

ment—I did not understand that question as applying to insurance. I thought you asked whether the loss amounted to  $2\frac{1}{2}$  per cent. of the whole number of the vessels.

Q. That is just the way in which I put it? A. But as far as insurance is concerned, that is a matter of which I have no knowledge whatever.

Q. I want to ascertain what percentage of the fishing vessels which leave Gloucester is lost? A. Well, we generally lose from 10 to 15 every year, out of nearly 400 vessels.

Q. In the annual report of the Bureau of Statistics of the United States for 1876, on page 15, under the head of Trade with Canada, during the year ending the 30th of June, 1876, I find a table of values, which had been omitted in the returns of the United States custom officers on the Canadian border, as appears from an official statement furnished by the Commissioner of Customs, amounting to \$10,507,563, as against \$15,596,224 for the preceding year:—now, the fish exported from the United States into Canada by railway, do not appear in any return; do they? A. That is a thing with which I have never had anything to do.

Q. I thought you might know something of this trade, and be able to explain the discrepancy between the United States and Canadian returns? A. That is a matter entirely beyond my jurisdiction; that comes by the Grand Trunk Railway, I think.

Q. You do not know whether they make any return of fish exports, or of trade that is thus carried on? A. We have no experience of that kind at our office.

By MR. TRESKOT:—

Q. Whenever you give an order to a clerk to make such a report as the one regarding the loss of vessels, you expect this to be done from the Custom House books and papers, and from nothing else? A. Of course.

By SIR ALEXANDER GALT:—

Q. In the return concerning lost vessels, do the coasters include the herring fishing vessels? A. No. The herring fishing vessels all run under fishing licenses with permits to touch and trade; these are papers issued from our office, allowing vessels to pursue any business under the laws of the United States. The coasting paper and the fishing license are different papers, confining, of course, those who run the vessels to sail under them, and to do such business as is specified in these licenses.

Q. Do vessels which take out fishing and trading licenses, frequently change their business? A. They cannot do so; they are not allowed to do it; they can only pursue the business for which they take out a license. A permit to touch and trade is given only for one voyage.

Q. If a vessel goes to Fortune Bay with a fishing license and a touch and trade license, and returns to Gloucester, can she go out again without renewing her license to touch and trade? A. A fishing license is given for one year; and a touch and trade license for a voyage; and at the end of such voyage, the vessel surrenders that permit. This permit is a peculiar paper, intended for that business only.

Mr. FOSTER:—Unless I have made some accidental omission, may it please the Commissioners, the case of the United States is now closed, with the exception of the case just spoken of:—to wit, I propose if permitted to put in, in case they come within a week, detailed reports from the Inspector General of the State of Massachusetts, showing the number of barrels of mackerel which have been packed in the State of Massachusetts, during a long series of years,—which I think may be valuable—going back, in fact I do not know how far. I understand that the fisheries statistical books of the British Provinces are in the case.

Mr. THOMSON:—Yes.

Mr. FOSTER:—That is all.