

ANNUAL REPORTS

PIERRE FORTIN, Esq.,

MAGISTRATE, IN COMMAND OF THE EXPEDITION FOR
THE PROTECTION OF THE FISHERIES

IN THE

GULF OF ST. LAWRENCE,

DURING THE SEASONS OF

1861 AND 1862.

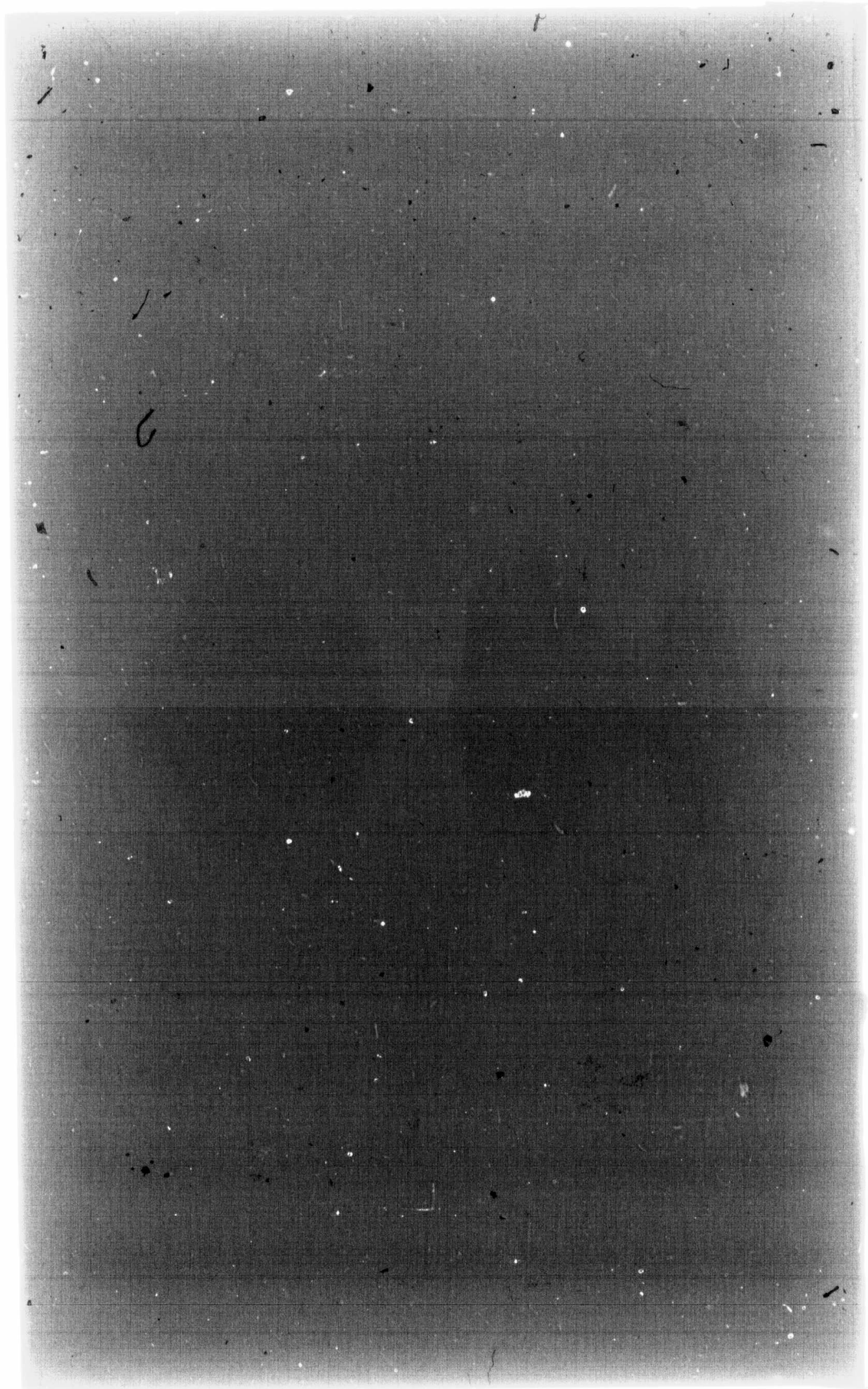
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PRINTED FOR THE CONTRACTORS BY HENTZ, ROSE & LEMIEUX, 26, ST. JESUS STREET

1862.



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*Canada. United provinces.
Dept. of crown lands. Fisheries branch.*

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ANNUAL REPORT

OF

PIERRE FORTIN, ESQ.,

Magistrate, in command of the Government schooner *La Canadienne*, engaged in the Protection of Fisheries, in the Gulf of St. Lawrence, during the season of 1861.

The duty of protecting and administering the law respecting the Canadian fisheries in the River and Gulf of St. Lawrence having again been assigned to the Government schooner *La Canadienne*, I took command of her in the beginning of May, in conformity with instructions given to that effect by the Hon. the Commissioner of Crown Lands; but as the schooner required repairs to her keel as well as to her standing rigging, she could not be got ready for sea before the 23rd of May.

On that day we left Quebec, bound for the Gulf of St. Lawrence, favoured with a very light westerly breeze. On the following days, we had changeable winds, and only reached Godbout River (the first place I had to visit on the North shore of the St. Lawrence) on the morning of the 26th.

Godbout River is known to be, after the Moisie and Natashquan, one of the best rivers on the North shore; it is full of the finest kind of salmon and trout. An overseer has been stationed there to force the fishermen and Indians frequenting the locality to observe the laws and regulations enacted with the view of preserving these valuable fish.

This officer had had, the year before, ground of complaint against certain parties for breaking the laws and regulations. Warrants had been issued to arrest the guilty, and many of them had been punished in accordance with the provisions of the law.

But two Indians accused of having fished within the limits of Mr. Holliday, the lessee of the river, had always succeeded in escaping the law, and I had received instructions from the Government to have them arrested by my constables and brought before me.

As in preceding years, these parties ran away upon the schooner coming near the place, and, favoured by the woods, escaped our search.

I assembled the few Indian families then at Godbout, and after giving them communication of the principal clauses of the Fisheries Act, which I required them to observe, I showed them that they ought to be more interested in the preservation of salmon and trout than any one else, since these fish during the season of trapping in the interior, become one of their principal means of subsistence, and in the meantime, I made them understand that though the guilty Indians had escaped once more, they would be arrested sooner or later, and that if they were again to become guilty of any violation of the law, they would be visited with the heaviest penalties provided by the regulations.

All the Indians whom I met there promised to conform strictly to the fishery regulations, and this promise has been strictly kept; for it appears from the overseer's report that there was no infraction whatever of the law in the Godbout, in 1861.

I next marked with buoys an anchoring ground for small vessels frequenting this locality for the purpose of cod-fishing, and in conformity with the powers vested in me, made regulations for the said anchoring place, and appointed Mr. Antoine Blais to be guardian of the Godbout River Harbour. The ice left the river on the 12th of May, a few trout had already begun to ascend it, but no salmon. The sand eel (*alençon*) had appeared on the coast about three weeks before.

The next day I went to Trinity Bay, and there took cognizance of a complaint made by Mr. Meade against Alexander Comeau, Esq, stating that the latter had built a house and hangar on his property. I visited the spot, examined the boundaries, and concluded that Mr. Comeau's house was outside of the easterly limits of the lands of the heirs Poulin, of whom Mr. Meade is agent, and that the hangar in question has been erected on Trinity Point, upon rocks covered at high tide, and consequently could not be considered as part of the complainant's property.

This business being concluded, I gave orders to start for Seven Islands, but the easterly wind which had been blowing since morning would not permit us to go very fast, and at night the gale obliged us to anchor under the lee of Egg Island.

In the evening of the 28th, the wind having changed to the N.N.E., we sailed, and the next morning anchored in the Bay of Seven Islands.

I immediately set about installing Mr. John Gough Smith as Collector of the new port of entry at Seven Islands. This gentlemen had come down with me from Quebec, to which place I was instructed to bring him back in the fall when *La Canadienne* would return to winter quarters.

I ordered Mr. Hardy's men to give him possession of the house and buildings formerly occupied by the Hudson's Bay Company, which Mr. Hardy had rented from the Government, since the King's Posts, of which the Seven Islands form part, had ceased to be leased to that Company. Mr. Hardy having neglected to fulfil some of the clauses of his contract with the Government, had lost his right to the occupancy of this important post. Before the day was over, the Collector was settled in his new quarters, and his office opened. The masters of two Canadian schooners, about to trade on the Labrador coast, immediately took advantage of the facility offered to them to trade in the Gaspé free port limits, without going to Gaspé Basin, and proceeded at once to take out their license. This circumstance afforded immediate proof that this new port of entry established by the Government would be of the greatest utility to our schooners from Quebec or the lower parishes carrying goods in bond either within the limits of the free port, or out of the Province. Had it not been for the establishment of a port at Seven Islands, these schooners which were going as far as the Straits of Belle-Isle, or perhaps to the River Moisie only, or which were consigned to the neighborhood, would have been obliged to visit Gaspé; this would have increased the length of their voyage by several hundred miles. The navigators, traders and fishermen should certainly be grateful to Government for having established a port of entry on the North shore, and for having given so much facility to the trade between the centre of Canada and the North shores of the river and gulf of St. Lawrence. I perceived with satisfaction that the spring herring had entered the Bay of Seven Islands in great numbers, and during the two weeks previous Mr. Hardy's fishermen had been taking from 20 to 60 barrels a day, by means of a hurdle fishery placed near the point of the post. This fishery is a great resource for the inhabitants of the locality (for the Indians especially,) if they knew how to take advantage of it.

On the morning of the 30th we anchored opposite Moisie River. The weather being fine, I took advantage of it to mark an anchoring ground in the Moisie River by placing a number of buoys, and to determine the limits of four new salmon fisheries which I had received instructions to lease; I afterwards visited the fishing establishments.

The ice came down this river as late as the 12th of May. Salmon were beginning to enter the estuary, codfish were seen on the outside banks and near the shores three days before, and caplin was also taken in great quantities near the shore. At 11 p.m., I went on board, we immediately set sail, and the next day at 2 in the afternoon, entered the harbor of Mingan. I at once communicated with Mr. Anderson, the Hudson's Bay Company's principal agent on the North shore of the Gulf of St. Lawrence, and placed him in possession of the instructions I had received from the Government relative to the salmon fisheries of the Seigniory of Mingan, of which the said Company had, for many years,

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obtained a lease at a high rate, from the proprietors of the said seigniory. To my offer of leasing to him all the salmon fisheries of the said seigniory, he gave the following reply :

MINGAN, 31st May.

P. FORTIN, Esquire.

SIR,—Having received your favour of this day, I beg to state that the offer of the Assistant Commissioner of Crown Lands to grant to the Hudson's Bay Company nominal licenses for all the rivers as far as Agwann's, was received by me on the 29th instant, and exclusive of this injustice towards the poor people who have relied on the permanence of their stations from the licenses granted to them, it is utterly impossible for the Company to undertake to fish these rivers at such short notice.

I beg, therefore, to state, that we shall only occupy the stations we have licenses for last year, and that, as soon as you possibly can, you should visit the river St. John and rectify the affairs there.

Yours, &c.,

JAMES ANDERSON,
Chief Factor, Hon. H. B. C.

Mr. Anderson's reply settled the question for this year, and I had nothing else to do but to give him the same licenses as in the preceding years. Mr. Pierre Tanguay, of Long Point, Mingan, laid a complaint before me against a fisherman of the same place who had damaged his house, but the party being absent, the case was postponed till my next visit to Mingan. Moreover, I was in a hurry to reach the Magdalen Islands. Mackerel fishing in the Bay of Plaisance must have already commenced, or was on the point of beginning ; and the presence of *La Canadienne* was necessary there. I therefore did not make a long cruise on the North shore, and on the 1st June, at 3 o'clock in the morning, we started for the Magdalen Islands. Our progress was retarded by a calm ; nevertheless, on the morning of the third, we anchored in the Bay of Plaisance.

Mackerel fishing had not begun yet, but schooners from Nova Scotia, New Brunswick, and the United States, fitted out for that purpose, were already in Amherst Harbour, and some fishermen had set their nets in the bay. But there was as yet no sign of mackerel.

The herring fishery had commenced at the usual time and continued from the 1st to the 20th of May. 300 schooners from the neighbouring provinces had collected in the Bay of Plaisance to fish for herring with seines, but they had not all been successful.

It is true that the fish had been as plentiful in the Bay of Plaisance as in previous years, but the frequent gales had caused high seas on the shores, which did not give the fishermen an opportunity of prosecuting their labour with much chance of success ; moreover, so many seines were thrown out together, when large shoals of herrings appeared at the surface of the water, that they got intermixed, and consequently many fish escaped and were lost to the fishermen. This accounts for a great number of the inhabitants of the Islands not being able to lay in their complete stock of herring for the winter. The way to remedy this evil would be to pass a regulation forbidding any other seine to interfere when one might be already engaged in catching a shoal of herring.

On the 4th instant, I sent my first officer, Capt. Bernier, to visit all the schooners in Amherst Harbour. He left in the hands of each master a copy of the fishery regulations for the Bay of Plaisance, and in the meantime I caused a buoy to be placed in the bay indicating the line, east of which, in virtue of the said regulations, fishermen are forbidden to set any kind of nets.

This is done with a view to secure to the navigation free access to Amherst Harbour, to give to the shoals of mackerel access to that part of the bay, free from all nets, and at the same time to allow them to come near the shores, for the purposes of depositing their ova, without any obstacle preventing their so doing.

On the morning of the 5th, Mr. Joseph Bourque, of l'Etang du Nord, came and informed me that the night previous foreign sailors, to the number of eight or ten, and very likely belonging to some schooner anchored the night before, under shelter of Cap aux Meules, had on the preceding evening forcibly entered his house, and after having assaulted him several times, and threatened to take away his life with a knife or dagger in the hands

of one of the party, had stolen a certain quantity of goods which he, the said Joseph Bourque, had saved from a wrecked vessel, the *United States*, and which had been given to him by the Customs officer of Amherst Harbour as his share of the salvage; moreover, men's and women's clothing belonging to his family, and other goods, worth in all about \$200; unhappily he could not identify the robbers as belonging to any particular schooner.

Having taken his deposition, we immediately weighed anchor and started in pursuit of the schooners which had passed the night previous under shelter of Cap aux Meules, some of which we could see under sail going out of Plaisance Harbour.

I stopped and visited the schooners *Stacy*, *St Lawrence*, *Village Belle*, and *Sarah and Julia*; this last vessel was still at anchor, and as several of her crew were suspected of belonging to the gang of robbers, I delayed her till the next day.

I caused a rigorous search to be made in the hold and cabins, but without any result. Mr. Bourque and his son, who were on board, examined all the men of the crew, one after the other, but could not identify any one as having committed the robbery the night previous. Moreover, the captain assured me he had had no knowledge whatever of the robbery in question, but he told me that two small schooners, whose name he did not know, also anchored the night previous at Cape aux Meules, and had started at morning twilight, under full sail towards the Island of Cape Breton, favored with a fine west north west breeze. But they had been out of sight for many hours past. I afterwards went to the Havre aux Maisons to see if I could collect more direct information. The only thing I could find out was that the day after the robbery, two small schooners had left Cap aux Meules between four and five o'clock in the morning, and that they were very soon out of sight, going toward the Island of Cape Breton. Evidently the suspicion of the robbery must fall upon these schooners, but I neither knew their name nor the placets which they were bound. During my stay at the Magdalen Islands, I used every exertion to discover a clue to that robbery, but without any result.

On the 7th, I was occupied with two charges brought by Alexander Cormier, Esquire, against two inhabitants of the Island, for having disturbed a meeting of the Municipal Council of the Islands. On the 12th and 13th I heard several witnesses in both cases, and on the 14th being obliged to start for Percé, I postponed the hearing of the remaining witnesses to my next visit to Magdalen Islands.

In conformity with instructions received from the Bureau of Agriculture and Statistics, and as census commissioner for the Magdalen Islands, I appointed census officers to take the names in the different Islands, as also to collect all other necessary information; and I was obliged to convey one of my census officers to one of the most distant islands of the group. In order to be able to make a complete and exact census, I myself visited the different villages and requested the inhabitants to answer all the questions which would be put to them by the census officers, and to give all the information required from them; and I had reason to be well satisfied with the zeal shewn by the persons employed to take the census of the Islands: for, besides the ordinary statistical information with which they filled the columns of the forms I furnished them with, they filled up other columns shewing the number of vessels and fishing craft of the Islands, the quantity of fishing tackle and of different kinds of fish taken in 1861, &c., &c. This information was the more necessary, because, up to this date, all we had upon this subject was taken from the Customs Report, in which only the quantity of fish exported from the Magdalen Islands was stated, without taking any notice of thousands of quintals of fish used by the inhabitants themselves.

Meanwhile, I had taken all possible precautions with a view of enforcing the fishery law as far as they apply to the Bay of Plaisance, and to a certain extent I succeeded.

A certain number of nets which were, on my arrival, located in contravention of the law, had been drawn out of the water and set further out in lawful places, but many remained in that part of the Bay which, according to the regulations, was to remain free and open, and it was very difficult, in fact almost impossible, to find out the proprietors of those nets. I then had recourse to the means provided by the law, that is to say, I had them taken away by my men who put them inside the limits marked by the buoy that I had caused to be placed there a few days before upon the spot indicated by the clauses of the above-mentioned regulations. This labour was difficult and very toilsome for my men, for they had to draw out of the water nets from fifty to sixty fathoms in length, kept down to

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the bottom of the water by stones of some hundred pounds weight. Notwithstanding that, on the 11th, there were but few nets in the channel, when Capt. Bernier, who had command of one of the boats engaged in moving the nets set in contravention of the law to the place I had indicated to him, was assaulted by a Nova Scotian fisherman named Joseph Hunson, whose nets had been that very day removed by my men. He had thrown large stones at the captain, one of which struck him on the head and inflicted a serious wound, from which flowed a great quantity of blood. Fortunately I was there to dress the wound in time and in a fitting manner. One of the canoe-men had also been struck by Hunson, without however being wounded. Immediately, after having taken cognizance of this unfortunate occurrence, I caused Hunson and one of the men who accompanied him in his boat to be arrested and put on board under safe guard. The next day they appeared before me, and Hunson's accomplice, against whom there was no proof, was set at liberty. Hunson admitted the charge. Upon this I offered to take bail for his appearance at the next County Criminal term, at Percé, and as he could not find two solvent persons to become security for him, I made out a warrant of commitment, the execution of which was entrusted to one of my constables.

