

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1994

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear
within the text. Whenever possible, these have
been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Continuous pagination/
Pagination continue
- Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

- Title page of issue/
Page de titre de la livraison
- Caption of issue/
Titre de départ de la livraison
- Masthead/
Générique (périodiques) de la livraison

- Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					/						

The copy filmed here has been reproduced thanks to the generosity of:

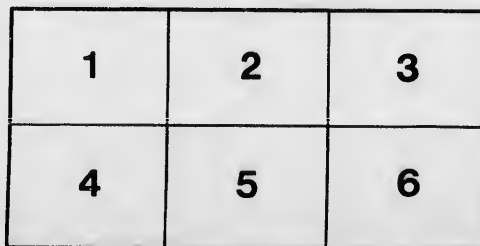
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

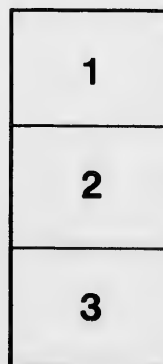
Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

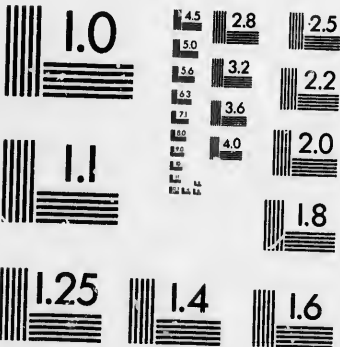
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

MEMORANDUM

Addressed to the French Minister for Foreign Affairs on the establishment of a line of steamers between Quebec and Montreal (Halifax in winter) and Granville (France), calling at the Islands of St. Pierre and Miquelon, and presented to the Honorable J. A. Chapleau, Prime Minister of the Province of Quebec, by M. Foursin-Escande.

By stimulating and extending its foreign trade, France, through the instrumentality of its merchant navy, strives to increase her prosperity, and extend her influence. The new Merchant Navy bill passed by the Chamber of Deputies, at its last session, shows that the Government of the Republic means to carry out such a policy in the future. The establishment of a line of steamers between France and Canada will be one of its first results. In undertaking it, M. Foursin-Escande has two chief objects in view:—

I. The introduction of Canada to the French trade, and the importation into France of the products of that country, more especially its phosphates and live cattle.

II. The reorganization of the codfish trade on the banks of Newfoundland, by placing the islands of St. Pierre and Miquelon in direct steam communication with France, thus doing away with the present service that is the principal cause of the decline of that trade.

I.

In 1879 the imports to Canada were 400,894,945 francs; French products included therein, 7,660,955 fr.; products through St. Pierre Miquelon, 32,805 fr.; total, 7,693,760 fr.

Exports for the same year.....	357,456,275
To France direct.....	3,374,375 fr.
To St Pierre Miquelon.....	807,490 "
	4,381,565 "

In 1878, 8,576 vessels entered the different ports of Canada, representing a tonnage of 3,040,000 tons and crews of 104,390 men. Of these vessels, 3,153 came from France and 88 were Canadian and British. Only 65 belonged to France and other flags.

These figures are drawn from the Trade and Navigation Returns of the Dominion of Canada, and they indicate a considerable commercial and naval importance for Canada, which contains only 4,000,000 of people, although its merchant navy ranks the fourth in the world. They prove, however, at the same time, that France is but poorly represented therein.

In going over the statistics of the Canadian Customs, it is clear that many French goods are entered as of English or American origin,

because they are sold by English or American dealers. The following table, representing articles which are almost exclusively French, will sufficiently prove this:—

DENOMINATION.	IMPORTATION.		REMARKS.
	From England and the U. S.	Direct from France.	
Silk buttons.....	236,635	14,135	Frances.
Silks and velvets.....	6,442,225	333,060	"
Light Fr. wines.....	2,481	3,248	Hecllter's
Wines in bottles.....	5,558	6,940	Dozons
Brandies.....	1,696	8,376	Hecllter's
Mill stones.....	5,735	3,234	Numbers
Mercer's goods.....	690,225	9,330	Frances.
Books, &c.....	785,730	300,615	" (P. of Q. only)
Fash'ns, feathers, artificial flowers & fancy goods.....	5,600,715	692,880	Frances.

