

Year.	Number of Vessels.	Crews.	Bounties.		Exports from France and Fisheries.		Bounties.
			Francs.	Kilos.	Francs.	Kilos.	
1892	1,146	12,809	595,057	296,349	59,270	13,477,386	2,275,786
1893	1,142	12,285	585,378	354,347	70,870	16,022,392	2,828,249
1894	1,136	12,559	626,160	423,621	84,724	17,325,010	3,016,401
1895	1,136	13,314	642,046	464,051	92,510	16,116,852	2,781,970
1896	1,235	13,646	658,080	617,041	123,408	23,375,903	4,841,358
1897*	664†	12,523†	621,075	768,641	153,728	26,751,744	4,611,155

* Provisional figures.

† Not including St. Pierre and Miquelon schooners.

So far as I can learn the bounties, both for equipment and exportation, were first granted by the French Government in 1851, and have existed ever since, although altered and modified on several occasions. Origin of bounties.

The year 1851 corresponds fairly well with the rise of steamship navigation, and therefore it is probable that the desire to have a practical training ground and ships for the French navy was the incentive which caused these bounties to be granted from the first.

The codfish bounties are regulated by the laws of July 22, 1851, July 28, 1860, August 2, 1870, December 15, 1880, and July 31, 1890. As the present bounties are fixed until June 30, 1901, I presume that a new law will be necessary in the year 1900.

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