More than twenty other schooners had joined those which I had found at Amherst on my arrival at the Magdalen Islands, and at least ten thousand nets for mackerel had been set in different parts of the Bay of Plaisance and near Grindstone and Entry Islands. All this fishing apparatus, well anchored with heavy stones, was set in the most favorable manner to catch the greatest possible number of mackerel, and the arrival of this fish was waited for with great impatience. But the fish, contrary to the fishermen's expectations, appeared in the Bay of Plaisance only in small numbers, and were really abundant for a few days only. Some fishermen, more favored than the others, had taken enough to reimburse their expenses of fitting out; unfortunately it was not the same with the greater number; the produce of each of their nets having scarcely reached two barrels, and the season for this kind of fishing was entirely over.

Accordingly, on the 14th of June, the day I left Magdalen Islands, nearly all the nets had been taken up, and a great number of schooners had already gone.

Codfishing was very successful at L'Etang du Nord on the South of Amherst Island, and at Old Harry. The schooners easily obtained from two to four draughts a day.

During my different visits to Amherst Harbour, I ascertained that Mr. Cassidy (the guardian of Amherst Harbour) had fulfilled the duties of his office, and that nobody had been guilty of having, as formerly, thrown ballast or other noxious matters into this basin, which is so well protected from all winds, but a little difficult of access on account of rocks. A sand-bank also partly obstructs its entrance.

It is with the greatest pleasure that I mention this result, the more so because if this harbour should become impracticable (which would soon occur if ballast was permitted to be thrown into it as formerly), it is only with the greatest difficulty that the codfishery could be carried on in the Bay of Plaisance, there being no shelter against the East and North-East winds.

It is known that Amherst and Le Havre aux Maisons are the only two harbours at Magdalen Islands used by the trade.

The Magdalen Island schooners had been as usual seal hunting on the field ice of the gulf, and had returned to their fitting-out places without having sustained any loss or damage, but also without having brought back many of the skins of these animals. The ill-success of their trip was owing principally to the bad weather encountered by the sailors during their adventurous campaign, and also to the small number of seals which appeared.

On the 14th of June, we left the Magdalen Islands, and the next morning anchored at Percé, where I caused the prisoner Joseph Hunson to be put in jail.

The codfishing, which gave excellent returns, had begun on the 29th of April; our fishermen had used herring as a bait for their lines till the 8th of June; then caplin in its annual migratory journey from the ocean to the coasts of the Gulf of St. Lawrence had made its appearance, to the great joy of our fishermen. These small fish are a safer and more tempting bait for cod than herring.

The purpose of my journey to the Gaspé shores was to lease, as usual, all the salmon fisheries of the district; to inspect them; in the mean time to keep a watchful eye on them, and to maintain public order and tranquillity in the sea harbours and on the shores.

My duties extended over a length of at least one hundred and fifty miles of shore; I had to enter all the rivers and visit almost all fishing apparatus set in them, and at the same time to see the fishermen and receive from them the price of their licenses.

In spite of all possible expedition, I was engaged in this work for twenty-one days.

On the 17th I went to Malbaie and visited Barachois River, which I ascended to the distance of 3 miles from the sea. At this place there are falls 10 feet high. Some feet below, Mr. Duncan Robinson has built a mill dam, and this dam being an insuperable obstacle to the passage of salmon, he had attached to it last year a *migration pass* which the spring ice had carried away, but which he promised me would be replaced as soon as the water should be a little lower; for as the waters were at the period of my visit it was impossible to work at the dam.

This Barachois River is narrow and in some parts shallow, but the water is very clear. No salmon nets are set in it. All the apparatus used for catching this fish is placed on the outer bank.

On the 18th we entered Gaspé Basin, where we remained till the 25th. During this period I granted licenses for the fisheries of the rivers St. John, South-West, North-West and of the Peninsula.

I fined a fisherman, on the North-West river, and confiscated his net for having set it contrary to law.

There were at that time in Gaspé Basin many ships, brigs and schooners, some from Europe with goods and salt, and some employed in the fisheries.

The French frigate *La Pomone* was also there; her commander, le Marquis de Chavance de Montagnac was on a visit to Canada, and his vessel was there waiting for him. The inhabitants of Gaspé gave a hearty and friendly welcome to the officers and crew of the frigate, who on their part were so polite and hospitable, while the sailors, when ashore, behaved themselves so well that all felt sincere regret at their departure.

On the 25th I stopped a few hours at Douglstown, and the next day, I went ashore at Grand River.

I leased the fisheries of this river and those of Little and Great Pabos Rivers; and on the 27th I went to Port Daniel, where I likewise gave licenses to the fishermen of the place.

On the 28th we dropped anchor in Paspebiac Harbour.

In all the rivers I had just visited, with the exception of those of the South-West and North-West, salmon fishing had produced but ordinary results. On the contrary, cod was abundant on the shores.

In Paspebiac Harbour I found the usual number of vessels belonging to the firms of Robin and Le Boutillier.

I was told that the fitting out for the codfishery on the North shore was on a larger scale than in previous years.

On the 29th we anchored at Bonaventure, where I at once laid down the limits of the salmon fisheries in the river; and in accordance with the instructions received to that effect, marked the limits of places set aside for salmon spawning grounds. The lower limit is opposite Duval River, and the upper one at the head of the stream. I visited the Indians at their camp, and forbade them to fish in the river higher up than the limit of Duval River, to which order they promised obedience.

On the 1st of July we went to New Richmond, where I met Mr. Dimock, overseer of the Cascapedia and Bonaventure Rivers, and from him and from Mr. Charles Coal, obtained the following information respecting the two rivers of Cascapedia.

The Grand Cascapedia takes its rise in a lake of the same name, of about two miles in length by a mile and a-half in breadth. This lake is about 75 miles from the mouth of the river, and is fed by a little river, which may be considered as the main river Cascapedia, and takes its rise in the *Chichac* mountains, about 80 miles inland.

At two miles below the lake, the river Cascapedia is only twenty yards in breadth. From that place, it widens by degrees, till it reaches at its mouth a breadth of about five hundred yards. There are no falls on this river, but a great number of rapids, which nevertheless do not prevent it from being navigable for wooden and bark canoes. The water is very clear and limpid. Numerous islands, covered with the finest trees of the country, such as elm, ash, maple, white and red birch, and beech, all growing upon alluvial soil, are

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met with in almost the whole of its course, and together with its shores sometimes steep, sometimes gently sloping, and covered with rich grass, contribute to make this river one of the most picturesque in Canada. Moreover it affords two sources of wealth of the greatest importance. On its banks, which are covered with one of the richest soils, timber of the most precious kind is found—yellow pine, cedar, tamarack, spruce, and birch, which have given rise to a considerable lumber trade for above fifty years past. The fisheries have, since the settlement of the country, become highly noted, and it is known that the salmon exported from the river is the finest in Canada. It appears that salmon do not go as high as Lake Cascapedia to spawn. It is true they have been seen in Miner's Brook, a stream which falls into Cascapedia River, very near to the lake, but more frequently in the creeks and pools where the water is deep and still, at 3, 6 and 7 miles further down, there they are found in great number, and choose favorable places to deposit their ova. Mr. Coal, one of the inhabitants of New Richmond, and who knows the river best, told me he had seen there hundreds of salmon in the act of spawning, and when he returned in a few days he could see at the bottom of the water the gravel partly covered with eggs.

This river is in every respect very favorably situated for the preservation and propagation of salmon, and with the protective system enforced and followed up for the last few years by the Government, we may expect that the salmon in this river will increase ten fold during the next twenty years. I must add also that the trout there is very large, of fine quality, and very abundant.

As it may be important to excursionists, who might be tempted to ascend this interesting river during the fine summer season, to possess an accurate knowledge of places situated on its banks, I will give a list of the most remarkable spots, with the respective distances from its mouth.

Picapico Mountains.....	14 miles from the sea.
Turner's Brook.....	2 " higher up.
Montmorency Falls (in a brook).....	2 " "
Jonathan's Brook.....	3 " "
Tracadie.....	3 " "
Charles Vallée's Brook.....	4 " "
Square Fork.....	5 " "
Indian Falls (rapids).....	1½ " "
The confluence of Cascapedia River (properly speaking) with the Salmon branch.....	9 " "

43½

Salmon Branch is a tributary of the Cascapedia, and takes its rise west of the *Chicac* Mountains. It runs towards the east and joins the principal branch at the above-mentioned place. I could not positively ascertain if much salmon ascended it; nevertheless, from its name, it must be inferred that it now does or formerly did abound with fish.

It is less considerable than the main branch. Little Cascapedia River runs parallel to the Grand, and at the distance of only about four or six miles eastwards; but it is far from being of the importance of the former. There are but few salmon seen in it, but, on the other hand, plenty of trout.

Its two branches unite at twenty-two miles from its mouth. The following are the best known places, with their distance from the sea.

Cap Brulé's Brook at.....	4 miles from the sea.
Mill Brook.....	10 " "
Red Pine Mountain.....	16 " "
Confluence of the two branches.....	22 " "

The spawning grounds for salmon as well as trout, are a little above the fork formed by the junction of the two rivers, and even extend as far as Mill Brook.

This river also takes its rise in the *Chicac* Mountains.

These two fine rivers, the Grand and Little Cascapedia, fall into the fine bay of the same name, which is not less than nine miles in breadth, and on the shores of which are the two important parishes of New Richmond and Maria.

After having given licenses to the New Richmond fishermen, I laid down the limits of the spawning grounds in each river, and instructed Mr. Dimock to place stakes to indicate to Indian fishermen the limits of such grounds; at the same time, I gave notice of what had been done by notices which were read to the Indians and posted in different places.

On the 2nd of July, I leased the salmon fishery at Maria; on the 3rd I did the same thing at Carleton, and on the 4th on the Canadian side of the Restigouche. Nowhere did I meet with any difficulty. There did not seem to be much salmon fishing in Cascapedia River and in the Bay of Carleton; it was better in Restigouche River.

In Chaleurs Bay, cod had not been seen in as large quantities as in preceding years, and it may be said that up to this date, the codfishery had been but middling; whilst the herring fishery had been almost everywhere very successful.

Having brought to a close all my business in this locality, I steered my vessel towards Percé, where we anchored on the morning of the 6th, and left that place two hours afterwards, bound for the North shore of the Gulf, where we arrived the next day. The following day we anchored at the river St. John, the salmon fisheries of which I took two days to rent. Salmon had been more abundant than ever, and the fishermen had already secured double the quantity of previous years.

The overseer of the river, Mr. Joseph Beaulieu, had, a few days before, ascended the river up to thirty miles from its mouth, and had found all the fishing apparatus set according to law. Nevertheless, I had to fine two parties from St. John for having fished in the estuary, one without license, the other with a net too near his neighbour. On the 10th we touched at Long Point and on the 11th at Mingan.

On the St. John's shoals, codfishing, which had commenced three weeks previous, had given very satisfactory results. Caplin and sand-eel were abundant near the shores. On the Mingan shoals fish was not so abundant.

On the 11th we started for Natashquan, which place, owing to easterly winds, we could not reach before the morning of the 13th.

The first thing I had to occupy myself with at this place, was a complaint lodged by Mr. Edouard De Lapparrelle, against Edward Quigley, junior, and others, for theft of goods from a wrecked vessel. I issued a search warrant, and my constables found the goods in Quigley senior's vessel. I immediately caused him to be arrested with his accomplices, and I had them brought on board. On the days following, I took the depositions of several persons who had had knowledge of the affair, and as proof was not wanting against the accused, I issued a warrant of commitment against them, which warrant was put into the hands of one of my constables.

The prisoners were to be carried on board *La Canadienne* to Percé jail, the nearest place from the locality where the offence had been committed.

Two other cases came before me: Paul Vignault against Samuel Foreman. The latter was accused of having fished in the limits of the salmon fishery of Mr. Vignault, who had taken a license from the Government for the same. It was proved that the offence had been committed. The defendant was sentenced to pay a fine of twenty dollars, and I confiscated his net which had been used in the perpetration of the offence, and a barrel and three-quarters of salmon taken therein. The second case was that of Robert Stanley against Samuel Foreman, the same case as the preceding. Judgment, twenty dollars fine. These two sums were immediately paid.

In Natashquan Harbour a number of schooners were engaged in codfishing, which, this year, had been more successful than ever. A greater quantity of fish had never been seen on the shores. Mr. De Lapparrelle's schooners had taken during many consecutive days from 12 to 17 draughts (a draught weighs 233 lbs.) and, the fish is weighed only when the head and intestines have been removed, that is to say, when it has been reduced one-fourth of its entire weight. In all the fishing establishments the stakes bent under the weight of the thousands of fish placed on them to be dried by the sun.

Unfortunately the weather had been very unfavourable for these operations since the beginning of the fishing season; rains and fogs had been very frequent, and but a few hundred quintals of codfish had been stored with safety in the proper hangars, after having undergone all the process of preparation. It was always hoped that they would have had westerly winds, and that then they would have had dry weather and a warm sun, this being for our fishermen the most propitious weather for the drying of codfish.

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On the evening of the 16th we prepared to sail, in order to carry the prisoners to Percé, which place we reached on the evening of the 19th, when Quigley and his accomplices were put ashore and lodged in jail.

The next day we started for Gaspé, where we dropped anchor on the 21st. In those places, which I had previously visited, and where I had collected much information, public order and tranquillity had not been once disturbed.

Codfishing, although very successful in the beginning of the season, had diminished during the previous week, on account of the scarcity of bait, caplin having become scarce, and squid, which is one of the most tempting bait for codfish, not having yet made its appearance. The weather had been very rainy.

On the 23rd I had to take into consideration, at Gaspé, a good many cases of desertion of sailors from an English schooner, the *Lectra*, William Vesey, master of the said schooner, being the complainant. Four of his sailors, on proof of their guilt and on their refusing to return to their vessel, were, in virtue of the Imperial Act, sentenced by me, three to six weeks, and the other to four weeks imprisonment. They were kept on board under charge of one of my constables, and, on the next day, I carried them in *La Canadienne* to Percé jait. All the fishing apparatus had been taken up in the Gaspé Rivers, and the fishing had been very remunerative. About the same time, the fishing overseer at Malbaie reported that Mr. Robinson had caused to be constructed a fishway, according to the requirements of the law, on his mill-dam, in Barachois River.

On the 25th we started for a second visit to the North shore of the River St. Lawrence, and were enabled on the next day to reach Moisie River, in spite of a very thick fog.

Codfishing in this locality had produced the best results, since the 8th of June. Such a quantity of fish had never been seen on the shores of Moisie Bay, and especially opposite the mouth of the river.

During a few weeks fishing, boats had often been seen returning to the harbour, after only four or five hours fishing, with from 100 to 1000 codfish of the finest quality.

Salmon fishing was not less successful, and according to all the fishermen of the neighbourhood, Mr. Holliday had never made so much profit with the river as this year.

Some breaches of the fishery laws had been reported to me. A fisherman, residing at Moisie, was fined eight dollars for having taken Salmon and Trout in Mr. Holliday's limits. A cod-fisherman was likewise fined five dollars for having thrown fish offal into the river. Many other fishermen, according to the overseer's statement, had been guilty of the same offence, and complaints were laid against them by Mr. Chisholm; but as it was impossible to obtain proof of their guilt, they were acquitted.

The master of the schooner "Sea Slipper," from Halifax, had, during many weeks, openly violated the fishery law in Moisie River, by throwing fish-offal into the water where his vessel was anchored; and this stranger deserved an exemplary punishment, having, the year previous, been guilty of a similar offence. But he had left a few weeks before my arrival at Moisie, probably to return to his port of out-fit, at Halifax. I, nevertheless, kept a note of the complaint laid against him, for the chance of falling in with him somewhere during the twelve months following the day of the offence, intending to punish him as he deserved.

On the morning of the 28th, I visited the standing deep water fishing apparatus, set during the past two years, by Mr. D. Tétu, on the Moisie bank. This year it was placed across Pointe de Bois, at more than a mile from the mouth of the River Moisie, and became a ground of complaint to Mr. Holliday against the proprietor, on account of salmon having been taken in it. I have thought proper to reserve it for the consideration of the Honorable the Commissioner of Crown Lands; and with this view, I will give a description of the said fishery.

It is composed of a net set perpendicular to the shore, but not touching it (it may be about one hundred and twenty yards distant from it), and it is three to four hundred feet in length extending seaward. At the termination of this is the fishery, which is composed of a series of chambers composed of nets of two, three and four inch meshes, opening one into the other. It is in these chambers that the fish being stopped in their course by the cross net get caught, as they believe that by going outwards, and at the same time following the net, they will escape the snares set with such skill by the fishermen.

Reaching the last chamber which is the largest, the fish of whatever kind, are really imprisoned; the opening which communicates with the preceding chamber being made in the form of a funnel, the narrow part of which is turned towards the last chamber which if a few individuals may chance to find, they swim about for a while but always get back into the last. It is to be remarked that all the lower part of these chambers is made of net fixed to the bottom of the sea, and so well joined to the sides of the chambers that the fish can find no other outlet than the communication between them.

These chambers being from fifty to sixty feet in diameter, the fish when not in very large quantities, can swim easily in them, and live in them during many days, and even weeks, and they have a great advantage over the fisheries in which the fish are caught by the meshes of the nets, because in the latter they very soon die of suffocation; the threads of the meshes pressing so heavily upon the throat that the muscles, giving motion to the gills, cannot work, and the act of respiration is stopped. And if they are not very soon unmeshed, at least during the twenty-four hours following their capture, they spoil, and will not keep, even in the strongest pickle.