It is impossible to estimate the exact amount of French trade carried on in Canada by British and American houses, but according to the best Canadian Custom House authorities, it rises annually to twenty-five millions of francs. A like remark may be made in regard to Canadian products sold in France, such as wheat and different kinds of grain, timber, &c.

A direct line between the countries would inevitably lead to the suppression of these middlemen, and open out new commercial relations.

Canadian exports may thus be classified:—

Products of the Mine....	14,481,815	15,938,610f.
Products of the Fisheries.....	31,616,830	35,361,015f.
Products of the Forest.....	100,244,145	68,986,295f.
Cattle.....	72,885,430	73,086,965f.
Agricultural products.....	136,405,445	129,854,435f.

Manufactured products enter only for a sum of about twenty millions of francs. Among articles of exportation, here are a few figures drawn from official tables:—

Railway crossings.....	1,007,819	numbers.
Pirewood.....	155,293	cords.
Potash.....	19,579	barrels.
Horses.....	16,629	numbers.
Beeves.....	46,569	"
Sheep.....	308,093	"
Eggs.....	5,440,822	dozens.
Cheese.....	23,000,000	kilograms.
Butter.....	7,000,000	"

In consequence of the new fiscal policy adopted by the Government of Canada, and of their ardent desire to see new trade relations established between the two countries, a series of operations, promising important results, have been undertaken in 1880.

1st. La Banque de Paris et des Pays Bas, has negotiated at the Paris Bourse a loan of twenty millions of francs on account of the Provincial Parliament of Quebec, which proved the state of its credit by realizing the loan at 5 per cent. to 98 net.

2nd. A Franco-Canadian Credit Foncier has been established by the same institution and M. Cahen d'Anvers, with a capital of twenty-five million francs, and there is already question of doubling that capital.

3rd. In addition to a high protective tariff, the Government of Quebec have allotted a grant of 35,000f. per annum, for ten years, in favor of a beet-sugar factory, and French manufacturers are at present engaged in establishing six of these factories.

4th. The grant to the house of Dior Brothers, of Granville, of rich phosphate-apatite beds, lying in the Province of Quebec, will secure an exportation of no less than 20,000 tons a year of a fertilizer, which must prove of great utility to French agriculture, The Government of Quebec have, in addition, granted a subsidy to the above firm, to secure works for the production of chemical composts, and they have bound themselves, in the name of their Agricultural societies, to purchase at a rate determined on beforehand, a certain quantity of the products manufactured by the same.

5th. Finally, the Federal Government of Canada have bound themselves to grant a subsidy of 250,000 francs to the promoter of the steamship line which forms the subject of this memorandum, on the understanding that the French Government, on their side, grant an annual subsidy of 500,000 francs, and they have taken the initiative in this regard, through the Consul-General of France.

The immense riches of Canada—natural, mining, lumber and agricultural—and the wants of its population, which is constantly on the increase, bid fair to create a considerable traffic on this line.

The Provinces are seven in number—Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba and British Columbia—each having a separate Government and forming the Dominion of Canada. Up to the present Newfoundland remains out of the Confederation, but there is reason to believe that it will eventually be incorporated, when all England's possessions of British North America will be united into

one. The Federal Government is composed of a Governor-General, representing the Queen of England, of a Senate appointed for life, of a House of Commons and a responsible Ministry. The Parliamentary debates are carried on in the two languages, and all the laws and public acts are published in the two official tongues. The Customs tariff of Canada applies to England equally with all other nations. An Act passed in 1872 authorizes the use of the French metric system, but up to the present the English standards are employed. The monetary system is an exact counterpart of that of the United States. The unit is the dollar, which is worth 5 francs (less the exchange, which is 25 centimes in favor of the dollar,) and it is subdivided into 100 cents.

