

CANADA.

The fact of being able to communicate on the spot with a superior immediately engaged in the same duty would naturally strengthen the position of those engaged in an arduous duty of this character for the first time, and lessen the isolation now experienced.

In my opinion, it requires a personal acquaintance with those engaged in the fisheries, and also a knowledge of the class of officials met with, to be able to detect the subterfuges to which they have recourse in order to gain their ends.

With respect to the Dominion cruisers and their fitness for the duty required of them, I am prompted to make the following remarks :

Of those which I have fallen in with, the *Ella T. Maclean* draws too much water to be a serviceable cruiser.

The *England* is too indifferent a sailor to be of much service.

I observe that I have omitted to mention that the master of the *S. T. Marshall* last year—and complained of to me—is the same Ebenezer Marshall in command of her when captured.

Vice-Admiral G. Wellesley, C.B.,
&c. &c. &c.

I have, &c.,
(Signed) E. HARDINGE,
Captain.

REPORT ON THE FISHERIES STATION No. 6, NORTH COAST OF NEW BRUNSWICK.

(No. 17.)

SIR,

H.M.S. *Sphinx*, Halifax, 15th November, 1870.

With reference to Article 3 of the Fishery Instructions, I have to inform you that the most plentiful sorts of fish on the western coast of the Gulf of St. Lawrence are salmon, cod, ling, mackerel, and herring; and the best baits that are used for catching them are small kinds of fish, which are easily obtained by dragging those parts of rivers which become small pools at low water.

Salmon, cod, and ling are found at the mouths of rivers where these boats are, and in about the same proportion of number. Mackerel and herring naturally come into shallow water at certain seasons to spawn, and are then in the best condition for human food; but they can be enticed, and very easily if along a bank, to more than three miles from the coast, and then caught there by a vessel standing out to sea and throwing overboard large quantities of bait as she goes along.

These fish are cured and packed on board the fishing vessels directly they are caught, it being necessary to do so in order to preserve them. As the nearest principal markets for the sale of fish are New York and Boston, and as there is a tax in the United States on fish landed from British vessels, but none from American, and as fish are more plentiful near the coast, it follows that the fishing business on this coast is most profitable when it can be carried on close to the shore and under American colours. Also, as fishing is apparently most profitable under American colours, and there is an American law which prevents a British-built ship from ever being able to sail under American colours, it follows that the shipbuilders in the United States have a better market for their fishing schooners than the British. On the other hand, it is a disadvantage to the United States Government for vessels to fish under their flag, for they lose the tax which they would get were the fish to be landed at their seaports from British vessels instead of American.

The residents about the west coast of the Gulf of St. Lawrence have informed me that their in-shore fishing this season has been good, and that they attribute this in a great measure to the American fishing schooners having been kept off the coast. Large numbers of these schooners have been fishing in the Gulf of St. Lawrence this year, and have been frequently seen doing so within three miles of the coast, notwithstanding the precautions that have been taken to prevent them. These fishing schooners generally go about in fleets, and their crews are made up of a mixture of all nations, with but a few *bonâ-fide* Americans among them. These men received no wages but a certain share of the proceeds of the sale of the fish caught during the season.

I think that the most effectual plan which could be adopted in the ensuing year for the protection of Canadian Fisheries would be, to put up a telegraph wire along the coast, with a station at every post-office, and to station small steam schooners as follows :

The one at Shippegan should be of such light draught of water, as to be able to pass through Shippegan Gully.

One between Cape Rosier and Cape Despair head-quarters at Porce.