When the fish in the last chamber are to be removed, the door of communication with the other chambers is closed, by means of a cord; then with pulleys the bottom is raised, and they are taken out with large mesh-scoop nets which are drawn out a moment afterwards full of all the kinds of fish frequenting the places where the apparatus I am speaking of are set.

This fishery is evidently very ingenious, and works well; but it is very expensive, and to be well set and able to resist the sea, it requires a considerable apparatus of cables and large anchors. When I visited Mr. Tetu's fishery, he had already taken in it from fifty to sixty thousand codfish, exclusive of herring and other fish.

On the 28th in the afternoon we dropped anchor near Cape Charles, situated at a distance of 15 miles, eastward of the River Moisie. We had been called there to give help to the schooner "Gleaner," belonging to the firm of Le Boutillier Brothers, which had been wrecked during the night of the 26th, on the reefs of Cape Charles Point.

During the evening I went with Captain Bernier and seven men on board the "Gleaner," and found her in a very dangerous position; nevertheless, we prepared to go on board again the next morning at high tide, to try and float her by throwing all her ballast overboard, intending then to tow her into a safe harbour. But we had not calculated on a storm. Indeed, we were hardly on board our own vessel, when an easterly wind sprang up, a thick fog completely concealed the shore; and the next day, our anchoring place being no longer sheltered from the easterly winds, we were obliged to make sail. It was only on the following day that we could approach the land. We were then off Bersimis River, and soon after we anchored at the entrance of Outarde Bay, from which place I went in a canoe to the Post at Bersimis.

I remained three days at this place, taking the census of the inhabitants of this important station and of the neighboring posts, and also collecting useful information on the fisheries of these localities, it being the first time I had been there.

It is known that Bersimis is one of the Hudson's Bay Company's trading posts, and is inhabited by no less than seven hundred Indians. The buildings are a fine Catholic church, the house and stores of the Post, and about ten houses which the Indians have built. The greater part of them still live in bark tents, which they fold and carry with them in the fall when they begin their wandering excursions in the interior to hunt for furs.

There is a resident priest at Bersimis, the Reverend Father Arnaud, missionary to the Montagnais Indians for the north shore of the River and Gulf of St. Lawrence.

During summer, the Indians hunt such game of all kinds as visit every year the shores of the Gulf, principally the harbour seal, with the fat of which they make the seal oil of commerce; and sell it either to the Hudson's Bay Company, or to traders from Lower Canada or the Lower Provinces.

Bersimis River is very well stocked with fish; salmon are seen by hundreds. But nobody fishes in it with nets, the strong currents, great depth of the River, and moving sand banks found at its mouth, affording no facility to set nets under favorable conditions for catching salmon.

According to all the information I received, the Indians had observed the Fishery regulations.

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At noon on the first of August, we left Bersimis, and in the evening anchored at Godbout. The next day I saw Mr. Blais, the overseer, and with much satisfaction learned from him that, in the whole of his division, not a single clause of the Fisheries Act had been violated. This I consider to be a satisfactory result, especially after the difficulties we had had with the Indians.

On the same day, I went to Trinity and to the Ragged Islands, near Pentecost River, and received favorable reports as to the order and tranquillity prevailing there. In these two places, our fishermen had had but little success in the cod-fishery.

No American schooners fitted out for the mackerel fishery had yet been seen on the north shore; they would have done nothing, the fish having scarcely been seen.

On the 3rd, I went ashore at Cape de Chatte, where I examined the mill-dam built about six miles from its mouth, and found that a fishway had been constructed on it; with a good flow of water, over which the salmon and trout can ascend without much difficulty. Mr. Joseph Landry, one of the neighbouring farmers, assured me that he had seen, a few weeks before, a full-grown salmon a mile and a half above the dam, which had ascended by means of the fish-way. There seemed no doubt whatever that before the end of the season, the spawning grounds of this pretty river will be covered with salmon, depositing their ova, and that before many years are past, there will be as many fish as formerly. We have the more reason to anticipate this favorable result that according to the report of Mr. Roy, magistrate of the locality, no salmon have been this year taken in the River of Cape de Chatte, either with the spear or by any other unlawful means.

Walking along the banks of the River of Cape de Chatte to reach the above-mentioned mill-dam, I could not help noticing the fine meadows, and the fine fields of wheat, oats and barley I went through. Really, one is astonished to find at such a distance from the centre of the country, and in a locality, which within a few years was comparatively unknown, and believed to be generally unfit for cultivation, so rich a soil, covered with splendid forests where all the best kinds of timber are found, and a climate which, if not milder than that, at least as good as that of the parishes near Quebec.

The parishes of Cap de Chatte, and of St. Anne des Monts six miles below, with their thousands of acres of land on the road leading from the settlement on Cape de Chatte River to that of Matane, offer a wide and profitable field for colonization. It must be borne in mind that there is a carriage road along the River St. Lawrence between Rimouski and St. Anne des Monts. The distance from Quebec to Rimouski is 150 miles, from Rimouski to Matane 50 miles, and from thence to St. Anne des Monts 45 miles.

In the afternoon of the 4th, I went to St. Anne des Monts. I met there the salmon fishermen, and granted them licenses for the fishing stations on the River St. Anne. The Fishery laws had been well observed in this locality. Salmon had been more abundant there last year, while codfish had been seen on the shores only in small quantities. The mackerel had made its appearance a week before, but not in large numbers. Up to this date only three American schooners had been seen on the coast. The whole of the 5th, I employed in visiting the settlements at Mont Louis and on Magdalen River. At the former place the boats had caught only 40 to 60 quintals of cod, and mackerel was only just arriving. A good deal of land is under cultivation in the vale of Mont Louis, and I saw splendid standing grain.

This small parish, numbering at the most twenty-five inhabitants, has during the year had an excellent school, kept by Miss Blais, who teaches forty-five children. I had an opportunity of observing both that the mistress has a superior method, and that the scholars were intelligent and generally proficient, considering the short time the school had been established. It plainly appeared that Mlle. Blais had fulfilled her duties very carefully.

It is to be hoped that the example set by the inhabitants of Mont Louis will be followed by others, and that more schools will be established in other localities of the District of Gaspé where there are none, and where the population is large enough to bear the expense of good schools.

Whilst at Magdalen, after having given licenses to all the salmon stations there, I proceeded to try two parties accused of having illegally set nets in the river, and on proof I fined them \$5 each. Three American schooners, fitted out for mackerel fishing, were in Magdalen Harbour, the first that had been seen.

On the 6th, I visited Grand Valley, Grand Etang, Fox River, and Griffin Cove. No complaints were made in any of these places.

I was told that the cod-fishing which had given splendid results at the beginning of the season, in quality as well as in quantity, had become bad since the middle of July.

The scarcity of small fish—caplin and launce—to bait the lines with, was specially complained of; and it is a fact to be particularly borne in mind that they cannot be dispensed with; because, to use our fishermen's expression, "no bait, no codfish."

Very few American schooners had been seen in these waters since the beginning of the summer.

On the 7th, having stopped at Cape des Rosiers and at Grand Grave, the schooner anchored in Gaspé Basin.

Up to this date, cod-fishing had been rather unsuccessful in Gaspé Bay, but as there were a great number of persons employed in this branch of industry, there were everywhere to be seen thousands of quintals of codfish set on the stakes to dry. The firm of Fruing & Co., of Grand Grave, had for their own share, 18,000 quintals for foreign exportation, especially for the markets of Cadiz, Naples, and Civita Vecchia.

It being during the dull season, there were then in the Harbour of Gaspé but eleven vessels, one brig, three brigantines, and seven schooners, one of which was from the Magdalen Islands with a cargo of dried codfish for sale.

We were kept at Gaspé Basin till the 11th, and on that date we reached Percé.

On the 12th, I visited the fishing establishments of the Island of Bonaventure, where the fishermen had, up to the beginning of July, met with great success in the neighbouring waters. After that date, bait had become very scarce, which deficiency had very seriously affected the cod-fishing. The cod did not fail near the shore, and the squid having appeared for a few days previous to my visit, there had been excellent fishing.

Immediately after my return to Gaspé, Mr. Tilly, Coroner of the County, came before me and laid a complaint against George Girard, of Malbaie.

He was accused of having fired a gun loaded with shot at a certain Joseph Gauthier, of the Parish of L'Islet, which shot had hit the said Gauthier in the breast and killed him instantly. An inquest had been held on the victim's body, and a verdict of accidental death rendered.

Subsequently, public opinion was strongly moved by this unhappy event, and I was eagerly pressed to make enquiry into the circumstances, which had preceded and accompanied Gauthier's death. This I resolved to do with the assistance of Mr. Harper, Clerk of the Peace at Percé, and the Coroner, who had come in good time to lay his information before me, as the Criminal Court was to open the next day, and Girard might appear before the Grand Jury, as well as the witnesses who had any knowledge of the affair.

Immediately after I had taken down Mr. Tilly's deposition, "La Canadienne" got under way, and during the night we reached Malbaie.

A few hours afterwards my constables arrested Girard. I caused the witnesses, who might be of some use in the cause, to be brought from Point St. Pierre, and the next morning sent them in a boat, in charge of Capt. Bernier, to Percé. I arrived myself during the afternoon, in "La Canadienne." In the morning we had a dead calm.

The Court had been sitting since the morning, engaged with the case of Joseph Hunson. Capt. Bernier and some of my sailors were called as witnesses. The Grand Jury found a "True Bill" against Hunson. But the Petty Jury, in spite of the most convincing proof, the Judge's charge, and the prisoner's own confession before me, at the Magdalen Islands, in my capacity as magistrate, acquitted the man, to the great surprise of all who had witnessed the case and heard the depositions.

As to George Girard, the depositions given before the Grand Jury established that he had killed Gauthier by the shot of a gun which accidentally went off and struck the latter, and that previous to the fatal accident there never had been any quarrel or hatred between Girard and Gauthier; consequently, the Jury found "No Bill" against Girard, who was immediately set at liberty.

This business being concluded, we started on the afternoon of the 15th for the north shore of the Gulf.

On the next day, I stopped at Shallop Creek, in the Island of Anticosti, and at night anchored near the eastern point. I took the census of the inhabitants of those two places, and ascertained that there had not been any shipwrecks on the shores of the Island since the spring.

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Salmon fishing in the rivers had been less successful than the year previous, and the yield a little smaller than usual.

Having left Anticosti on the morning of the 7th, we arrived on the same day in Kegasca Bay, on the north shore of the Gulf of St. Lawrence.

On the 18th, I took the census of this place, and at the same time visited the fishing establishments.

In the spring, the cod fishing, which constitutes the main occupation of the inhabitants of Kegasca had not given half the products of the neighboring posts of Natashquan, and Kegasca banks, which are a continuation of those of Natashquan, seemed also on the point of being abandoned by the cod.

Fortunately, during a few weeks it was more productive, and, on the night preceding our arrival, the boats had come in with 5 to 6 drafts of codfish each.

On the same day I went to Musquaro, and on the next anchored in Wapitigun Harbour.

On the 20th I visited Etamamu River, and in the evening went in a small boat to the Island of Watagheistic.

On the 21st I continued my journey in the boat, and went to the River Metagamu, where "La Canadienne" came to pick me up; we then touched at Little Mecatina and at Whale's Head, and in the evening, the wind being very favorable, we continued our voyage, coming to an anchor the next morning at l'Anse aux Blancs Sablons.

At all those places where I had stopped, no occurrence had troubled the quiet and monotonous existence of the inhabitants. Cod as well as salmon fishing had given results sufficiently satisfactory. Two foreign schooners had visited those shores.

The duties of my office and those imposed upon me by the taking of the census, detained me up to the 29th in l'Anse aux Blancs Sablons and in Bradore Bay.

As in the preceding years, I visited all the posts, and tried to collect useful information respecting the fisheries.

There never had been seen a greater quantity of cod than this year in that part of the Strait of Belle Isle. Summer fishing had begun on the 20th June, and closed on the 28th July; and, consequently, had lasted 41 days. But out of those 41 days, on account of the bad weather, our fishermen could fish but thirty-four, and I may give an idea of the enormous quantity of cod caught in the neighborhood of l'Anse aux Blancs Sablons, either by our own fishermen or by those of the Nova Scotia schooners, by stating that 33 boats employed at l'Isle à Bois by Messrs. Le Boutillier & Bros., during that time caught 408,257 cod.

Here follows the result of three days consecutive fishing by these boats:

1st July, caught	- - - - -	51,000 codfish.
2nd " "	- - - - -	32,146 "
3rd " "	- - - - -	22,540 "
Total,	- - - - -	105,686 "

Many of these schooners had taken as many as 2,400 codfish in a single day.

Must we not, in viewing this abundant harvest, collected in so short a period and in so large a field of such fertility (the Gulf of St. Lawrence), and which is produced without any outlay, must we not, I say, thank Providence which provides with so generous a hand a supply for the numerous and continuous wants of man?

What an immense quantity of alimentary substance is contained in these 408,000 codfish, taken in 34 days by 66 men!

And what a noble provision they form when dried in the sun by a process as simple as it is easy, for the foreign countries and warm climates, as well as for the coldest; what wealth and what a fine and unceasing resource for our Canada, which possesses this large extent of sea shores, abounding every year with innumerable shoals of such fine varieties of fish!

On the 29th I visited the fishing establishment of Belles Amours, Middle Bay and Five Leagues, and on the evening we dropped anchor at Bonne Espérance.

The codfishery had been very unsuccessful in these places, especially on the banks of Belles Amours, those of Middle Bay and Five Leagues; the most successful boats having then caught but 40 quintals.

Herring was not seen in great quantity. I was engaged the whole day of the 30th in visiting the River St. Paul and the fishing establishments of Bonne Espérance.

The lessee of the St. Paul River, Mr. Chevalier, had not succeeded so well as the year before with his salmon fishery, and the fishermen complained of the little success of their summer's labor, which they attributed to easterly winds which had prevailed since spring.

Herring had not yet been seen in these localities.

In the afternoon I visited the Brulée and Vieux Fort Island establishments. At these places fishermen had not been more successful than at Bonne Espérance.

Bad weather obliged us to lie the whole day of the 30th under shelter of Herbée Island.

On the 1st September we started early in the morning.

I visited in my boat the Bay des Rochers and Napitippi River, and afterwards went to Chicataca, where I met my schooner, and in the evening we proceeded to St. Augustin.

On the 2nd I continued my visit to the Posts; I stopped at Paccachoo, Whale's Head, and Kikapoë, and on the next day I brought to a close my north shore journey by visiting the fishing establishments of La Tabatière, Baie Rouge (Red Bay), and La Baie des Moutons (Sheep Bay).

At this last place, as well as at the posts I had visited the previous days, codfishing had produced only middling results.

Moreover, the population inhabiting this part of the north shore incline rather to fall seal fishing, with standing nets made with meshes of very strong thread, than to other fisheries in use on the shore.

During the fall of 1861, seals did not fail to make their periodical visit to the Gulf of St. Lawrence, passing through the Straits of Belle Isle.

As usual, they had come near the shores and passed along in large herds; the fishermen would have made one of the most successful seasons, had it not been for the severe cold which impeded and nearly interrupted their labor.

It is known that this fishery is followed in the month of December, and is sometimes continued till the first of January. In spite of all that, Mr. Buckle, of La Tabatière, had caught 700 of these amphibious animals, but his fishing is the best and most productive of the whole shore. The product of other fishermen varied between 50 and 250 seals.

These fall seals are most of them large animals, and the thick coat of blubber covering their body gives them a value of from eight to sixteen dollars each.

By this it is seen that seal fishing as practised on the Labrador coast is an important branch of industry.

I had just visited the most important posts of a great part of the North shore; my duties as Census Commissioner had compelled me to see a large number of families.

I had, more than ever, been in relation with the inhabitants of the North shore; and I arrived at the conviction that, with the exception of two complaints laid by Mr. Boudrault, lessee of the River Kegaska, against parties for having fished in his limits without leave, the fishery law had been well observed, especially the clauses relating to salmon fishing. True friends of Canada, and all those having at heart the prosperity of the Canadian fisheries, will be pleased to learn these happy results which portend for our salmon fisheries a most brilliant future.

Having terminated our visit to the North shore, we left Baie des Moutons on the 5th bound to the Magdalen Islands, and after a stormy crossing we anchored at Bryon's Island on the 7th.

Mr. John White, the lessee of this island, so famed for its fine pasture grounds, excellent meat, and fine butter, gave me the following information:

Codfishing had been most abundant at Bryon, as well as at Bird's Island, during the whole season. Mackerel had appeared in the early part of July. About fifty American schooners had stopped there the whole of the summer to fish, with good success, and on the day of our arrival, a schooner under sail had caught a dozen barrels.

On the 8th we went to Havre aux Maisons. During the months of July and August, mackerel fishing in Plaisance Bay, with the line, had been very productive to the inhabitants of this port; some of their boats had caught as much as thirty barrels and even more. The wind being from the West, there were about 80 American schooners anchored under shelter of Entry island, all engaged in mackerel fishing. They had fished since the month of July off the shores of the Magdalen islands, but although, generally speaking, success

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ful enough, they would not realize large profits from their voyage, because their fish was not all of first rate quality, and would bring only a very low price in the Halifax and Boston markets.

At l'Etang du Nord, codfishing had continued to be very productive since my last visit.

On the 9th we anchored in Amherst Harbour.

On the South side of the island, fishing was still giving profitable returns.

The schooners from Amherst, as well as those from Havre aux Maisons, had come back to their fitting-out ports, having made very productive voyages on the North shore; they had all returned loaded, after an absence of rather more than two months and a-half, some of them had even gone away to the North shore for herring fishing.

On the 10th I was engaged in hearing one of the two cases postponed in the spring; Alexandre Cormier vs. Pierre Briant. Witnesses on both sides having been heard, judgment was rendered on the next day in favor of the defendant.

A suit of the same complainant against Alexandre Belleau could not be heard, the defendant being confined to bed by a serious wound in the foot. He has since died.

I had also to send my constables to Grindstone Island to arrest a person charged with a serious offence. The arrest was effected without any difficulty, but shortly afterwards the prisoner managed to escape, favored by a wood near to the spot where the arrest had taken place, and where it would have been useless to follow him. But I did not lose the hope of taking him by surprise on my next trip to the islands. (In fact the individual in question was afterwards arrested and brought on board.)

