

were detained by adverse winds, as they will afford room for salting and storing some 4000 barrels of fish which otherwise would have to be left in the water, or if taken, would be lost.

The above firm have some four square rigged vessels employed every summer in the fish and lumber trade. It is computed that there will be at least some 20,000 barrels of herring shipped at the opening of navigation, besides large quantities of tow timber and sawed lumber. It is much to be regretted that there is not a means of communication with these Bays in the winter season. The harbor of La Poile, a sea port open to navigation the whole winter, is within eighty or ninety miles of this Bay. With a good road this distance, hundreds of barrels could be sent daily to this port, whence it would reach the Eastern Terminus of the Nova Scotia Railway, White Haven, or any other port selected, in less than one day. Forty or fifty hours would bring it to the markets of New York, Boston, Quebec and Montreal, in a word all the important cities of the Eastern and Central States and Canada. What a boon this would be to these large cities to have so delicious an article of food perfectly fresh brought within their reach. This is no other than the much appreciated Labrador herring which I find remains as fat as ever during its sojourn in these waters. How much would not such a market enhance the value of this fish, which is now sometimes purchased in our Bay for a pound of tea, or a pound of tobacco per barrel.

Fishing as a rule is a very precarious business, at least for the fisherman. He is exposed to the caprice of the fish which seems, as it were, by an instinct of self-preservation, to shun the places, where it is caught in great quantities, for a long period and then return again.