The Canadian Confederation extends from the Atlantic to the Pacific, to the north of and parallel to the United States, and its territory is larger than that of the American Republic, while it is as vast as the whole of Europe. The soil is for the most part well wooded from the Atlantic to Lake Superior, and from Lake Superior to the Pacific, with the exception of the Rocky Mountain region, it is composed of sparsely wooded plains. The country is well watered and the climate is extremely healthy. Although the winters are severe, their rigor has been very much exaggerated. As a whole Canada is extremely fertile, and it only lacks inhabitants to make it as prosperous as the United States.

The port of Montreal, being nearer Europe by 250 miles, and nearer Chicago, the central entrepot of the West, by 140 miles, is better situated for the shipping of wheat and other Western products than the port of New York.

Navigation between Chicago and Montreal, through the great lakes and the St. Lawrence canals, is shorter by seven or eight days than that between Chicago and New York by the Erie Canal. Furthermore, the St. Lawrence canals are wider and admit of vessels of double the tonnage. New works, now being executed, will still further increase these facilities, allowing steamers of 1,500 tons to load in Chicago, while the tonnage of vessels on the Erie Canal cannot exceed a maximum of 240 tons. The Canadian canal system will then rival the great works of the Suez Canal and the future Panama Canal in the grandeur of its conception and the importance of the sums expended upon it.

The river St. Lawrence is an admirable highway. Its width between Montreal and Quebec, a distance of 180 miles, is from 2 to 3 kilometres, and its depth is such that the

largest steamers can ascend to Montreal. At Quebec, which would be the finest port in the world, if ice did not interrupt navigation for four and a half to five months every year, the least depth of water is fifty feet. From Quebec, which is 450 miles from the sea, the river suddenly widens, and below the Island of Orleans reaches a width of 18 to 20 miles. The current is very weak, but the tide is felt as far up as Three Rivers, 90 miles below Montreal. A perfect system of lights renders the navigation of the St. Lawrence quite safe for steamers as well as sailing vessels, and, in pursuance of the plans of Mr. Fortin, a member of the House of Commons, the Government have this year established telegraphic communication between all the islands and coasts of the river and gulf of the St. Lawrence. In France the commandant of our colony of St. Pierre and Miquelon, to have an understanding with M. Fortin, and it is probable that those islands also will soon be included in the system. The establishment of these telegraph lines secures the safety of navigation in those parts and leaves nothing to be desired.

The inhabited portions of Canada are admirably supplied with railways and canals. The Grand Trunk extends from Quebec to Chicago, 1,290 miles; the Intercolonial Co. from Quebec to Halifax, 720 miles, and is the property of the Federal Government, while a number of secondary lines, belonging to the Provincial Governments or to private companies, unite all the different cities of any importance.

After the United States, Canada is the country that has the largest railway area in proportion to its population—1 mile for every 690 inhabitants. With 5,700 miles of railway in course of construction, it held in 1878 the eighth place for total length of lines, coming after France that had then only 12,700 miles. From the ports of Quebec and Montreal several direct lines of railway to New York, Boston, Portland and Halifax keep up communication with Europe, and amply compensate for the close of navigation on the St. Lawrence during the winter. The canals and railways of Canada offer such a competition to the canals and railways of the United States as will require great sacrifices on the part of the latter to sustain it.

Beside the many single steamers that frequent the ports of Montreal and Quebec, seven great lines of steamships keep up a weekly service with Great Britain. A new line will be inaugurated next year between Brazil

and Canada, and another to Buenos Ayres is contemplated.

It is indispensable that a regular line of steamers between France and Canada should take advantage of this development of navigation.

The Canadian Government have bound themselves to suppress a supplementary duty of 30 per cent *ad valorem* on French wines entered in Canada, so soon as the duties of Canadian vessels in French ports are reduced to 42 francs, the rate of English built vessels, that is to say, two francs a ton for wooden ships.

As the new French tariff, now before the Senate, proves satisfactory to the Canadian Government, we may count upon this suppression as certain to lower the price of our wines in the Canadian market.