On the 12th I was engaged hearing a complaint for assault; the accused was immediately bound over to keep the peace.

On the evening of the 13th we left Amherst Harbour for Prince Edward Island; and on the 15th anchored at Rustico, on the North shore of the island.

I stopped at Rustico, a large parish inhabited by descendants of Acadians, and situated on the shores of Rustico Bay, in conformity with instructions received from the Hon. Mr. Vankoughnet, to take on board of "La Canadienne" the families of this parish disposed and ready to emigrate to the Township of Metapediac, in the County of Bonaventure, and to carry them to the mission, on Restigouche River, from which place they would have only fifteen miles, by a fine road, to reach the new Acadian settlements, situated at the confluence of the Restigouche and Metapediac Rivers, in the said Township of Metapediac.

There I had the pleasure of meeting at the Presbytery the Reverend Mr. Belcourt, the celebrated Red River and Western Missionary.

This gentleman, who is engaged with the greatest zeal and devotion in improving the position of his parishioners, takes a great interest in the question of an Acadian emigration to Canada, and especially in the emigration of the inhabitants of Rustico.

After having acknowledged the kind act of the Canadian Government towards the Acadians, in thus placing at their disposal one of its vessels to carry them, without any cost whatever, to the place where they desired to settle, Mr. Belcourt gave me the most useful information regarding the object of my mission, but telling me at the same time that though many families were preparing to leave Rustico this year for Metapediac, nevertheless none of them were at that moment ready to embark. They were engaged in their harvest, and could not go before the beginning of November.

My instructions were to make two trips to Rustico, one in the spring and the other in the fall; I could not accomplish the one in the spring, on account of the many duties to be performed at that time at the Magdalen islands.

The parish of Rustico is situated on the shores of the Bay of the same name, and of the three rivers falling into it.

These rivers are of little importance; their course does not reach far into the interior of the islands; and although not navigable, they still form pretty large basins at their mouths. The centre of the parish is at the church, which is built near the mouth of the middle river upon an elevation from which is obtained a fine and extensive view of the surrounding country. The soil of this part of Prince Edward Island is of a reddish color, sandy, and generally of good quality. Nevertheless, to have fine harvests, it must be often manured with mud taken from the beds of the rivers at their mouths, and with sea-weed.

All kinds of grain grow well, especially oats and vegetables; potatoes and turnips are also of a superior quality.

The population of Rustico is about 5,200 souls, of which above 2,500 are of Acadian origin. These, the first proprietors of the soil, formerly lived by fishing, lumbering and ship-building, rather than by farming, which, for a long time, they totally neglected. But the fisheries not yielding of late the same profits as formerly, and the forest being exhausted, the ship-building yards have been closed, and the Acadians have abandoned their old pursuits, and now look to tillage as a means of subsistence. They set about it with great energy and resolution, and some of them have become excellent farmers.

But the population having considerably increased, found no room in the interior, all the lands around Rustico having been taken up by settlers from Great Britain. Some of the inhabitants went to the west part of the island, where there were still lands to be bought, but the greater part choose to remain on the lands settled by their ancestors; and it is easy to conceive what the consequences of this determination has been. Lots have been divided and subdivided between sons and grandsons, and at this moment the majority of the inhabitants of Rustico are obliged to live on small farms, which, by the hardest labor, strictest economy and best regulated conduct, hardly give subsistence to the families occupying them.

Besides, they have to pay a rent of *one shilling sterling* for each acre of land so occupied. It is known that the Acadians hold these lands under lease (*Baux emphytéotiques*) from English capitalists.

These are the reasons which determined a great number of Acadian families from Rustico and other Acadian villages of the island to emigrate to Canada last autumn. Twenty-five families proceeded to Metapedia—many others intend to follow very soon; and before five years are passed, if they are furnished with means of transport, from 1,500 to 2,000 Acadians of the Island of Prince Edward will have settled on the Bay of Chaleurs.

The Acadian population of Rustico, and generally of the other Acadian parishes of the island, are strong, laborious, very intelligent, and of amiable manners and exemplary virtue.

What a fine acquisition for the counties of the Restigouche and Metapedia Rivers, where there are thousands of acres of land waiting only for settlers to make it the finest and richest part of the County of Gaspé!

Let subscription lists be opened throughout the whole of the country, and assistance given to the Acadians to help them to emigrate to Canada, and to subsist during the first years of their residence here; especially let the wise and patriotic advice of the Rev. Mr. Belcourt be attended to—a man who has given proofs of so great a devotion to the Acadian cause.

I have spoken a little at length of the migration of the Acadians of Prince Edward Island to Canada, though this may be considered irrelevant to the subject of this report; but it is of such importance to the future of our fisheries that the population of the District of Gaspé, both fishermen and agriculturists, should increase rapidly, that I have thought fit to give these details, which may be useful to intending settlers in Canada, as well as to the friends of colonization. I am led to do so, moreover, by the fact that in our cities, and generally all through Canada, the importance to our fisheries of settling the lands along the shores of the Gulf, and the tract which connects them with the main land of Canada, is but little considered or understood.

On the 18th I returned on board "La Canadienne." During my absence at Rustico, the schooner, which had not been able to enter the harbour for want of a sufficient depth of water on the bar, had been twice obliged to weigh anchor and stand out to sea, the wind which blew from the north and consequently full on the shore, having caused on the coast such a heavy swell, that the schooner could not hold on any longer to her anchors. The second time we prepared to sail, the starboard anchor was held so firmly below (no doubt caught in the rocks at the bottom) that in weighing it the chain broke at seven fathoms from the ring, and we lost it.

We started during the night, and having a fair wind, anchored at Paspebiac in the evening of the 19th.

I found only five vessels in the harbor, but many others were expected from Jersey and English ports, which had been freighted by Paspebiac firms to take in cargoes of codfish.

Large quantities of cod had been brought from the North shore, and it was expected that the exportation of dried cod from Paspebiac would be more considerable than ever.

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The grain harvests had been very fine; potatoes, on the contrary, had in many places been subject to rot, and the inhabitants of the coast of Gaspé were, in part, deprived of this precious article of food.

On the 22nd, I visited Bonaventure, and on the 23rd, Carleton and the River Restigouche. On the 24th, I went as far as Point Lagarde, with "La Canadienne;" the west wind would not allow us to go higher up the Restigouche. While I went up the river in one of my boats, I sent Captain Bernier in the other to help the constable sent by Mr. Fair, Magistrate of the Township of Restigouche, to carry into execution a summary judgment against five parties of the same locality, whom, up to this date, he had not dared to approach, on account of the threats they had made against him. The expedition succeeded admirably, the guilty parties were brought before Mr. Fair, and dealt with according to the rigor of the law. I ascended the Restigouche River up to its confluence with the River Metapédic, and from thence went to the new Acadian settlements. I had first to cross this last-named river, then after having kept close to the left shore for a mile, I took the new road which the Government has opened for the Acadians, and which leads to their settlement, situate on an immense tract of table-land, not less than six or eight hundred feet above the level of the waters of the Restigouche River. The road is made on the side of a ravine, and this circumstance greatly facilitated its construction. The slope is easy of ascent, so that loaded carts can go up without difficulty.

On reaching the table-land, situate between the two picturesque shores of the Restigouche and Metapédic Rivers, accompanied by the Revd. Mr. Saucier, who had offered to go with me to the Acadian settlements, we were struck with the fine appearance of the country. It was in the heart of a virgin forest, composed of the most valuable kinds of timber which Canada produced. The maple spread out its rich leaves, (so dear to a Canadian), already reddened by the fall frost. Black birch was to be seen, with its heavy trunk, its colossal proportions, and its knotty branches; and the cedar, towering above all other trees, shewed that the soil in which they grew and out of which they were fed, was of the greatest richness.

The upper as well as the sub-soil of the whole country is of a yellowish colour and quite free from stones. It is of a great depth, and consequently will be of inexhaustible fertility.

Last spring, twenty families, from Rustico were added to the five of the same parish already settled here. I visited many of them, and learned that they were well satisfied with the country, that they had great confidence in the resources it offered to the settler, and that they hoped to realize a happy future both for themselves and for their children. I was pleased to hear this, and so were all the friends of colonization to whom I communicated the fact; because it gave us hope that before long, with the assistance given by generous Canadians, friends of their country, we shall see this fine country bordering on the Restigouche and Metapédic Rivers up to the lake of the same name, completely settled, and then the establishments of the Bay of Chaleurs will be released from the isolated position in which they now are from the want of good roads leading to the settlements of the Lower St. Lawrence, whilst the Acadians, attracted by the richness of the soil and the certainty of finding friends there, will come in by sea, and the surplus of the village population, and of the old parishes of the River St. Lawrence, will also come in by the new road which the Government has opened from St. Flavie to Lake Metapédic. Government cannot be too highly commended and praised for having spent such large sums in opening colonization roads in the district of Gaspé, as well as on the Metapédic road, which is the great channel of communication by land between the River St. Lawrence and the Bay of Chaleurs.

The Government is well aware that in opening roads for the settlers, it secures thereby the success of colonization.

On the same day I returned on board the schooner. On the 26th we stopped at Dalhousie, and on the 27th we dropped anchor at Carleton.

Salmon fishing in the River Restigouche had been successful, specially on the New Brunswick side.

On the Canadian side no offence against the law had been committed.

On the contrary, in New Brunswick (it may be remarked here that the greater part of the course of the Restigouche River belongs to that province) according to information received from Mr. Dugald Stewart, Collector at Dalhousie Port, himself a proprietor of a salmon fishery, the fishery regulations had often been violated by the white men, as well as

by the Indians, although not so often nor so openly as in previous years, owing in many places on the river to neglect on the part of the overseers appointed by the magistrates of Dalhousie and Campbelltown to watch their proceedings; these overseers, not being numerous enough, could not visit many places where the Indians went to fish with the spear during the night. Moreover, the old fishery regulations were still in force. The magistrates of the county, assembled in general session, had, it is true, enacted new and more stringent ones; but, owing to some defect in the form, they could not receive the sanction of the Governor of the Province, and consequently had not been put in force. It was hoped, though, that they would soon become so, and distinct clauses were intended to be added, with the object of completing, as much as possible, the assimilation of the New Brunswick regulations with those of Canada.

It is certainly to be hoped that this result will be soon attained, and with the power now in the hands of the Magistrates of both Provinces, to prosecute and arrest on both shores all parties acting contrary to the fishery laws, illegal salmon fishing in the Restigouche as well as in the tributaries may be effectually prevented. And in this way, only, can the fisheries of this large and picturesque river, the most important of the whole of North America, be restored to their former prosperity.

In Mr. Cook's Division, there had been no contravention of the fishery laws, nor in that of Mr. Dimock, of New Richmond, where I stopped on the 28th. We touched at New Carlisle on the 29th, and on the 30th reached Caraquette. As soon as I reached that place, I took means to dredge for and take on board three hundred barrels of oysters, which I required to continue the artificial stocking of Gaspé Basin, which I had already commenced. The oysters had to be carried on board "La Canadienne" immediately after being taken, and our load being completed, we had to proceed to Gaspé with the greatest possible speed.

For this purpose, I told Capt. Bernier to hire four large fishing boats, with which, on the 1st of October, he went to the oyster beds of Caraquette, situate about six miles from the place where "La Canadienne" lay. On reaching that place, he hired all the fishing boats he could get, and before night the three hundred barrels of oysters were raised by the dredge. At seven o'clock at night, the first loaded boat was alongside "La Canadienne;" the others soon followed. All the schooner's sailors then set to work with such zeal, that before midnight, two hundred barrels of oysters had been shifted from the boats to the vessel's hold, by means of pails filled by wooden shovels and passed from hand to hand. Great precautions were taken to hurt the oysters as little as possible.

For the success of the work I had undertaken the year previous and was now continuing, it was important to lay on the new beds oysters having all their strength, and which had not been exposed to any accidents affecting their vitality. It is known that, when an oyster, having its shell injured, loses the liquor contained in it, which is necessary for its respiration, it soon dies. The remainder of the oysters were put on board on the morning of the 2nd. At noon, we weighed anchor, and left Caraquette Bay, favored with a light westerly breeze. In the afternoon, we were detained some time by calm weather off Shippagan, but at night, a fair wind prevailed, and we started, full sail, towards Gaspé.

On the following day, in the morning, we arrived at the entrance of Gaspé Bay, where we were detained a few hours by calm weather; then there came a north-west wind, with the aid of which we entered Gaspé Basin at 5 p.m.

Early in the morning of the 4th, I caused the planting of the oysters to be commenced at Gaspé Basin, and in the neighbourhood of the beds already made there. I conducted the operations in the following manner:—

Barrels of oysters were filled in the hold, (taking care not to spoil them), by means of tackle they were hoisted on deck, from which they were put in a lighter, fastened alongside the schooner. This being filled, (it held about fifty barrels), it was towed on the banks set apart by me, and previously marked with buoys; then the oysters were emptied into the water, care being taken to constantly change the position of the barge, in order that the oysters might every where cover the bottom equally, and before the night was over, two hundred barrels of oysters had been put into the water, in the manner already described.

On the 5th, before ten in the morning, the remainder of the oysters had been laid on the beds, less fifteen barrels, which I kept to try a new method of forming oyster-beds,

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which consisted in placing them on hurdles, which are sunk to the bottom of the water by means of heavy stones.

Capt. Bernier, who had conducted the work of transporting and placing the oysters, got a hurdle made of the required size, and after having covered it with the oysters kept in reserve, the whole was laid under water, and kept at the bottom in the manner above described.

It is scarcely necessary to mention that the places where these new oyster beds have been laid are marked out with anchors and posts placed on Mr. Le Boutillier's farm, opposite the spot where they are situated.

These operations had been conducted under circumstances which give promise of certain success. The oysters had been taken and placed on board the schooner with great care and with the least possible delay; the journey from Caraquette to Gaspé had been performed with rapidity in spite of calms and contrary winds; so that two hundred and twenty barrels of oysters had been placed on the Gaspé Banks within 60 to 72 hours after leaving the Bay of Caraquette, and the remainder less than eighteen hours afterwards. My operations had been attended with a better chance of success than in 1859, as experience had taught me the precautions necessary to be taken to keep the oysters sound; those now planted had been less tired out of their native element.

This being over, I proceeded to examine the oyster beds formed in 1859. I caused the grounds marked out by the anchors to be dredged, but the dredge, being suitable only for a rocky bottom, was too light for that, and I did not succeed. Nevertheless, eighty oysters, of which one-fourth were living, and seemed to be in the best possible condition, were drawn out of the bottom. They were fat, white and very fresh. They had lost nothing of the delicate taste of the Caraquette oysters; far from it: we who tasted them—some of the principal people of Gaspé Basin and myself—found that they were, if not superior, at least equal to any other oyster. They seemed to have increased in size.

I obtained still more satisfactory results on the 9th of August, when I caused the same banks to be dredged. Out of 40 oysters which we fished up, 18 were living and we fancied we saw small oysters on many of them, which showed that the act of reproduction had been accomplished, although on a limited scale. It is very likely that, after having been moved and taken away from their natural place, and transferred to a strange bottom, where the soil is a little different from that on which they previously existed, oysters, for the first year, will reproduce only limited quantities.

But the most important fact to establish was this: can oysters live on some points of our shores? Well, this fact has been proved in a certain and authentic manner, since 15 to 20 per cent. at least of the Oysters placed in Gaspé Basin in 1859 have been found living two years afterwards.

And being alive, they are sure to reproduce. Nothing is easier for oysters, when in suitable places, as they are hermaphrodites.

My impression is, that the reason why we found so little spat on the oysters, is that it found nothing to attach itself to, besides the oysters themselves, which are but few in number, and that a good deal was carried off by the current to other parts of Gaspé Bay.

To obviate this, I intend to cover the oyster beds with small branches of birch, which will be kept at the bottom by small stones.

The spat, issuing from the oyster, will attach itself to them by means of the viscid matter which encloses it at this period of its existence.

As to those I had placed on a hurdle, the spat issuing from them will attach itself to the small rods fixed to the cross sticks, and they will not have to be covered with branches.

Furthermore, by examining the oyster-beds every year, with a dredge adapted to the bottoms where they are laid, and observing carefully the condition of the different beds, it will be soon found which is the best system to adopt, in order to obtain the rapid development of the Gaspé artificial oyster grounds.

During this visit to Gaspé Basin, I was engaged in hearing a complaint of a captain against one of his sailors, who had been guilty of assaulting the second officer on board. The accused was brought before me, and the offence having been proved, he was condemned, in accordance with the Mercantile Marine Imperial Act, to be imprisoned for eight weeks, and I gave him in charge to one of my constables, till he could be taken to jail. Nothing else occurred during my visit to Gaspé Basin.

In the morning of the 9th we set sail, and in the night arrived at Percé. The pri-

soner was delivered to the jailer of the place, and during the night we started for Anticosti.

In the evening of the 10th, we dropped anchor under shelter of the light-house of the south-west point of the Island. I settled the question of the salmon fishery licenses of this Island with Mr. Corbett, in conformity with the instructions received to that effect; and as he is the representative of the proprietor of the Seigniorship of the Island of Anticosti, I gave him a license for all the fisheries, except a small one, on the shore, on the south-west bay, which Mr. Bossé had leased the year before.

The fishery regulations, especially those relating to salmon fisheries, had been strictly observed in the rivers of the Island.

On the same night we set sail towards Ellis or Gamache Bay, where we arrived at noon the next day.

Taking the census was my only business there, and there was but one family, that of the keeper of the provision depot which the Government keeps there to relieve shipwrecked persons.

In the evening we touched at the light-house at the west point of the island, and the keeper, Mr. Ballantyne, gave me the following information:

Codfish, which had been seen on the banks outside the light-house point, had been more abundant this year than ever. They began to appear in the month of May, and were still plentiful.

