

They are then cured by drying in the sun upon flakes, and are finally packed in large wooden tubs or drums for shipment, principally to the Latin countries of Europe and South America. Everything in Shippegan centers in this fishery, in which the greater part of the population is engaged. In recent years much of the fish has been shipped by railway to Bathurst. Still more recently a dogfish reduction plant and a lobster hatchery have been established by the Dominion Government, while a fine Government wharf and great improvements to the navigation of Shippegan Gully have added still further to the advantages of the place.

There was a time when it seemed that Shippegan might be destined to a far greater importance because of its splendid harbor. In the year 1873 a Commission of the House of Commons investigated the question as to the best route for a fast mail and passenger service to Europe, and Shippegan was one of the places considered. In this connection in the winter of 1873 and 1874 a special survey was made of the Harbor and of the route for the railroad afterwards built from Bathurst. An account of the subject is in the *Journals of the House of Commons, Appendix No. 5, 1874*, and in Fleming's *History of the Inter-colonial Railway*, 174. But the scheme never matured, and in any case Shippegan would probably not have been chosen, since an ice-free port of Nova Scotia, which would admit a shorter sea-voyage and hence quicker passage across, was recommended by the Commission. There is, by the way, a very large and detailed chart of Shippegan, Miscou and Caraquet Harbors, issued by the British Admiralty, and reprinted by the United States Hydrographic office.

An event of some local note in the History of Shippegan was the arrival there in July, 1847, of an emi-