The Canadian Government have been prosecuting a great enterprise during the past ten years—the construction of the Canadian Pacific Railway—a gigantic work of nearly 2,700 miles, binding the Pacific to the Atlantic, over immense plains and tracts of recognized fertility. The advantages of that country are beyond question, being testified to by many delegates from England, and lately by M. Lalonde, delegate of the Society of French Agriculturists, who confirms the immense resources which that vast country offers to whole nations of colonists.

The Canadian Government have already expended \$30,000,000 in surveys and explorations, and in the building of various branches, and a Syndicate of capitalists, among them some Parisian bankers, has just been formed by the Prime Minister, Sir John A. Macdonald, whereby the completion of that colossal work is assured within ten years.

The new Canadian Pacific Railway will secure to Canada the China and Japan trade; the products of the Western States, the granary of the world; those of Manitoba, a young province that yields in nothing to its American neighbours; and those of the new provinces that will arise along the line of the railway. In one word, all the immense grain and live stock supply of the West, which is now finding a market in Europe, will infallibly take the route of the St. Lawrence as the shortest and most economical. And then Quebec will become the great rival of New York.

II.

Ever since France, after the treaties of 1815, resumed her exclusive right of fishery in Newfoundland, the material employed

by the shippers has not been changed, and only slightly improved. Yet several circumstances have modified the conditions of this branch of trade. In the first place, the banks of fish, worked without discernment or precaution, because they were thought to be inexhaustible, are now drained. Then formidable competitors have arisen in the Newfoundland fishermen, who have become numerous, and in the American and Canadian fishermen. These competitors, living on the spot, are in a position to sell cod at such prices that the French cannot keep up with them in foreign markets. Finally, the numerous lines of railway in France enable the towns of the interior to supply themselves easily with fresh fish taken on the coast, and the sale of dry or salt cod has sensibly decreased and become very deficient.

The situation is not new; it has attracted the attention of the Government on several occasions in the past forty years. The cod fishery, being a training-school and nursery for excellent sailors, is not an ordinary industry; it forms part and parcel of the national forces, and has, consequently, become in different shapes the recipient of large subsidies.

Government grants, indispensable in the case of new or declining industries, or such as may be going through a difficult pass, lose much of their effect when they become a permanency. The Government's money being depended upon, no other activity is displayed than that which is required to fill the official conditions and win the proposed gratuity. No industry is worthy of encouragement unless it can find within itself the means of self-support. These means are to be found in improved materials and modes of transportation, rather than in subsidies, and thus alone is it deserving of public assistance. No amount of Government help has sufficed to secure the prosperity of our fisheries. They have continued to decline, and are at present in a low condition. It has been found impossible to compete with foreign fishermen, and a further reason for this is the distance of their fisheries from their market. As France has only the right of taking and drying fish on the Newfoundland banks, she could not form establishments thereon. The islands of St. Pierre and Miquelon, being small and barren, did not offer any field for colonization, and French fishermen could not settle on them as English fishermen from Jersey, for instance, settled on the coasts of Canada and the Gulf of the St. Lawrence. They are, therefore, obliged to come from France and thus cross the Atlantic twice. Further-

more, and what is a very grave drawback, they are obliged to employ large vessels, unfit for fishing purposes, but indispensable for their passage and the transportation of their provisions.

By the new line of steamers, which will call at the islands of St. Pierre and Miquelon, we believe—

1. That our fishermen will be able to use the same boats and the same improved machinery as the Canadians, the Americans and the Newfoundlanders, and will be placed on a footing of equality with them in the way of material;

2. That the transportation by the steamers will be cheaper, because more rapid and more regular;

3. That a new demand will be created on the French markets by weekly consignments of cod kept fresh in refrigerators.

I. The schooners used exclusively by foreign fishermen, and especially by the men of Gloucester, Massachusetts, are admitted to be the type of a fishing boat. They are light, of low tonnage, but easily managed, and can thus be readily directed to all points where the catch is the most advantageous. These schooners carry a number of boats, fitting one into another, which being taken out and distributed over a large surface, enable a number of men to secure an abundant harvest of fish. French fishermen have not seen their way to employ these schooners, being encumbered, as we have said, by the heavy vessels which convey them from home, but when these vessels will be replaced by the steamers of this line, our fishermen will not hesitate to adopt the model schooner.