American schooners had been able to obtain full cargoes in the short space of from three to four weeks, and the Long Point fishermen from Mingan had also come there to fish before the cod made its appearance on the North Shore. But as the lessee of the island would not allow them to make permanent establishments on the island, they were restricted to the beach, and obliged to build their huts and drying-houses with wood brought from the North Shore. It is much to be regretted by all who are interested in the prosperity of our sea-fisheries, that the Island of Anticosti, measuring 43 geographical miles in length by 11 in breadth, with 285 miles of shore, around which swarms, at different seasons of the year, codfish, mackerel, halibut and even herring, is not public property, or even that the Canadian fishermen should not have the liberty of making on the shores permanent establishments to be used in the taking and curing of the different kinds of fish above-named: the proprietors of the island not fishing themselves, and the lessee being engaged only in salmon fishing and hunting for furs. A part of the resources of this island are thus lost to the country. I feel sure that if our fishermen had been able to settle there without paying onerous dues to the seigniors or to the lessee, this large island would have long since been inhabited.

On the same night we left the west point of the island and steered towards the north. We crossed Anticosti channel in a short time, favoured with a strong south-east wind, increasing at every moment; but on reaching the north coast, we could not anchor on account of the heavy swell on the shore. We hove to for the night. On the next day we had a strong gale from the east, and consequently it was of no use to think of reaching Mingan, which was our destination. We were therefore under the necessity of seeking shelter in the Bay of Seven Islands, where we arrived at half-past twelve at night. Mr. Smith, the collector of the port, told me that more than 120 schooners, either going for cargoes or to trade within the limits of the free port of Gaspé to Labrador or Newfoundland, had come there to make their entry and get their clearance.

This was certainly a large number of vessels for the first year of the establishment of the Port of Seven Islands, and from this circumstance we may foresee a great increase of the trade of the north shore of the Gulf of St. Lawrence and of Newfoundland with Canada.

Cod-fishing at Seven Islands had been successful with the few vessels which had spent the summer there, as they had taken about 100 quintals each.

On the morning of the 14th, we went out of the Bay of Seven Islands with a strong westerly breeze. My intention was to put in at the River Moisie, but on account of the heavy sea, it was useless to think of it, neither could I visit the intermediate posts between that river and Mingan, the Sheldrake, Thunder and Magpie Rivers. The wind had freshened towards the middle of the day, and had become a regular gale, giving us a very fast trip to Mingan, where we anchored at nine p.m., having made 100 miles in ten hours.

Four vessels were in the Port of Mingan, loading dried cod-fish for foreign countries, principally for the firm of Robin & Co., and many other schooners or brigs had already left

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loaded with cargoes of the same article. Mingan Harbor is well located to be used as a centre for the fish trade for the north shore, being easy of access and very safe for vessels of the largest tonnage; wood and water being also easily obtained. The Hudson's Bay Company keep an establishment there, with a store well stocked with goods and provisions of all kinds; and this harbour, which, until a few years ago, was used only by fishing and coasting boats, promises to become before long a port of considerable importance; especially if the increase in fishing establishments on the north shore, between Mingan and Seven Islands, continue to grow at the same rate as during the last five years.

It is unnecessary to remark that salmon was abundant in Mingan River, as *no nets* had been set.

On the 16th, we went to Esquimaux Point. The village built on that point already numbers 37 Acadian families, from the Magdalen Islands. There is a Catholic church and a resident priest, and it is intended to open a school there shortly. The fishermen of the place had been very successful since their establishment there. They are engaged in seal hunting on the floating ice of the Gulf of St. Lawrence, the cod and the herring fisheries. There are no large fisheries near Esquimaux Point, but the harbour is excellent, and fresh water as well as wood are found in abundance. This village must increase rapidly if the fisheries continue to be as good as they have been for a few years past.

On the 17th, an easterly wind began to blow, and forced us to abandon the idea of going to Natashquan, which I had intended to visit. We therefore returned to Mingan, and towards the evening anchored at Long Point, where my services had been required.

In fact, a complaint for robbery, and another for receiving stolen goods, were, the next day, laid before me by Mr. Hamilton. I immediately issued warrants for the arrest of the parties accused, and they were brought on board. In their presence I took the depositions of many persons who possessed some knowledge of the case, and who proved the charge against the prisoners. The theft being of an article of small value I was willing to admit them to bail, and it was only on their refusal to produce sufficient securities, that I committed them to Percé Jail, to be from thence transferred to that of Quebec.

Towards night, another complaint was laid before me, for assault and battery. The accused was brought on board, but it being rather late, I could not settle the case that day. On the following morning, witnesses were heard, and proved that a serious assault had been committed by the prisoner against an inoffensive person, and I fined him in the highest penalty provided for in such case. The prisoner, being either unwilling or unable to pay the fine imposed, I was obliged to keep him on board and commit him to Percé.

This business being concluded, we weighed anchor at eleven A.M., bound for Gaspé. We were at first favored by the wind, but it soon became unfavorable.

During the whole day we ran to the south shore, but at night-fall we tacked while off Great Etang. About the middle of the next day a fair westerly breeze arose and brought us to Percé at one P.M.

On the next day I sent the prisoners with a guard to the Common Jail.

During the day, I visited the fishing establishments. For a few weeks there had been complaints on the coast of the severity of the season. Strong easterly winds, frequent rains and fog, which nearly always follows east or south-east winds, had interrupted the labours of our fishermen; it was all they could do to go to the nearest banks and fish there for some days. Vessels were drawn up on the beach above high-water mark, and fishing utensils put under shelter in sheds. It was just as if all the fishing works were brought to a close for the year, still cod-fish seemed to be abundant on the shores. As to bait it was scarce, but some might still be obtained at the entrance of the small rivers.

For a long while Percé and its neighborhood had not been visited by United States schooners. Moreover, a smaller number than usual had been there during the summer.

At night we took advantage of a fresh easterly wind to make sail for the Magdalen Islands, where we anchored the following night under shelter of Cape aux Meules.

On the 23rd, the prisoner who had escaped at my last trip was brought before me; I took cognizance of the case, and admitted the prisoner to bail to appear at the next Criminal Court.

I visited L'Etang du Nord, and received the most satisfactory information respecting the summer cod and mackerel fishing. It is known that at this season of the year this last fish is in all its prime, and that its value is three times greater than in the spring. Each

boat belonging to the port had taken 100 quintals of codfish, and from twenty to twenty-five barrels of mackerel.

This was a fine and rich harvest, and the land had not been less propitious. Wheat and other grain had been grown of superior quality; hay had been very abundant. Potatoes only had suffered from the disease peculiar to that root.

On the 24th, I went to Havre aux Maisons, which I found nearly deserted. The schooners had left it with cargoes, some for Halifax, others for Quebec. The small dried cod, of second quality, are generally taken to Halifax for sale in the West India market.

The dry cod of large size, and those taken late in the season and salted in barrels, are especially suited for the Quebec market.

On the 25th, I visited Amherst Island. Our fishermen of the Basin and Mill continued to reap an abundant harvest in the waters south of the Island, when the weather allowed them to put out to sea. Through the whole of the Island there had been an excellent crop of grain and hay. In the evening, after having brought to a close all my business at the Islands, I gave the order to make sail. We weighed anchor at eleven o'clock at night, and at eight the following evening, after a fast though stormy trip, we anchored at Percé. Nothing worthy of remark had occurred since my last visit.

The next day, at five in the afternoon, we started for Paspébiac, where we arrived during the night.

Paspébiac Harbor was better filled than on my last visit. Fourteen vessels, of which more than one half were barks and brigs, were displaying their high masts, their taut rigging and their long spars. Some were already loaded and waiting only for a westerly wind to fire the parting gun. Some others, with their inclined masts, showed that they had only taken in a part of their cargo; others had just arrived from Europe, and had nearly all their full cargo, consisting of dry goods, groceries, Holland gin, and especially salt.

A number of boats were brought down nearly level with the water by the weight of their cargoes, some going from the wharves to the vessels, others returning; some urged onward by a favorable breeze, and others, obeying the impulse of oars worked by stout arms. Paspébiac displayed, on every side, unmistakable signs of commercial activity vindicating its claim to be considered as the business centre of the Bay of Chaleurs.

The easterly wind which had brought us there, had become by the next day a regular gale, accompanied with heavy rain. The sea had become very rough in the harbour, although well sheltered from the westerly winds, and the boats and small craft could not make their appearance there any more.

During the afternoon, Capt. Charles Stuart's whaling schooner, after having lost, in Percé Harbour, her two anchors, had run before the storm sixty miles, and was now seen in the offing, with her flag flying as a signal of distress.

I immediately sent my long boat, under the command of Capt. Bernier, to her assistance, and notwithstanding the heavy sea, which threatened to swallow up the light craft, he succeeded in conveying to them one of our spare anchors and in mooring her in safety. On the same day, four other schooners came to take shelter under Paspébiac Point; they reported that the storm was extremely violent outside.

The wind having abated on the 30th, we started for Carleton, where we arrived at night. On the 31st, I visited Magouacha and Dalhousie, in order to meet the overseer of Restigouche River. He told me that no breach of the fishery laws had been committed in his division since my last visit, and by his annual returns showed me that the River Restigouche had given this year 60 barrels of salmon more than last year.

On the 1st November, we left Magouacha, and during the night arrived at New Carlisle, where for want of a wind, we were compelled to pass the night. On the following day, we were ready to start for Percé and Gaspé, and from thence intended proceeding on to Quebec, when an easterly wind arose, and soon became a storm which blew with more or less force and violence up to the 5th. During the whole of this time, the sea had been very heavy and the weather squally all over the Bay of Chaleurs, and with such weather, no sailing vessel could think of starting. At last the weather cleared, and about nightfall on the 5th, a light north-westerly breeze sprang up. We lost no time in weighing anchor, and setting full sail with the favorable breeze; but soon afterwards calm weather again set in, when we had only made about 20 miles towards Percé, and by the morning of the next day, the current had driven us abreast of New Carlisle, that is to say, four miles further than the place we had left the night previous; the south-easterly wind beginning to blow,

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we could do nothing but to tack the whole day. During the night the wind shifted to the north-west, and at 9 o'clock the next morning, we were at Port Daniel; but the wind changed to the north-east, and at noon the storm set in, accompanied with rain and snow. Nevertheless, we continued on to Percé, by tacking, and on the 8th, favored by a westerly wind, we anchored in Percé harbour, when with great difficulty, I landed, the sea rolling in with such force that it covered the shore every moment with heavy breakers.

I paid a last visit to the fishing posts at this place, and at night we continued our voyage to Gaspé, where we arrived on the morning of the next day.

On the 10th, all our preparations to leave for Quebec were completed. We waited only for a favorable breeze to enable us to get out of Gaspé Bay, and the easterly winds had been so constant during the previous three weeks that we had every reason to hope for a change, that is to say, westerly winds; but in vain. The wind again blew from the east and south, and almost every day up to the moment of our leaving Gaspé, we had rain or snow.

In the afternoon, the mate of the schooner "Royal Middy," from Montreal, bound to Liverpool, with a cargo of 30,000 bushels of Indian corn, came to request my assistance. She was a three-masted vessel, of more than 400 tons burthen, and had lost her mizen mast off Anticosti a few days before. After having been driven about by the sea and drifted towards the south shore of the Gulf, she had been obliged to anchor off Fox River, where the captain had landed; he was not able to return on board, and the vessel had got under sail during the night, under the command of the mate. The vessel being no longer able to stand the sea, had hoisted a signal of distress, and called for help on Capt. Desjardins, of the schooner "Hémédyné," with which she fell in, and he towed her into Gaspé Bay. I promised the officers of the "Royal Middy" all the help I could give them, and the next day my captain assisted Capt. Desjardins to tow the "Royal Middy" into Gaspé Basin and to anchor her there in safety.

On the 12th, one of the officers of the schooner came and lodged a complaint against one of his sailors who had assaulted him, and had beaten and hurt him in the face; I caused the accused to be immediately brought on board by issuing a warrant, and night having come on, the hearing of the case was postponed till the next day.

The same night, Capt. Davison, of the "Royal Middy" came on board to claim protection and assistance. Some of his men refused to obey him and threatened open mutiny. Already they had refused to work, and when he spoke of discharging them (the schooner, not being able to keep at sea, had to be put into winter quarters) they would not hear of such an arrangement. I promised to help him as much as I could, and requested him to make immediate preparations to lay his vessel up for the winter and discharge his men, as we had to sail with the first favorable wind.

On the morning of the 13th, the trial of the sailor of the "Royal Middy" took place before me. Witnesses were heard on both sides, and the offence being duly proved, I fined the accused ten dollars, which were paid the same evening. After that, I went with Capt. Davison and Mr. John Eden, Lloyd's Agent, on board the "Royal Middy," and succeeded, after much talking, in concluding satisfactory arrangements with the sailors, and on the same night they were discharged, paid, and on board "La Canadienne;" I promising to give them a passage to Quebec, as there was no other vessel going to that port this fall.

On the following night we had a north-west wind, and the day after, at day-break, we got ready to start for Quebec. I had only to touch at Douglastown and Malbaie. I stopped one hour at the first named place, and when we arrived at Malbaie, a little before noon, the wind had shifted to the north-east and right in our teeth. Besides, it was raining very hard.

Towards night, the wind being east, we took advantage of it to start immediately for Quebec; we tacked for a while, in order to double Cape Gaspé, and were already pretty near it, when about midnight a squall from the north west, accompanied with rain and hail, met us; nevertheless, we tried to contend for a while against the wind and sea, but in the morning, we were obliged to give it up and to come again under shelter of Malbaie Point.

From the 15th up to the 23rd, the winds were always north-north-west, north and north-east, with daily storms.

The weather was very cold; we had hard frosts every night, and the aspect of the neighboring country already covered with a deep snow, shewed that winter had set in; and to give an idea of the bad weather we had had since the fall, I may mention the fact that from the 1st of October to the 15th of November it had rained 29 days. Notwithstand-

ing, navigation was still open, and with *forty-eight* hours of a good wind, we should be able to reach Quebec.

On the 16th I went to Percé for biscuit and coal, two very necessary articles, the want of which we were beginning to feel.

On the 19th, favored with a north-westerly wind, we got ready and started a second time for Quebec; but when near Point St. Peter, a gale came on from the north and obliged us to put back and anchor a second time at Malbaie.

In the afternoon of the 23rd, the north-east wind began to abate, and there being a promising appearance of a change of weather, we put out to sea; this time we were not disappointed, for about five in the afternoon a favorable east wind set in, of which we profited so far that in the morning of the next day, at 11 o'clock, we were already at *Seven Islands*, that is to say, we had performed half of the voyage between Malbaie and Quebec.

I put in at Seven Islands for the purpose of taking on board Mr. Smith, the collector of the port, whom I had received instructions to carry back to Quebec at the close of the season.

This gentleman lost no time in coming on board and at a quarter past twelve we again set sail with a splendid easterly breeze, the most favorable wind we could expect; fine clear weather, and nothing whatever to indicate a snow-storm.

But we had not made more than thirty miles, when the wind had changed into a furious storm, and the snow was falling thick and fast, completely obstructing the view of the North Shore on our starboard beam.

We took all the precautions usual in such cases. All the sails were taken in except the fore-sail and jib, which we continued to carry after having taken two reefs in it. Our course which was at first south-west-quarter-west, was altered to the south-west, so as to keep farther off the North Shore. We were proceeding without fear or anxiety, the officers and sailors were on deck ready to execute whatever circumstances might require; we were running at a rate of from 7 to 7½ knots an hour.

At 6 o'clock at night the storm was increasing and it continued to snow. The night was very dark; nothing could be seen at a distance of ten feet; our course was ascertained. We calculated we were from 10 to 12 miles from the North Shore, and from 12 to 15 miles from Point des Monts. We kept on our course with a feeling of security still towards the south-west, which would bring us near Cape Balance, on the south shore of the river if our compass was right, and there was nothing to indicate incorrectness.

Suddenly, about half-past six, and without having seen the breakers, although there were two men on the look-out at the bow of the schooner, she was lifted up by a terrible sea and thrown upon the rocks, upon which she, nevertheless, slid, receiving, however, shocks which shook her from keel to mast-head. She was soon thrown on her side, and the keel torn away, and she began to fill. The seas struck the larboard side with extreme violence, and flew more than forty feet over the bulwarks. The Captain had ordered the helm to be put hard up the moment the schooner struck, but she no longer obeyed her helm. The sailors were ordered to hold on by the rigging, as the waves breaking over the vessel, they ran the risk of being swept away. The schooner still yielded to the wind, and each wave lifted her and let her fall again upon the rocks, bringing her nearer and nearer to the shore. We did not know precisely where we were. All at once, we saw land. It was trees, and we were not a hundred yards from them. The darkness of the night and the falling snow, still as thick as ever, had prevented us from seeing it sooner. From the moment the schooner struck the first time to the moment we saw the land, about twenty minutes had elapsed; but those minutes seemed like hours for us. It was as cold as in winter, and the wind, far from abating, was still increasing. At each heavy sea, the schooner would go nearer and nearer to the beach, which we discovered to be sandy. As the tide was going down, we felt sure that we should be able to land in a few hours. In fact, at about eight o'clock, I got some of the men ashore by means of a yard that we pushed to the beach. These helped the others, and at length all the crew were landed, thanking Providence for having been preserved from the great danger to which they had been exposed. We spent the night in the woods, around a great fire that we were fortunate enough to light.

On the following day, we found out that we were about two miles lower than the Cariboo Islets.

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In the afternoon, at low tide, we began to dismantle the schooner, and to put the cables, sails and tackle safely ashore. We were engaged at this work for three days.

On the 28th, we left the Cariboo Islets for Point des Monts. Before leaving the schooner, I made, with Capt. Bernier, a detailed inspection of her, and she was then in the following state:—Lying on her starboard side, on a fine sand bed, at about 60 yards from the shore, which is low and covered with trees. Since the night of the wreck, a sand bank had been formed between the schooner and the beach, being already higher than her water-line. The stem and stern had received no damage whatever, the rudder had been moved about six inches but without damage. On the starboard side, the ship's timbers appeared as firm as before the accident; no opening was perceptible, and we could not observe any alteration in the decks or cross-beams of this side of the schooner. On the starboard side it was not so. This side had received such violent shocks on the rocks that it had given in a little, and was lifted up in the middle about six or eight inches. The caulking in some of the seams was displaced, but the seams themselves were not opened. A part of the keel had been carried away as above mentioned, and it was owing to the absence of this piece of wood forming the keel that the schooner had filled. The masts and standing rigging had not suffered, and all the running rigging, the sails and tackle belonging to the schooner had been put ashore in order.

