

"Vessels fitted out at Ile Royale:

Europe.....	11
Canada.....	4
America	18
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	33

"We, the officers of the Admiralty at Louisbourg, certify to the accuracy of the foregoing statement.

"10th January, 1753.

"DE LA BORDE.
"NEYRACQ."

IV.

"Ile Royale—General correspondence, 1753—vol. 33, c. 11, folio 437.

"M. Prévost, intendant, 24th December, 1753, on the state of the fisheries and trade of the island. To the minister at Paris.

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"You will see with pleasure that there is an increase in the fisheries of 1753 over those of 1752, since the total product is 98,450 quintals of codfish and 1,154½ barrels of oil. The general value of these fisheries ought to reach, according to the present estimate, the sum of 2,084,450 livres, which exceeds that of 1752 by 312,490 livres—the estimate for that year having been only 1,771,960 livres.

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"The commerce with France shows an increase in the imports, which are valued at 1,063,337 livres 6 sous 2 deniers, and the exports at 735,805 livres 12 sous 2 deniers, or 327,531l. 14s. less than the imports. It does not, however, follow that this whole sum is owing to the kingdom. The people of the island have an interest in the cargoes of the ships from France, and a large quantity of goods is sent for sale on commission to supply the warehouses during the winter. It is quite possible, however, that the colonial merchants still owe something every year to their agents in France, who are frequently in the habit of making them advances. But this cannot be done on a very considerable scale, for I have heard of no complaints on this score.

"Canada has not exported any goods during this year to the colony, but she has imported them to the value of 111,157l. 19s. This amount has not yet been returned on account of an arrangement made for bills of exchange in October. The correspondents of our merchants, however, hold out hopes that they will make remittances next spring. It is to be hoped that this will be the case, for such delays can only tend to lower credit and derange trade.

"You will also notice, my Lord, that the imports of merchandise from the Windward and Leeward islands have reached the sum of 1,112,883l. 3s., and the exports to the same, 673,863l. 19s. 6d. The imports consequently exceed the exports by 439,019l. 3s. 6d. This excess will always exist on account of the considerable equipment that the people make nowadays for the islands. The outlays being of little importance compared with the returns, especially when they make good voyages, it is absolutely necessary that the outfits of the spring form an important item in the imports. Here we clearly see something of the advantages of the trade between Cape Breton, Martinique and Gaudaloupe. This year the number of sails for these parts of America have been exceptionally large. Many sloops and schooners [batteaux et goëlettes] have been fitted out, and there are still some ready to go out in January and February. They are only waiting to sail until the supply of cod made this autumn is exhausted.

"This trade would be extremely lucrative and advantageous to this country, if the vessels of western Newfoundland (Petit Nord) and Gaspé had not undertaken to send, since two or three years, a great quantity of codfish into the islands, and there is no other way of sustaining Ile Royale than by imposing a tax on American fish or by increasing it on the fish of North Bay and Gaspé.

"As to the English trade, I have obeyed your orders, and you will see also by the statements you have asked for that the imports exceed the exports by 258,398l. 30s. 1d., including the price of the vessels bought, viz., 284,230l., in the place of 270,000l., as estimated at first. . . . As respects the purchase of vessels, our merchants still owe the English on this account 129,300l., which is to be paid in the month of June next year in the shape of rum and syrups."

¹ Chabert ("Relation du Voyage sur les Côtes de l'Amérique Septentrionale," pp. 44, 113) says that a batteau had a tonnage of from 80 to 100, and only one mast (a sloop in fact); a goëlette was about the same size, but had two masts. This class was chiefly used in the Cape Breton fisheries. A chaloupe was a large undecked fishing boat, with two masts and three sails, and fitted for rowing; generally like the "whale-boats" in use now on the coasts of the island.