When the new Customs tariff will be promulgated and the duty on Canadian built vessels will be reduced to two francs in French ports, these schooners can be constructed at Quebec one-half cheaper than in France, owing to the cheapness of labor in that city.

II. The annual importations from France to St. Pierre and Miquelon reach actually about 7,000 tons. The cost of freight is from 30 to 35 francs per ton, which is a high price and could be reduced. Besides, the goods carried by steamer will pay less insurance, and the shipper, being able to export as the consumption requires, will not need any great stock, and will not lose interest on capital employed for the purpose. Out of 15,183 tons of salt imported in 1879, 13,000 tons came from Cadix. The Cadix salt being less strong than our Western salt, is preferred for salting fish. The Newfoundland, French, American and Canadian fisheries, put together, import 40,000 tons of it yearly.

The management of the new line will have to meet the question of the transportation of this important article and find out the means of securing to itself the transportation of these 40,000 tons of freight. The ordinary freight destined for St. Pierre Miquelon and Canada will always be insufficient for a weekly service; besides, grinding stones, and *cau-de-vie* (about 3,000 tons). The French articles imported into Canada, such as silks, velvets, merinos, furniture reps, ribbons, small wares, gloves, buttons and braids, artificial flowers, fancy goods, church ornaments, stationery, perfumery, soaps, wax candles, vinegar, olive oil, fruits, preserved goods, &c., &c.—form a very light freight. It is true that after the reduction of Customs duties on our wines to 25 cents per gallon, say 30 centimes per litre, the sale will grow considerably. As to the grinding stones, of which there appears to exist only one quarry in the entire world, that of La Ferté-sous-Jouarre, the exports to Chicago and the Western American States will be made with advantage by the canals of the St. Lawrence, by the new line, and will add greatly to the general importations of Canada. If we want to increase the service for the considerable freight that will be created in a few years, for the trips from Canada to France, we will necessarily have to make sure by all means, if even as ballast, the transportation of the Spanish salt used for the fisheries. At the present time this transportation is made from Cadiz to St. Pierre at a cost of from 25 to 30 francs per ton; we must do this cheaper. We believe that with a coasting trade, created by the management of the line, or even organized by it, between Cadiz and St. Pierre, and the creation of powerful means of loading and unloading, economical and rapid, this object would be attained. The coasting trade could be made in a few years by the line's steamers, the increase of traffic and passengers needing replacing on the line from Granville to Quebec. Besides the Cadiz salt and 2,500 tons of fruit and 4,320 hectolitres of wine that Canada imports from Spain, the coasting trade could also take wines and brandies at Bordeaux and La Rochelle and call at St. Malo. The freight for St. Pierre and Canada would then be centred at Granville and St. Pierre and Miquelon would become a storehouse for salt for all the North American fisheries.

The exportations from St. Pierre and Miquelon to France reached, in 1879, to:—

Green codfish.....	17,164
Dry do.	559
Codfish oil	337
Divers products.....	218
	18,308 tons.

In consignment for:—

Bordeaux	10,287
Port de Boue	1,993
Celle.....	1,628
Granville and St. Malo.....	4,400

18,308 tons.

The coasting trade between Granville and Cadix would also carry to other intermediate ports the fisheries let off at Granville by the steamers of the line. The importations from Canada and the United States to St. Pierre and Miquelon Islands reach yearly about 14,000 tons, the freight being about 16 francs per ton, and are composed of dry goods, cattle, flour, butter, pork, dried vegetables, sea biscuits, lumber, &c. Nova Scotia, moreover, exports from the Port of Sydney 4,650 tons of coal. The mail steamer between Halifax and St. Pierre carried 281 passengers in 1879. The exportations from St. Pierre and Miquelon are about *nil*. It is evident that the new direct steam service would perform these various transportations, or at least a good part of them under advantageous conditions for the merchants and shippers of St. Pierre and Miquelon. It is the opinion of notable merchants, and also of the Board of Trade of St. Pierre and Miquelon, that from the day a line of steamers is established between Quebec and those Islands, the greater part of the freight which at present comes from the United States, and which reaches about 10,000 tons, will be imported directly from Canada. But the most salient advantage will consist in the rapid transportation of the French fishermen. By the sailing vessels employed at present, which are slow and badly arranged generally, the voyage between France and St. Pierre is not done in less than a month-and-a-half at the minimum. The return voyage, more favored by the wind, can be accomplished in one month; total, 75 days. Packets, with an ordinary speed will not take more than 15 days for the two trips, making a saving of 60 days. If we consider that the passengers (of which the number at this moment has fallen to 3,000, formerly reached 25,000) are nearly all farmers in Normandy and Brittany, and who could have gained at least 2 francs 50 centimes a day during these two months, it will be found that on this point alone an economy of 450,000 francs will be realized annually in favor of these 3,000 fishermen. The perusal of the message of the Minister of Marine (3rd