Before leaving, I chose one of my best sailors as guardian of the schooner, and he received instructions to take the greatest care of the goods given him in charge. I have but to add that the accident which befel us, and which we could neither foresee nor prevent, could only be attributed to the deviation of our compass, occasioned by the electrical state of the atmosphere during a snow storm; our course having been the only right one.

On the 29th, we took advantage of fine weather to cross the river in two boats, from Point des Monts to Petit Matane, where we landed at 7 p. m.

On the 5th of December, the crew arrived in Quebec; on the 6th and 7th, they were paid off and discharged.

REMARKS ON THE CANADIAN FISHERIES OF THE GULF.

The result of our fisheries has been generally very successful; if the market price had been as high as in ordinary years, the profit would have been great. Unfortunately, owing to the civil war in the United States, prices have been low, especially for salmon and small dried codfish.

I shall speak of the fisheries separately, shewing the product of each, beginning with the cod-fishery, the most important.

COD FISHING.

This fishery is known to be one of the most important carried on in the Gulf, as we see as one of the most remunerative. It affords employment to thousands of people, together with an abundant supply of the cheapest and most wholesome kind of food. Hundreds of schooners and thousands of boats are engaged in it, and the conveyance of its products to the home or foreign markets supplies freight to many ships, gives occupation to the ship-builder, and with him, to many other artisans who supply the rigging and equipments of all kinds, as well as to the hands which manufacture lines and nets—no slight field for Canadian industry, inasmuch as it will in time give rise to a new branch of agriculture, namely, the cultivation of hemp, to which our soil and climate are admirably adapted.

Cod-fishing is divided into summer and fall fishing. The former begins with the opening of the navigation, and lasts till the 15th of August. The fish is sun-dried for the foreign market. The latter, or fall fishing, gives a better article than the first, the fish being fatter and the flesh firmer; but instead of being dried it is either pickled or more usually dry-salted in empty flour barrels, and often only when in store; after which various forms of preparation it reaches the consumer.

Generally speaking, cod-fishing has been successful on our shores, although in some few places it has failed, these being exceptional; whilst in the most celebrated fishing

places, such as l'Anse aux Blancs Sablons, Natashquan, Moisie, Percé and elsewhere, the cod was most abundant. The small fish, such as caplin and launce, which are the food of the cod in their periodical migration to our shores, urged by the strong instinct of continuing their species, and which likewise serve as bait for our fishermen, were also abundant. Accordingly, while the fishermen had large hauls of this fine fish on the shores of the Gulf, on the eastern coast of Newfoundland, on the Great Bank and other grounds, and at the mouth of the Gulf there were scarcely any fish.

It is very difficult to supply a reason for this. Are we to suppose that the shoals of cod coming from the depths of the ocean or from the Arctic seas have failed to find the food and other conditions which they require? Was there a deficiency of their usual subsistence? Or are we to conclude that the caplin and the launce, which also resort to our shores for the purpose of spawning, to return to the sea after the fulfilment of their mission, have deviated from their ordinary track, this year, and made their way through both entrances of the Gulf, at the same time, without pausing on the Banks within a hundred leagues of the river, drawing after them the cod of which they are the natural prey? The last hypothesis is, in my opinion, the true one; for wherever we find the capelin and the launce, especially the former, we are almost sure to find the cod, after the interval of a few days. On the coast of Gaspé, the caplin, which had made its appearance early in the season, left the shore at the end of June. But for this the cod-fishery would have been the most successful known in thirty or forty years. Unluckily, as the fish for bait fell short, the fishermen were obliged to remain inactive while the cod was still abundant on the banks, and none but those who succeeded in obtaining muscles and shell-fish of the molluscous kind, dug up from the sand and mud of the beach, were able to continue their occupation successfully.

In the present year, the shoals of codfish seem to have frequented our shores in greater numbers than ever, and were caught in greater or smaller quantities on the north shore, from l'Anse aux Blancs Sablons to St. Nicholas Harbour. On the south shore codfish was abundant at Matane, Metis and as far as Rimouski. The same at the Bay of Chaleurs, where the fish were abundant as high up even as Carleton.

The places where codfish has been the most scarce this year are Belles Amours, Salmon Bay, the Dog Islands, and Gaspé Bay.

Product of summer fishery, about 135,000 quintals, of which 130,000 were exported to Brazil, Spain and Italy, and the remainder to Halifax. Total value, \$405,000.

The fall fishing at first promised to be very abundant. The Banks near shore were covered with cod; squid was abundant; and fishermen, with their peculiar hook, called "*Turlutte*," the people could easily, in one night, make ample provision of bait for next day's fishing. During the first weeks the fishing was good, but immediately afterwards gales and stormy weather set in, which were this year unusually heavy, and accompanied with torrents of rain, fogs and snow. These were perilous obstacles to the prosecution of their labours, lasting from the beginning of October to the close of the season. They could, therefore rarely venture out, being, while at sea, exposed to the greatest dangers. The boats in use on our coast are but frail, though well modelled, to encounter heavy seas, and well handled by their crews; they are about twenty to twenty-two feet keel and undecked, and in such boats our hardy fishermen go out sometimes ten leagues from shore. I need not say they often run great risks, and that their pursuit is a rough and arduous one in the autumn. It is then evident that, under these circumstances, the fall fishing was not so productive as in previous years.

From the informations received, I estimate the take to be 15,000 quintals. Value, \$45,000.

The autumn fishery fell short, therefore, of the yield of former years, and the markets were visibly affected by the scarcity of this fine fish, which, in its green state, is principally retailed in the country parts, forming a staple article of the food of the Catholic population, during the season of Lent.

HERRING FISHERY.

This fishery is also divided into spring and fall fishing. The first is made during the month of May, with nets and seines set in shallow water, near the Banks where herring

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come to spawn. The fish is lean at this time of the year, nearly one-fifth of the whole weight of their bodies being composed of eggs in the females and of melt in the males; but it nevertheless constitutes one of the greatest sources of exportation for hot climates, where it keeps, pickled, for a very long time; and we must bear in mind that this source of wealth is inexhaustible.

The principal places for herring fishing are the Magdalen Islands, the Bay of Plaisance, La Grande Entrée, sometimes l'Etang du Nord, the Bay of Chaleurs, Bonaventure, Cascadia Bay, on the New Richmond side as well as on the Maria side, and Carleton Bay. To these might be added Port Daniel and the Bay of the Seven Islands, where for a few years past a great quantity of this fish has been taken, either with the seine, net, or hurdle fishery.

On the Gaspé coast, herring appears about the month of May; it is then used as bait, although a few barrels are sent to market or kept for winter use. I have already explained, in my report, the cause of failure of the herring fishery at Magdalen Islands, but still a greater number of schooners than ever—nearly 300—having resorted there, the fishing yielded, in the bay, from 40,000 to 50,000 barrels. On the remainder of our shores, the fishing gave from 7000 to 8000 barrels.

The fall herring,—that delicious fish called Labrador herring,—for what reason I cannot imagine, visits only the north shore, and keeps near the Straits of Belle Isle. It appears at the end of August, and continues till the end of October.

Is this fish the same herring which, after having fattened in the gulf, returns to the Ocean by the Straits of Belle Isle, nearing the shores in the meantime; or is it another species of the same family? This point has not yet been decided by American naturalists; although the last hypothesis seems to be the correct one, the fish not being exactly similar to the spring herring.

Fall herring visits the shores of Newfoundland as well as those of Labrador, from l'Anse aux Blancs Sablons to Cape Charles, and many hundred miles further up. Sometimes it abounds on the north shore, and then it is scarce at Newfoundland, and *vice versa*.

With large seines of sometimes 150 fathoms in length by 10 to 12 in breadth in the middle, and favorable weather, as much as 300, 500, and 800 barrels of herring are caught. If favorable weather will allow, the fish to be left in the seine, it may be taken away with a smaller seine from the larger one.

This fish must be dressed immediately: it does not keep long when out of water. After having been well cured and washed, it must be salted with great care, in water-tight barrels, or else it would acquire a rancid taste. A barrel of Labrador herring, well kept, is always worth from four to five dollars.

What an immense source of wealth is this fishery! When one reflects that as much as from 600 to 800 barrels of herring, of the first quality, are caught in one single haul of the seine, and in the space of one hour at the most! I have seen myself, in 1854, a seine set by Nova Scotia fishermen, after having been five days in the water, drawn out with 800 barrels of herring.

This branch of fishing was limited this year to Blancs Sablons and Bradore Bay, and the fish were not very large.

For some years, it has been observed that the largest kind of herring visits Newfoundland and that part of the Labrador coasts under the jurisdiction of the Government of Newfoundland, rather than our shores.

No reason can be given for this extraordinary fact.

All the Magdalen Islands and Esquimaux Point schooners engaged in this fishery with success, as did also some ten schooners from the parishes below Quebec.

Number of barrels of fish caught say about 5000, value, \$15,000; value of spring herring caught on our shores,—48,000 barrels at \$1.50—\$72,000.

MACKEREL FISHERY

Like the herring, the mackerel resorts to the shores of the gulf to spawn, and is then taken with nets. This fishing is much practised in Nova Scotia, and especially in the Gut of Canso. On our shores it is followed only at the Magdalen Islands; in the Bay of Plaisance, from the first to the middle of June. This net fishing gives but poor results, and is of no great importance to us. Not so with the summer fishing: our fishermen

throw into the water a kind of paste made with fish offal so as to keep near their boats the mackerel, which they afterwards catch with hooks baited with a small piece of the skin of the mackerel's throat.

This fishery, neglected till now by Canadians, has assumed a great importance in the United States, especially in the State of Massachusetts, where some small seaports send as many as 1500 fine schooners to the gulf. The finest fleet is that of Gloucester, comprising at least 600 sail.

Mackerel was very scarce this year in the gulf; it was hardly seen on the shores of Gaspé, and appeared but a few days in the St. Lawrence. It was abundant around the Magdalen Islands, especially at the entrance of the Bay of Plaisance. During August and September, from 100 to 150 American schooners fished there, with various success. Number of barrels caught by our fishermen in the Bay of Plaisance, 400. The summer fishing amounted to 1000 barrels. Total value, \$11,200.

SALMON FISHERY.

With our fishery laws and regulations (slightly modified) continuing to be put in force and observed, this fishery will soon become one of the most important of the country, and our rivers again be what they were formerly—the most productive of North America. Already it is observed that every year their produce increases.

On the north shore this fishery did not give uniformly good results; thus while from l'Anse aux Blancs Sablons to Natashquan they were little better than common, they were more than doubled or trebled west of that point, especially at St. John and Moisie. In the river, falling into the Bay of Gaspé, the fishing was good. In those of the Bay of Chaleurs, except the Restigouche, which gave an excess over the results of last year, the fishing stations both in the river and along shore gave generally less fish than the year before. The stations on the north shore of the River and Gulf of St. Lawrence gave about 1831 barrels of salmon, and those of Gaspé and the Bay of Chaleurs 688½; value, \$30,231. This includes only the salmon caught in my division; that is to say, west of Godbout River, on the north shore, and west of Cape Chatte River, on the south.

I estimate the quantity of trout taken in my division at 200 barrels; at \$12 per barrel, \$2400.

RECAPITULATION.

Codfish, summer fishing, 150,000 quintals.....	\$450,000
“ fall “ 15,000 “	45,000
Herring, spring “ 48,000 barrels	72,000
“ fall “ 5,000 “	15,000
Mackerel, 1,400 barrels.....	11,200
Salmon, 2,519½ “	30,231
Cod Oil, 90,000 gallons, @ 45cts.....	40,500
Seal “ 62,513 “ @ 65cts.....	37,508
	<hr/>
Whale Oil, 33,600 gallons.....	17,680
200 barrels trout, @ \$12.....	2,400
200 “ halibut, @ 6.....	1,200
200 “ cod sounds and tongues, @ \$5.....	1,000
Value of seal skins.....	7,200
	<hr/>
Total value of the products of the fisheries.	\$780,919

STATISTICS OF THE NORTH SHORE OF THE RIVER AND GULF OF ST. LAWRENCE, FROM PORT NEUF TO L'ANSE AUX BLANCS SABLONS, 540 MILES OF SEA SHORE, IN 1861.

Number of people.....	4,418
French Canadians.....	2,612
Anglo-Canadians.....	628

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English	308
French.....	24
Italians	2
Americans.....	5
Poles.....	1
Indians.....	888
Roman Catholics.....	3,841
Protestants.....	570
Jews	2
Fishermen.....	1,755
Hunters.....	1,038
Proprietors of beach-lots.....	332
Capital employed in the fisheries.....	\$699,555
Number of herring nets.....	46
" salmon ".....	340
Herring seines.....	14
Codfish ".....	19
Vessels.....	22
Fishing boats.....	774
Number of barrels of herring.....	2,370
" " salmon.....	1,167½
" quintals of codfish	51,668
" gallons of codfish oil.....	43,858
" " seal oil.....	40,839
Value of furs.....	\$46,970
Number of fathoms of seal nets	8,178
" houses.....	380
" horses.....	12
" cows.....	65
" working oxen.....	18
" sheep.....	59
" pigs.....	22
Value of these animals.....	\$2,970
Extent of cultivated land—arpents.....	67½
Number of Roman Catholic churches.....	9
" resident priests.....	2
" Protestant churches.....	1
" resident Protestant minister.....	1

STATISTICS OF THE ISLAND OF ANTICOSTI.

Length of the island.....	118 miles.
Breadth ".....	31 "
Number of inhabitants.....	67
Horses.....	3
Cows.....	10
Pigs.....	11
Value of these animals.....	\$600
Extent of cultivated land—arpents.....	60½
Number of barrels of potatoes.....	181
" bundles of hay.....	1,200
" sheaves of oats.....	100
" barrels of herrings.....	25
" " salmon.....	42
Value of furs.....	\$600

POPULATION OF THE NORTH SHORE IN 1862.

From l'Anse aux Blancs Sablons to River Coacochoo inclusive, 648.

In 1852, from River Coacochoo, there were as resident fishermen, and that during the salmon fishery merely, only the men employed by the Hudson's Bay Company at their different salmon fishing posts, who might number about 150, besides the chiefs and clerks of the trading posts of the said Company with the Montagnais Indians, and a few Canadian families settled at the King's Posts amounting as follows :—

Whites.....	110
Indians.....	500
Add the Fishermen.....	150
Total.....	760

Comparative statement of the population of the North Shore of the River and Gulf of St. Lawrence in 1852 and 1861 :—

Population from l'Anse aux Blancs Sablons to Coacochoo in 1861	804
in 1852.....	648
Increase.....	156
Population from Coacochoo to Portneuf, in 1861.....	3,609
in 1852.....	760
Increase.....	2,849
Total population of the North Shore, in 1861.....	4,413
in 1852.....	1,408
Total increase.....	3,005

These statements shew that the population of the north shore of the River and Gulf of St. Lawrence has more than trebled since 1852, that is to say, during a period of ten years. But a thing worthy of remark is, that this increase took place principally on the western part of the shore. Thither in fact the fishermen have repaired, since the Act 16 Vic. cap. 92, has allowed them to establish fishing stations on the Labrador coast without fear of being, as formerly, molested by the Hudson's Bay Company's servants, thanks to the protection afforded by the fisheries' protection service.

In 1852 (and previously), there was not a single fishing establishment besides those of the salmon fishing stations of the Hudson's Bay Company, between the Rivers Coacochoo and Portneuf; now they are numbered by hundreds. On this whole length of shore, where formerly only a few houses, scattered here and there, were met with, now more than 300 houses are counted; there are even small villages as at Natashquan and Esquimaux Point, both founded by Acadians from the Magdalen Islands.

In 1852, and even a few years afterwards, there was not a single fishing establishment on the coast between Mingan Harbour and Seven Islands' Bay, and not a quintal of codfish taken there, except on the banks of the Rivers Mingan and St. John, which American fishermen had been in the habit of frequenting for a long period; now there is not a river, bay or creek unoccupied, and there are caught annually from 30,000 to 35,000 quintals of cod, besides other fish.

These are some of the results arrived at since the cessation of the monopoly formerly exercised by the New Brunswick Company at the King's Posts, and along the greater part of the Labrador coast.

Comparative statement of the products of the Fisheries on the North of the River St. Lawrence, and of the Gulf, for 1861 and 1852 :—

Quantity of codfish caught from l'Anse aux Blancs Sablons to	
Coacochoo, in 1861, quintals.....	9,535
do do 1852, ".....	9,480
Increase.....	55

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Quantity of codfish caught from Coacoachoo to Portneuf in 1861,		
quintals	42,133	
do do 1852.....	500*	
Increase.....	41,633	
Quantity of Codfish caught on the North Shore in 1861, quintals...	51,668	
" " " 1852, " ...	9,980	
Increase.....	41,688	
Quantity of Cod Oil made on the North Shore in 1861, gals.....	43,858	
" " " 1852, "	4,800	
Increase.....	39,058	

Seal fishing with nets, on that part of the North Shore of the Gulf where it is followed—that is to say, from Coacoachoo to l'Anse aux Blancs Sablons, was not as productive as formerly. For instance, it gave in 1852, 43,950 gallons of oil, and in 1861 only..... 26,294 " of oil,

Decrease..... 17,656 "

This is attributed to the shore being now nearly all settled. These animals are now more afraid of coming near it than formerly; they keep further out, where our fishermen cannot catch them with their tackle. It is moreover argued that they are not now so numerous in the Gulf as they used to be, owing to the great slaughter yearly made of the young ones on the banks of Newfoundland, or in the Gulf, for the sake of the oil and fur.

Nevertheless, as a great many fishermen from Point aux Esquimaux and Natashquan hunt for seal in the gulf, the product of seal oil on the north shore was nearly equal to that of 1852, that is to say 40,839 gallons.

Not being aware of the product of the salmon fishing on the whole of the north coast in 1852, I cannot give any comparative statement of this, but it certainly has increased in value since that period. The same remarks apply to herring fishery.

