restrict him to the limited speed of five knots per hour, nor to the limited period of forty-eight hours at anchor; for these fishing schooners sail very fast, and he would probably find that the only way of detecting them in the act of fishing within three miles of the coast would be by coming up to them about daylight, as suddenly and as rapidly as he possibly could. And if they should see a man-of-war at anchor at any place they might want to go to, they could easily avoid her by standing out to sea for forty-eight hours and afterwards returning. I also think, that if a telegraph were put up along the coast, it would be preferable for the vessels employed for the protection of the fisheries to remain at anchor as near a telegraph station as possible, ready to start off as fast as possible to any place they might be summoned to, than to cruise about at sea under sail.

It would be, in my opinion, of great assistance to the officers in command of vessels employed in the protection of the fisheries, if they were furnished with the names of all vessels that cleared the Customs, of the various ports of the Dominion of Canada and Prince Edward Island, and if the following laws were to be passed and enforced:

1st. That no vessel should be allowed to leave a British port without an ensign flying.

2nd. That no person in Canada should be allowed either to sell bait to, or in any way assist to procure it for, any person connected with a foreign fishing vessel.

3rd. That all small vessels and fishing boats supposed to carry an ensign should be obliged to have both on their sails and bows a mark that would render their ownership and nationality to be easily distinguished; for I think it quite possible that a foreign vessel, after cleared out for trading purposes, and having attached to her a large number of boats and men, might anchor off the Canadian coast, and without actually fishing herself, employ her boats and men in doing so, if proper precautions are not taken in time to prevent it.

I also think that it would be an assistance to navigators if, for the future, in placing buoys to mark narrow channels into harbours, black and red buoys were to be placed on the right side going into harbour, and white and chequered buoys on the left.

I herewith enclose the Navigating Lieutenant's Report in compliance with Article 5 of the Fishery Instructions.

I have, &c.,

(Signed) H. B. PHILLIMORE, Captain.

To Vice-Admiral Fanshawe,
Commander-in-Chief,
Halifax.