Div., 1st office) dated 11th December, 1879, and relating to the "transportation of passengers who fish cod at Newfoundland," suffices to show the deplorable condition in which this transportation is actually made. In answer to inquiries which have been made on this subject, the Minister acknowledges that "certain exigencies perfectly legitimate for ordinary emigrants, would be here excessive and even impossible, for the strict economy which imposes itself on this kind of operations and which is not less indispensable to mariners than to shippers." What lamentable spectacle that of these unfortunate fishermen, exposed during two months and a half to the dangers of the sea, in boats which give no security, packed one over another, in the obscure and infected hold. All those who have travelled on packets carrying emigrants, know the miserable condition in which they are on board; it seems as if it was intended on all the lines to treat like cattle, these unfortunates exiled by misery, orphans of the mother country, who lose the protection of their country, before finding the protection of the country which adopts them. Everybody agrees in saying that this is a shame for humanity and that the governments of civilized countries ought to take international measures to that effect. Reasons of economy render these exigencies legitimate for the ordinary emigrants, excessive or even impossible, for our fishermen, who, attached to this service of the military marine, as soldiers in barracks, prepared to defend the country in executing their rough trade. Is it tolerable? The Minister could not, in the present state, but give the following decision:—"I have decided, in consequence, that these ships shall not in the future take more than one passenger for each two tons of tonnage, crew not comprised, either in France or at St. Pierre-Miquelon; the application of this rule in preventing the crowding of the hold, will allow of passengers placing their luggage there, which in future, in any case whatever, is not to be tolerated on deck, where it is exposed to be carried away by the waves with all the savings of the unfortunate owners, as has already occurred. Further, for indispensable hygienic precautions, the visiting commissioners will require at the moment of their examinations, that the ships destined to carry passengers be provided with the required number of ventilation stacks necessary for the ventilation of the hold during bad weather when the passengers are compelled to remain below." What the good wishes of the Ministry

have been unable to perform, the establishment of the new line will.

III—We have stated among other causes which have brought on the ruin of the fishing industry, that one of them has been the difficulty of selling codfish in France, from the fact that fresh fish was carried over the railways to all the towns of the interior in a few hours. During the season the codfish remains in salt and is thus sent *green* in the rail to Bordeaux, Granville, &c, where it is worked and dried. It often occurs that it is given to consumers only in the year following. Fresh cod is an excellent fish of a fine delicate flavor, but being buried by salt it loses its qualities when in its dry state. The Minister of War, lately requested by the shippers to ordain one meal a week of codfish for the troops, refused at once. There is only its very low price which makes it an object of consumption for the poor working classes. The draft of this memorandum is not supposed to give a summary of the different scientific processes employed to-day for its preservation in its fresh state of fish and meat. We must limit ourselves to saying that it will be possible to make and reiterate at pleasure all the necessary experiences. A small steamer, which is supposed to be chartered by a St. Malo firm some two years ago, comes and takes a cargo of fresh salmon on the coasts of Labrador and in the Gulf of St. Lawrence which it takes to France in refrigerators. It appears that its captain has contracted for several years with Canadian fishermen. This seems to indicate that his enterprise has been crowned with success.