RECAPITULATION.

Products of the fisheries on the North Shore with their value in 1861:

Codfish, 51,668 quintals.....	\$155,004
" oil, 43,858 gallons.....	19,716
Seal oil, 40,839.....	26,545
Barrels of herring, 2,370 @ \$3.....	7,110
" of salmon, 1,831 @ \$12.....	23,172
" of trout, 150 @ \$12.....	1,800
Value of furs.....	40,970
4,832 seal skins, @ 80cts.....	3,506

\$277,823

Add value of similar products from the Island of Anticosti..... 1,179

\$279,002

STATISTICS OF MAGDALEN ISLANDS FOR 1861.

Total number of inhabitants.....	2,651
Males	1,399
Females	1,252
Roman Catholics.....	2,362
Protestants.....	289
French Canadians	2,072
Anglo "	188

* These 500 quintals, or thereabouts, were caught by H. B. Co's. servants, and used as winter-food.

English.....	24
Foreigners.....	50
From the Lower Provinces.....	317
Fishermen.....	618
Fishing schooners.....	37
Fishing boats.....	230
Nets.....	551
Seines.....	15
Quintals of codfish.....	9,134
Barrels of herring.....	6,150
“ of mackerel.....	1,271
Codfish Oil.....	9,490
Seal Oil.....	21,672

Value of Seal Skins and Furs, \$2,834.

Value of the products of the Fisheries at the Magdalen Islands:—

9,134 quintals Codfish, @ \$3.....	\$27,412
6,150 barrels Herring, @ \$3.....	18,450
1,271 do Mackerel, @ \$7.....	8,897
21,672 gallons Seal Oil, @ 65c.....	14,087
4,990 do Codfish Oil @ 45c.....	4,270
Value of Seal Skins.....	2,834

Total value.....\$75,950

P. FORTIN.

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ANNUAL REPORT

OF

PIERRE FORTIN, ESQ.,

Magistrate, in command of the Expedition for the protection of the Fisheries in the Gulf of St. Lawrence, during the season of 1862.

I have the honor to make the following Report on the manner in which I have discharged the duties of my office, as stipendiary magistrate commanding the expedition for the protection of the Canadian fisheries, in the Gulf of St. Lawrence.

The duties attaching to my office are numerous, and may be stated as follow:—

1. To protect the Canadian maritime and river fisheries carried on off the coast of the Gulf and of the Lower St. Lawrence, at the Island of Anticosti, at the Magdalen Islands, and on the Gaspé coast, the whole forming an extent of over 900 miles of sea coast.

These coasts are inhabited by a sedentary population of thirty to thirty-five thousand souls, English, Scotch, Irish, Jerseymen, and French Canadians; the last named predominate. They are also frequented each year, between the opening and the closing of the season of navigation, by more than 1500 fishing-schooners from Nova-Scotia, New Brunswick, Prince Edward's Island, and the United States, manned by at least 20,000 sailors, who go there for the purpose of carrying on the cod, herring, and mackerel fisheries, either near the coasts or outside on the banks.

2. To secure to the Canadian fishermen the possession of their fishing stations for the taking of cod, salmon, seal, &c., &c.

3. To prevent the American fishermen from fishing in our rivers, and from taking shell-fish (*crustacea, mollusca*) from our coasts.

4. To keep the French fishermen of Newfoundland from approaching our coasts, from which they are excluded by treaties.

5. To enforce the observance, on the part of our own and foreign fishermen, of the laws and regulations relating to maritime fisheries.

6. To organize the St. Lawrence fisheries, the salmon and trout fisheries, in all the rivers falling into the Gulf, the Lower St. Lawrence and the Bay of Chaleurs, by means of licenses, which each holder of a station is bound to take from me.

7. To superintend the said fisheries, and to carry out the laws and regulations for the preservation of salmon and trout.

8. To preserve order and public peace in the seaports and localities frequented either by our own fishermen, or by those coming from abroad, and in general on the whole coast of the Gulf: such is also one of the duties of my office.

9. Another of my important duties is to give assistance, and the services of the armed men placed under my orders (who are sworn in and act as constables), to all officers of the Government, whether judicial, revenue or other.

10. I am furnished with a commission as an officer of Customs for the district of Gaspé, and for the North Shore, and for the last two years I have collected the Customs dues on the Labrador coast.

Since the establishment of the free port of Gaspé, this portion of my duties consists in superintending the trade on the North Shore, so as to prevent smuggling between the ports within the limits of the said free port and Quebec.

In order to carry out my service as above stated, the Government employed this year the service steamer *Napoleon III*, (the armed schooner *La Canadienne*, which had been engaged in the same service for the previous seven years, having been wrecked on the 24th November, during her return voyage to Quebec).

But the steamer had also to perform the service of supplying the light-houses on the Lower St. Lawrence, the Gulf, and the Straits of Belle-Isle, which service requires two journeys each summer to those localities.

The *Napoleon III* carries, in addition to her regular crew, two officers and eleven marines, all uniformed, armed and disciplined, placed under my immediate orders, and forming the crews of the boats which I use in the discharge of my duties on the coasts and in the rivers.

I made three voyages in the Gulf this year with the *Napoleon III*.

On the 5th May the first voyage commenced. We coasted the North Shore for a short distance, visited the Magdalen Islands and the Gaspé coast, and returned to Quebec on the 24th of the same month.

We started on the second voyage, with supplies for the light-houses, on the 2nd June.

We had great difficulty in visiting the light-houses in the Straits of Belle-Isle, owing to the vast quantities of floating ice and icebergs we met there, and which remained until the middle of July. After performing this service, I visited all our sea-coast fishing stations, and we returned to Quebec on the 10th August, having in tow the schooner *La Canadienne*, which we had succeeded in removing from her perilous position and getting afloat.

We again left the harbor of Quebec, for the third and last voyage, on the 30th August. We had still the light-houses to supply, and we performed the service promptly this time, thanks to the fine weather with which we were favored during the whole cruise. Afterwards I made a last visit to the fishing stations on the North Shore, the Magdalen Islands, and the Gaspé coast, and returned to Quebec on the 31st October.

On recapitulating the number of days employed during the past season, exclusively in the service of the protection of the fisheries, deducting therefrom the days spent in the light-house service, and those during which we were compelled to leave our own shores in order to procure a supply of coal at Sidney and at Pictou, and the time spent at La Petite Rivière Trinity, in raising "*La Canadienne*," I find that the steamer *Napoleon III* was in reality employed in the fisheries' protection service for only ninety-eight days of the season, as follows:—

During the month of May,.....	19 days.
“ “ June,.....	12 “
“ “ July,.....	22 “
“ “ September,.....	18 “
“ “ October,.....	27 “
Total.....	98 days.

I must add that the instructions received last spring and during the summer specified the appointed date for our departure from Quebec, and for our return to that port, and that I acted in accordance with these in all respects.

Before speaking of the advantages and immediate results of the expedition for the protection of our fisheries in the Gulf, I shall give an account of the cruises which the nature of the service entrusted to me compelled me to make along our coasts during the past season, and speak of the condition in which I found our fisheries, and of any remarkable incidents that may have taken place.

FIRST VOYAGE.

In conformity with instructions from the department of Crown Lands, I embarked with the officers and men composing the expedition for the protection of the fisheries, on board of the Government steamer *Napoleon III*, on 5th May, and on the same day set sail from Quebec.

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On 7th we touched at Anse à la Croix of Little Matane, to take in the boat kindly lent to us by Mr. Bédard, the keeper of the light-house at Point de Monts, the previous autumn, to enable us to cross the river after the wreck of *La Canadienne*, and left there by us in charge of Mr. Gagné, together with the sails and other rigging of the boats of *La Canadienne*,—and about two o'clock in the afternoon reached Point de Monts.

Favoured by the fine weather, we landed the supplies for the light-house at that place in the space of a few hours.

The two boats belonging to *La Canadienne*, which we had exchanged at the Point for larger ones, were shipped, and at 5.30 p.m., we came to anchor off the place where *La Canadienne* had grounded. We immediately set about getting on board of the *Napoleon III.* the furniture, sails, rigging, guns, small arms, &c., belonging to the schooner, all which were in a state of perfect preservation; but we succeeded in taking only a part of the rigging that evening, and as the following morning there was a heavy surf on the shore, we were under the necessity of leaving for the Seven Islands.

I took advantage of a visit to Cariboo Point to regulate the salmon fisheries at that place.

A few miles east of *La Canadienne* we saw the iron vessel the *Pride of Canada*, which had been driven on shore during a heavy gale, accompanied with fog, on the 3rd May. They were at work trying to raise her.

The captain of this fine ship informed me that David Levesque, whom I had placed in charge of *La Canadienne*, had rendered him great service during the wreck, and that several of his crew were indebted for their lives to the courage and self-devotion evinced by him on that occasion.

We reached the Seven Islands at 10.45 a.m., and left them at 8.15 p.m., having landed the collector of the port, Mr. J. G. Smith, with his family.

They had begun to catch a few herring in the bay, but the cod had not yet appeared. We directed our course for the Magdalen Islands, the weather being fine.

The following afternoon, a strong south-west breeze brought with it thick weather with snow, and towards evening, being within sight of the islands, we were surrounded by ice, through which it was impossible to make way; we therefore lay to for the night. It is true there was no danger, but from time to time we were struck by large masses, which were driven against the ship by the wind.

On the morning of the 9th, the wind having veered to the west, we succeeded in getting free, and reached House Harbour at 9.30 a.m.

In the course of the day I visited the establishments at this important post, and at Grindstone Island, and found everything in order.

The schooners had returned from the most prosperous seal fishery among the floating ice fields of the gulf which had been known in many years. They had been completely successful in their prolonged and often dangerous voyage. This year particularly they had returned with a large number of hooded seals (the largest species met with in the gulf), the spoils of some individuals of which—skin and fat—weighed upwards of three hundred pounds.

Mr. Johnson, the principal merchant of the place, had purchased the greater part of the seal blubber, and his two flenching houses (containing the apparatus by means of which the oil is extracted by means of the sun alone) and his stores are hardly sufficient to hold it.

I should not omit to observe that nobody in Canada prepares finer seal oil than he, and his high reputation in this respect has obtained for him the contract for supplying the light-houses of Nova Scotia with it.

At the end of this report, I give a list of the schooners belonging to House Harbour, which went to the seal-fishery in the present year, with the quantity taken by each.

It may be sufficient for the present to state that they had fallen in with the herds of seals principally in the neighborhood of the Magdalen Islands, and to the north of the island of Anticosti; and it was there that they had taken the greatest number.

The herring fishery had commenced a week previously, and some had been taken, but not in quantity; and at L'Etang du Nord none had been seen.

On the morning of the 10th we proceeded to Amherst Harbour, where we found no more than seventeen schooners engaged in the herring fishery. These were named, and they had taken fish, as follows:—

NUMBER OF SCHOONERS AT AMHERST HARBOUR ON 10TH MAY.

Names of Schooners.	Names of Captains.	To what port belonging	Number of Nets.	N'umber of Hands.	Barrels of Herrings.	Tonnage.
Leo	Matherson.....	Ile St. Jean.....	1 Net.	3	80	12
Pandy	O'Neil	Gut of Canso.....	40 Nets.	5	15	35
Speedwell.....	Reed	Gloucester		9	800	92
Mary Ann.....	Redman.....	Halifax	1 Seine.	5	500	42
Queen	Stanley.....	Fremont	5 Nets.	4	250	37
Caldar.....	Caldar.....	St. Andrews (N. B.)...	1 "	5	300	39
Edwin.....	Mitchell.....	Eastport.....	1 "	8	500	80
Pointer.....	Holmes.....	St. Andrews (N. B.)...	1 "	9	250	71
F. Coold.....	F. Coold.....	"	1 Seine.	6	400	46
Empire.....	J. Hays.....	"	1 "	4	350	29
Antelope.....	J. Calder.....	"	1 "	8	400	83
Abigail (boat).....	Small	Lubeck	1 "	6	200	40
Harmony (boat).....	Fergusson.....	Eastport.....	1 "	5	400	47
David Campbell.....	Parker.....	St. Andrews (N. B.)...	1 "	8	700	61
Protector.....	Clark	Fremont (Maine).....	17 Nets.	6	400	61
Italian.....	Tinker	Eastport.....	1 Net.	6	800	97
Belle Poole.....	J. Cassidy.....	Amherst.....				842
				97	6,145	842

The above number of schooners is small in comparison with the fleet of 200 to 300 sail, which visit the Magdalen Islands yearly, at the same period, for the herring fishery. The cause of the diminished number in the present year was the obstruction of that part of the gulf lying between the islands of Cape Breton and Prince Edward and the Magdalen Islands, by enormous quantities of floating ice, which prevented the main fleet of schooners from Nova Scotia and the United States from arriving at their destination. But this obstruction had existed no more than a fortnight, for the schooners which we found in Amherst Harbour had come in from Canso, about 15th April, almost without meeting any ice.

Pleasant Bay had been open since the beginning of April, and the shoals of herring had immediately appeared; but as few of the island fishermen were provided with good seines, a comparatively small quantity of fish had been taken, and not more than a week before our departure, the first large haul was made, after which there was a constant abundance of fish in the bay, less perhaps than the previous year; but the day before we left, a large seine-net enclosed at least two thousand barrels of herring at one haul.

The cod had only just made their appearance at the Magdalens, and but very few had been taken in Pleasant Bay.

I visited Amherst Harbor, and ascertained by the harbour-master, Mr. Cassidy's, report, that the regulations of the port, particularly that respecting the discharging of ballast and the prohibition to throw it overboard, had been observed. The importance of a strict observance of these regulations will be apparent, when it is considered that Amherst Harbour, the most important of these islands, has no more than nine feet water at the entrance, and is not more than fifty feet wide there, and that the ballast of two vessels thrown overboard at its narrowest point, would produce a collection of sand sufficient to destroy the navigation.

Within the recollection of persons still living, the entrance has narrowed more than 100 feet. It is a fact well known in the island, that the basin, a vast sheet of salt water south of Amherst, long since closed (but still accessible at very high tides to fishing skiffs), was, sixty years ago, a sea-port much frequented by the Jerseymen, whose vessels, of 200 or 300 tons or upwards, found safe and convenient anchorage in it. Successive accumulations of sand closed the entrance; and the same thing would happen at Amherst if the strictest attention were not exercised to prevent it. In that case, Amherst would become a place of no consequence.

During my stay at Amherst, which was not extended beyond the 12th (my instructions limited the duration of my voyage), I took care to have the fishery laws enforced and

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order observed in the harbour, and on my departure I left four of my men at Amherst, under the orders of my second officer, Mr. Eugène Hammond.

That officer was directed, during my absence, to superintend the fisheries carried on in Pleasant Bay, to enforce the observance of the by-laws respecting them, and besides to maintain order in the ports of the Magdalen Islands, giving armed assistance to the authorities in case of need. Mr. Fox, collector of customs at that port, and Mr. Fontana, both justices of the peace, undertook to assist Mr. Hammond with all available means.

To that officer I gave particular instructions to serve as a rule of conduct in all circumstances, desiring him at the same time to act with great prudence, though with firmness. I recollected the serious outrage committed on one of my officers last year at the same place, in which he was dangerously wounded in the head; and I was apprehensive that the small number of men whom I was leaving in the island might tempt some of the foreign fishermen to renew this violent proceeding.

We sailed at 2.30 p.m. from Amherst Island, stayed a few hours at Entrance Island, and then shaped our course for the Bay of Chaleurs.

We had on board with us, to be landed at Paspébiac, Captain Hubert Bernier, of the three-masted vessel *Quebec*, with his crew of twenty-six men. His ship had been driven ashore on Begon Island on the 7th December, last year, during a storm accompanied with snow, and as the navigation between the Magdalen Islands and the neighbouring ports was then closed, he had been compelled to pass the winter there.

On the 13th in the afternoon, we reached Paspébiac. No more than three vessels had yet come into the harbour from foreign ports, and they had been delayed at the entrance of the gulf several days by the ice. Their cargoes were salt and fishing gear. The herring had appeared on the coast three days before.

I visited the fishing establishments and found everything in good order. Preparations were going forward to despatch vessels to the cod fishery on Labrador coast, on the north shore of the Gulf and River St. Lawrence. The expedition was to consist of no less than seven hundred and fifty men—fishermen and landsmen—all of the Bay of Chaleurs. When these undertakings are conducted with skill and economy, they are very profitable to the outfitter, and produce to the country an important article for exportation.

The object of my voyage to the Bay of Chaleurs was to lease the salmon fisheries carried on in the river and the coast, and to see that nobody should engage in them unlicensed by the government, and in contravention of the fishery laws.

On the morning of the 14th we set out, stopping first at Carleton to take a pilot, for the River Restigouche, and reached that place the same day. Here I delivered to Mr. McKewen, the overseer, the licenses for the fishermen on that river, and returned to Carleton on the 15th, in time to lease the salmon fisheries there and at Maria on the same day. At the latter place they were busy catching plaice with the seine drawn along shore; one man had taken forty barrels that day. It is an excellent fish; but not turned to so much account at the Bay of Chaleurs as it is in the old countries. It is merely used to manure the land, which it enriches in a very high degree.

While at Maria, I was made acquainted with a very satisfactory circumstance, foretelling the most encouraging results to the future of our salmon fisheries. This was that in the pools of the River Grand Cascapédic, below the place where it receives one of its tributaries called Salmon Branch, upwards of 2000 salmon had been seen in the month of April, by an inhabitant who had gone thither to look for gold.

A story had gone abroad the year before, that a gold mine had been discovered in the upper part of the River Cascapédic, at the foot of Mont Chicchac, but it turned out to be nothing but iron and copper pyrites, which people had taken for the more precious metal.

But why should men go so far in quest of gold, having the richest mines beneath their eyes around this peninsula of Gaspé? Its immense and inexhaustible fisheries are far more valuable than all the mines of California. Long ago, after Wilhelm Beakels had found out the manner of curing and packing the herring, the Dutch usually spoke of their herring fisheries by the name of the gold mines. That person had so well served his country, and his country had so well appreciated the service, that Charles the Fifth raised a monument to his honor at Bieroliet, his birth-place.

