

had been smuggled from St. Pierre; one of the covers bore the mark of the St. Pierre customs official. The tobacco, cigarettes and gin had also come from St. Pierre. The harbor at Bic is landlocked and can be entered only at high water. When the tide is in, small vessels run up to the long wharf and beyond, within a short distance of the road which passes the mill at the east end of the village and leads to the hotel. One night Mr. Pineault and friends made several trips with a hay cart to the harbor, and returned with barrels of alcohol and cases of Cognac. They spent the rest of the night and a portion of the morning in "fixing" the alcohol and putting it into bottles. Everyone about the place knew they had been smuggling; they themselves made no secret of it. The stuff had been brought by a small trading boat from Sault au Cochon on the north shore, 30 odd miles from Bic. I have described Mr. Pineault's operations at length in order to show how the business is managed once the contraband liquor reaches Canada.

The same sort of thing is going on, to a greater or less extent, all along the south shore from Gaspé up to the city of Quebec. On the north shore, with its smaller population, the traffic is not so lucrative. On the inhabited islands in the St. Lawrence, smuggled alcohol and Cognac are more abundant than whiskey that has paid the inland revenue tax. The Isle of Orleans and Isle aux Coudres are notorious smuggling haunts. I was on the Isle of Orleans in the early spring, and in a farm house found ten or a dozen men drinking American alcohol. One old fellow half filled his tumbler and after swallowing the liquid set down the glass with the remark, *Cu gratte mais c'est du bon*, "That scratches, still it's fine!" It must have scratched considerably for it was alcohol 30 overproof, smuggled in by the Blouins, a famous smuggling family belonging to the island.

The impression prevails at St. Pierre-Miquelon, and at such points in Canada as St. Flavie, Bic, and Trois Pistoles, that much more contraband liquor reaches the City of Quebec than the customs and inland revenue officers there imagine. There is certainly an enormous quantity of gin and Cognac in the retail stores in Quebec, particularly in the stores in St. Roch's and St. Sauveur. Some of it may or may not have been smuggled.

Having now given the results of my enquiry in as brief a form as the subject admits of, I proceed to state my conclusions as to the best means of diminishing the contraband trade.

First of all: it is obvious that liquor of all kinds will always be cheaper at St. Pierre than in Canada and the United States. Cheap liquor is a necessity of the situation there, and as a consequence there will always be a profitable field for the smuggler in French spirits, gin, claret and tobacco. All that can be done by the Dominion Government towards checking that branch of the traffic is to appoint more efficient custom officers and place another cruiser or two on patrol duty. The inland revenue officers are usually capable men, but the customs officers in Cape Breton and the more exposed parts of Quebec are not. Additional special officers should be employed. There is reason to believe that when the smugglers find a cruiser in their way, and the cruisers are easily discovered owing to their use of Nova Scotia coal which emits an intensely black smoke, and by other means—they load an old broken-down vessel with a few barrels and send her out to be caught and carried to Quebec as a prize. The cruiser having gone away on this errand, they seize the opportunity to land the rest of their cargo or to distribute it amongst the small trading craft which run in and out of every little harbor. This and kindred practices can only be stopped, if at all, by the activity of special officers on shore. More attention should be paid by customs officers to Newfoundland vessels landing in Canada or hovering off the coast. All