Monsieur le Commandant of the colony and the Chamber of Commerce of St. Pierre Miquelon have pronounced themselves in favor of the project and the free entry of the port, and all the desired facilities have been promised to the promoters.

GENERAL CONSIDERATIONS.

The new line, which the name of "Canadienne Francaise," would well suit—would have to be at the present time essentially a merchandise line, and not a line of symptons steamers destined to carry passengers. A few good cabins and especially comfortable quarters for immigrants and fishermen would suffice.

It will have to be organized so as to be able to carry freight cheap. The two principal features in the freight line at the outset will be with the cattle trade, phosphates for the voyage from Canada to France and salt for return trips. These two articles can only be carried at low rates, and until a

more remunerative carrying trade can be created, such as wheat and agricultural products, and until the transformation of the boat-gear at St. Pierre is finished—it will only be by a most rigid and economical administration that the line will be made to pay and realize the hopes placed in it by the trade of both countries.

A great responsibility will rest upon the administrators, because a failure would check for several years any other attempt. It is with this object that we propose to organize and manage the line. Granville, for several reasons, seems to us the most suitable port for this line. Granville, being in connection by railway with Paris and branch lines into Normandy and Brittany, will suit well for the importation of produce from Canada. Besides, the port of Granville, with that of St. Malo, are the principal shipping ports for codfish; St. Malo, being without a floating basin, could not be chosen. By sea, the distance between these two ports, is insignificant; and besides, passengers and the freight required could be let off at St. Malo. Granville has two magnificent floating basins, but its port is not very deep. Nevertheless, steamers of 1,500 tons go into it; and in order to multiply the trips, the steamers of the *Canadienne-Francaise* line would not, at the outset, carry a greater tonnage; but they will require to be of a superior speed, so as to ensure perfect regularity of the postal service which would be confided to them. When the traffic shall have attained larger proportions we will require larger steamers, and by excavations made near the approach of the port we will easily reach a greater depth and have a good harbor.

In conclusion, we thank Mr. Lefaiivre, Consul-General of France at Quebec, who has been, we might say, the inspiring genius of our project and who has given in the aid of his studies, together with important information and his constant support. We also owe the expression of deep gratitude to the Honorable Mr. Chapleau, Prime Minister of the Province of Quebec, who gives the support of his talent and his high aptitudes as a statesman, to the work of the commercial and financial union between France and Canada, which is so desirable and will benefit his country as well as our own.

We hope that the negotiations entered in-

to between the Canadian Government and the French Government will soon be terminated and that the Parliament of the two countries will, at their earliest sessions vote the promised subsidies for a period of ten years as follows: Canada, 250,000 francs yearly or \$50,000, and France, 500,000 francs yearly, or \$100,000. Conformably to the theory which we have ourselves stated in this memorandum, on the subject of the state subsidies to the fisheries and industries, we hope to be able to do without these subsidies after the above period. Created and directed by us, the "*Line Canadienne-Francaise*," will then be able to support itself. There is a final consideration, although political, which we desire to make known; it is not strange to the creation of the line, but it is attached to it closely. When France was placed in possession by the treaty of Utrecht and other treaties more recent, of the exclusive right of the fisheries on one-half of the coast of Newfoundland, that island did not possess any inhabitants. Since then a considerable population has established itself and that exclusive right has become very vexatious to them. In 1857, under the pressure of a riot, it was attempted to abolish this right, but the text of the treaty was formal, and England was compelled, on the request of France, to recognize it. If the Frenchmen had not this exclusive right, fishing would become impossible for them, owing to the inferior numbers in which they are actually placed; but after the transformation of their gear which the new service will entail, they will be placed on an equal footing with their competitors. Under this new condition we believe that a solution advantageous to all will be attained and given to this question by arbitration. France would relinquish her exclusive right, and her subjects would in time be allowed to fish on all the fishing points, as are the Americans to-day. Canada would make it the condition on the entry of Newfoundland into the Confederation, and England would evidently be happy to settle this question, always exasperating, and which can be revived at any moment and become grave.

FOURSIN-ESCANDE.

Baie St. Paul, P.Q., November 15, 1880.