On the morning of the 16th we came to anchor in New Richmond Bay, and I passed part of the day in leasing the salmon stations on the Grand Cascapédic, Little Cascapédic, and at Black Cape. Mr. Dimock, the overseer in charge of that important river, informed

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me that so far no infraction of the Fishery Act had taken place. I proceeded to visit the Indians who are settled on the western point of the mouth of the River Cascapediae, and found, with great pleasure, that they were more inclined than formerly to cultivate their lands, a proof of which was that each of them had ploughed up a considerable breadth. Unluckily they had failed to procure seed-grain enough, so that some of the land would remain unsown, if the government did not supply them with it.

I consider it highly important that this disposition of the Indians to take to farming should be encouraged; for, besides furnishing them with provisions less precariously and in greater abundance, they would be the less tempted to trespass on the waters abounding with fish, by taking the trout and salmon as they now do.

These Indians still possess the liberty of fishing for salmon and trout with the torch and spear, but only for food, and in those rivers which are not entirely leased; and no doubt it would be an act of cruelty to deprive them of the right, without giving them an equivalent. Well, it is my sincere opinion, that if agricultural tools and seed grain were given to the Indians of the Cascapediae, Restigouche, Gaspé and other places, for five years, with proper aid to enable them to turn to tillage, this privilege which they now have, to the exclusion of the whites, might at the end of that time be withdrawn without any detriment to their welfare.

The herring had not been as abundant in the Bay of Carleton and in Cascapediae Bay as in former years, and had made its appearance on about 25th April. In fact, the fishermen had cared very little for the herring fishery, as, on account of the civil war prevailing in the United States, this fish is so low in the market that there is no inducement to export it in large quantities. Boston is the place where it is most in demand.

The following day we touched at Paspebiac, and remained a few hours to ascertain whether my presence might be required there, and finding all quiet, proceeded to Port Daniel, at 9.30 a.m. Here I quickly disposed of the fishing licenses for this part of the coast, and went on to Little Pabos, at 2.45 p.m. I delivered to Mr. Rémon, the overseer of fisheries at the place, the fishing licenses for Newport, Grand Pabos and Little Pabos, and, having ascertained that all was in good order, proceeded to Grand River, where we came to anchor. I leased the salmon fisheries there, and that being despatched, reached Percé before nightfall.

I had heard at Port Daniel, Pabos, and other fishing stations between that place and Percé, that the codfishing, which had commenced early with herring bait, was satisfactory in its results.

At Percé the cod had made its appearance near the coast on the 10th April, and the fishermen at that place, who are accounted the best on the coast, had taken a large quantity; but more recently the fish kept further out on the banks in the offing. Up to that time the bait had been herring. At Percé, which is the great centre of the codfishery, great order prevailed.

On the 18th in the afternoon, as the weather was threatening, we put into the port of Gaspé, where we found six vessels newly arrived from Europe with cargoes of salt and supplies of material for the fishing establishments on the coast, a still large number being expected. Besides these there were also fifteen schooners belonging to Gaspé and Quebec; some of the latter loaded with supplies, as flour, pork, &c.; the others getting ready for the fishery.

All day on the 19th and 20th, I was engaged in leasing the salmon fisheries on the River St. John, South-west or York River, North-west or Dartmouth River, Sandy-beach and the Peninsula, in all fifty-eight licenses for salmon fishing. This part of my duty did not, indeed, involve any great amount of trouble, for the fishermen feel and understand the advantages of the system in force, both as regards the preservation of the fish and their own profit.

On this visit to Gaspé, I heard no more than a single complaint for a breach of the fishery laws. The person charged, one Thomas Comer, was convicted of having taken trout during the preceding winter, and fined eight dollars and costs. I took advantage of my stay at Gaspé to strew branches loaded with stones of a size to keep them down, on the oyster-beds which I had planted two years before; this being in imitation of the system pursued at the Bay of St. Brieux, in France, by Mr. Coste, by order of the French government. Both there and in other places, it has been ascertained that the young oysters

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readily fasten on the small branches of all kinds, and that the use of them is the best means of retaining the spawn newly deposited, and preventing the young brood from being swept away by the currents.

On the 21st in the morning we left Gaspé, putting in at Brilliant Cove, where I settled some disputes which had arisen between several parties, concerning the possession of some land and portions of beach, and then proceeded to Point St. Pierre, thence to Malbaie, where, not being able to communicate with the overseer of the division, I was obliged to enclose each license in an envelope and direct them severally to the fishermen.

At Point St. Pierre as well as at Malbaie, large shoals of codfish had been observed on the coast early in April, and our fishermen, profiting by the opportunity, had taken a great quantity. For several weeks back, however, they had retired to the banks, where they were still in great numbers, though the fishing was carried on in shore up to that time. The bait used was herring.

In the evening, we sailed for the River Madeleine, where I landed next morning; and immediately leased the stations on that river, leaving at 8.10 a.m.

At 2 p.m., we anchored at Ste. Anne des Monts, where, without losing time, I issued fishing licenses, and at 3 p.m. was on board again. As, however, it blew hard from the south, the captain did not think it expedient to set sail. Along the whole coast of the River St. Lawrence, from Cape des Rosiers to Cape de Chatte, the shoals of cod had made their appearance later than at Percé. At Griffin Cove they had been very abundant, as well as at Fox River and the Grand Etang, and the fishermen had been very successful. At La Madeleine, Mount Louis, and Ste. Anne des Monts, they had not been so fortunate.

The inhabitants said that the winter had been mild on the coast of Gaspé, but an enormous quantity of snow had fallen, which had kept the roads nearly impassable all winter. A great deal of floating ice had also been seen on the coast till the beginning of April.

Leaving Ste. Anne des Monts at midnight, we reached the scene of the wreck of *La Canadienne* at 5.30 a.m. The whole day was employed in carrying on board the remains of the gear and rigging of *La Canadienne* from Mde. McClure's and the schooner, and at 7.30 p.m. we left for Quebec. In the afternoon I went to visit the *Pride of Canada*, where great exertions were being made to raise her and get her afloat. The steamer *Victoria*, which was to tow her to Quebec, was expected every day, so that the captain did not require our assistance.

We encountered a heavy gale from the west during the night; the next morning the weather was fine, and we reached Quebec at 7.45 p.m.

SECOND VOYAGE.

From the 24th May to the 2nd June, the steamer *Napoleon III.* remained in port at Quebec, engaged in coaling and taking in supplies for the light-houses in the Gulf. In the evening of the 2nd we sailed. On the 4th in the morning, we arrived at Point de Monts, landed the provisions and other articles for that place, and sailed again at 6.45 a.m. About an hour afterwards, I landed at Mr. Comeau's, of La Trinité, who is the overseer of fisheries, and justice of the peace for that part of the north coast; and having arranged the affairs of his division with him, and given him a fishing license, we proceeded to Pointe Cariboo, where I left one of our men to look after *La Canadienne*, and cut the timber we should require to float the schooner on our return from the Gulf.

At 11.30 a.m. we kept our course, and in the afternoon came to anchor off the River Moisie, where I found Captain Bernier at his post. I swore him in, as also two constables named J. B. St. Pierre and Emilien Lepage. I next visited the fishing establishments, of which there were more than in preceding years; all was orderly.

The capelin had only just made its appearance, and the first cod had been taken only a few days previously. No more than five schooners were in the river, three from Quebec and two from Halifax. I observed with pleasure that the fishermen had all prepared ditches in the sand, covered with bark, for the reception of the heads and entrails of the codfish, in conformity with the law.

I issued licenses for the four salmon fishing stations on Moisie bank. Mr. John Holiday had that day taken the first salmon of the season, two in number. The water was not very high in the river, and everything promised well for the fishing.

It was nearly eleven when I returned on board. We sailed immediately for the River St. John, and arrived there the next day. Mr. Joseph Beaulieu, the overseer of the division to which this river belongs, had not yet arrived at Carleton, but was expected shortly. However, the fishing had not yet commenced, either for salmon or cod. No capelin had been seen, and it is well known that it is the shoals of this luscious little fish which are closely followed by the cod, and even the salmon on the coast, and that it is chiefly on their arrival that the great success of the former fishing depends.

There was about the same number of fishermen at the River St. John as the year before. The most considerable establishments of the place belonged to Mr. P. Sirois of l'Islet, and Mr. E. Bélanger of Cape St. Ignace, who give employment to a great number of fishermen and transact a large business.

Before leaving the River St. John, I settled in an amicable manner a difficulty between two fishermen relative to the possession of certain property.

It was nearly eleven o'clock in the morning when we arrived at Mingan. I immediately proceeded to issue licenses for the salmon fisheries in the seigniory of Mingan to the agent of the Hudson's Bay Company, who were, in pursuance of instructions, to have the exclusive right to the whole. The licenses were twenty-one in number, and included all the fishing stations from the River St. John to the River Agwanus, inclusive.

Neither the cod nor the salmon fishery had commenced about Mingan.

I received from the village of Pointe-aux-Esquimaux, six leagues east of Mingan, accounts of the most satisfactory nature.

The expeditions which had been sent out seal hunting on the ice, had returned after the most successful and remunerative voyages yet made, and for more ample information on this subject, I give a list of the vessels employed in this expedition, and the number of seals brought in:—

Names of Schooners.	Names of Captains.	No. of Seals.	Galls. of Oil.
Amelia.....	X. Cormier.....	1,320	6,340
Eugénie.....	Joseph Dupuis.....	730	2,920
Lady.....	J. Maldoon.....	1,027	4,268
Victoria.....	G. Cormier.....	1,100	7,728
Alphésine.....	P. Cyré.....	550	2,880
Wide Awake.....	Vital Vigneault.....	600	4,960
Constantine.....	Jules Boudreau.....	1,396	6,880
Mermaid.....	Joseph Morier.....	180	1,057
Vinello.....	P. Doyle.....	482	2,100
	Total.....	7,385	38,633

I may further state, that the Village of Pointe aux Esquimaux, which has sprung up within the last five years only, and which now contains eighty-five families of fishermen, is now in a flourishing condition, owing to the success of the seal and cod fisheries for some years back, and its future prosperity seems fairly secured. It has a church and two resident priests.

Having concluded all my business at Mingan, we left at 2 p.m. for the light-house at the west point of Anticosti, where we arrived at six in the evening; and notwithstanding the heavy surf that beat upon the shore, the supplies for the light-house were landed the same evening, or rather the same night.

On the following day, at a very early hour, the depot of provisions at Gamache Bay (or Ellis Bay) was supplied, and at noon we were at the south-west point light-house.

While the crew were landing the stores and provisions we had brought for the light-house at this place, I directed my attention to the salmon fisheries of the Island of Anticosti.

This island; which is one hundred and seventeen miles in length and thirty miles wide, and larger than some sovereign States of Europe, was formerly a seigniory, but is now held by the proprietors in free and common socage.

It is uncultivated, and will doubtless forever remain so; the thin layer of vegetable mould covering the calcareous rock, full of fossils, of which it is composed; its cold, damp

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climate, its complete isolation, during winter, from the rest of the country, offer no very tempting inducements to foreign or home settlers, more especially with the knowledge of the fact that there are to be had in the peninsula of Gaspé, thousands of acres of the richest land which are still unoccupied, and enjoy a very much milder climate.

But this island is a highly important hunting ground for fur-bearing animals, particularly black bears, foxes of every variety, martins and mink. Its salmon fisheries, which have now greatly fallen off, were formerly important; it is for the purpose of carrying on both of these branches of industry that it is let out by the proprietors to Mr. Wm. Corbett, who resides at the south-west point.

That gentleman, to whom I had given licenses last year, was not then at home; I was, therefore, compelled to place this year's licenses in the hands of the light-house keeper, Mr. Pope, who was to receive the amount, together with that of the previous year.

I had instructions to appoint one of my men as fishery overseer, and to see that the fishery regulations were strictly followed; but having failed to secure, at the south-west point or elsewhere, a suitable boat for his use, and the services of a man to accompany him, I was compelled to keep my sailor on board.

It was near 5 p.m. when we left the Island of Anticosti, but we succeeded in reaching Cap des Rosiers the same evening, and, as the night was fine, the crew were enabled to supply the light-house at that place at once; and at 1.30 a.m. the next day, we again left for the Magdalen Islands.

We anchored the same day, towards evening, in Amherst harbor. Mr. Eugène Hammond—the officer I had left at the Magdalen Islands, with four men, to see the law carried out in my absence—came on board, and made me a report of all that had occurred at the islands since I left.

The herring fishery terminated about the 20th of May. On the 17th, one thousand barrels had been taken with three casts of the net. On the 17th of May, Mr. Hammond planted in Pleasant Bay the stake which indicates the line, to the eastward of which no mackerel nets are to be set, so as to preserve, at the outlet of Amherst harbor a free passage for navigation, and at the same time for the shoals of fish, which the instinct of reproduction compels to approach the shores in order to deposit their spawn.

A few days later the fishermen began setting their nets, but the mackerel did not appear in Pleasant Bay until the 4th of June, and then in such small quantities that the fishermen caught barely a few barrels each; and when we left the islands, though there was some improvement, the produce of this branch of the fisheries was not satisfactory; in fact it was thought that it was about to close.

Some fifty schooners engaged in this branch of the fisheries had visited the port of Amherst, and, thanks to the zeal displayed by my men under the circumstances, the masters of these vessels had complied with that clause of the regulations which indicates the manner of placing their nets in the bay. It had not been found necessary to report any infringement of the law to the authorities of the island; and although there were for a time more than five hundred foreign fishermen in the port of Amherst, my constables had succeeded in maintaining order and public peace, and the people of Amherst were grateful to them for their success in so doing.

One of my duties in going to the Magdalen Islands this time, was to post up the proclamations for the election of a member of the Legislative Council for the Gulf Division. This I did at Amherst harbor, at L'Etang du Nord, and at House Harbor, and I notified the returning officer, Mr. Gauvreau, of Rimouski, of the fact.

I went on the 8th to L'Etang du Nord, and on the 9th to House Harbor.

Nothing remarkable had occurred since my last visit in these localities.

Codfish had been abundant in Pleasant Bay and around the Magdalen Islands for some time: the boats brought in as many as four quintals every day; herring and mackerel were used as bait.

In the afternoon of the 9th, after taking on board Mr. Hammond and his men, we left for Shallop Creek, on the Island of Anticosti.

On the following morning we landed the provisions for the dépôt kept by the Government for the assistance of the shipwrecked. Last year a brigantine named *Grace*, loaded with codfish from Gaspé, was wrecked on the coast 15 miles above Shallop Creek, on the 11th December, and had not Mr. Bradley gone out to the assistance of the officers

and crew of the vessel, they must all have perished. One of them sunk under the fatigue and cold he had endured, and most of the others had their feet frozen. At the keeper's house they received the most unremitting attention during the whole winter. This spring they were taken to Gaspé by a schooner.

At 2.35 p.m., we reached the Eastern Point. The supplies were delivered at Point Heath light-house, and in the evening we left for Forteau light-house.

We had fine weather all night and for a portion of the day on the 11th; on reaching a point in the Straits of Belle Isle about 10 leagues from Forteau, on a sudden the temperature fell considerably, and the atmosphere became loaded with vapours; these phenomena indicated the proximity of ice. Soon afterwards we saw icebergs, and at 6 p.m. we were entirely surrounded with floating ice, the steamer going slowly.

After a time, seeing the uselessness of our efforts to push our way through the floating masses of ice, the course of the vessel was changed, and at 7.30 p.m., we were far enough from the ice to pass the night hove-to without danger.

On the 12th June we repeated our attempt to break through the barrier of ice between us and the north shore; we spent this day also hove-to, as also the following night.

On the morning of the 13th, seeing that it was impossible to get through the Straits of Belle Isle, Captain Gourdeau determined to start for Sydney, in order to take in a supply of coal, as he had not enough to enable him to go through Belle Isle and back.

We stopped however at La Tabatière on the morning of the 13th.

I visited the fishing establishments of that place, as well as those of Mutton Bay and Whale Head; I put the salmon fisheries under lease during the day, and in the evening we anchored at the latter place.

The salmon fisheries had not been at all productive on this part of the coast, and the hunting of fur-bearing animals had almost completely failed the previous winter, so that the people were in great straits, and in fact some of them were reduced to utter poverty; but the codfishing was about to commence, and this would soon furnish them abundant supplies, at least for some time.

On the following day I visited Little Meccatina Island, and gave out licenses for the salmon fisheries there, and at noon we started for Sydney.

On the 15th, a tempest forced us to seek shelter in St. George's Bay, on the coast of Newfoundland; there we met the French corvette *Gassendi*, of six guns, commander Gauthier. This vessel, together with the corvette *Lavoisier*, commander Ribour, the corvette *Milan*, commander Clouet, both of six guns, and two small schooners armed with swivel-guns, are engaged during the season in the service of protecting the French fisheries on the coast of Newfoundland and at the islands of St. Pierre and Miquelon.

The fisheries cover four hundred and twenty miles of coast (not half the extent of the Canadian coast), commencing at Cap St. Jean on the east, thence north-east by Quirpon, thence west as far as Cape Ray, at the south-western extremity of Newfoundland, and the small islands of St. Pierre, Langlade and Miquelon.

I gave a description of these islands in my report of 1858.

The population of St. George Bay, consisting of two hundred to three hundred persons, are chiefly employed in the herring fishery, which fish make their first appearance there in the spring, and constitute the principal resource of the inhabitants.

This fish generally comes in in enormous quantities. This spring the catch was most abundant.

During the night, the weather having become fine, we continued our voyage, and on the following day at 3 p.m., we anchored in the port of Sydney.

We were occupied until the 20th in taking in a supply of coal.

On the 23rd we returned to the Straits of Belle Isle, and we were astonished to find the whole of the north shore from Anse aux Blancs Sablons still bordered with floating ice, which extended four or five miles out.

Thinking that by stretching out towards the coast of Newfoundland we might break a passage through as far as Belle Isle, we steered accordingly; but when off Green Island, on the coast of Newfoundland, we saw that the strait was completely blocked up, and we were compelled to put back.

We endeavoured to approach Belles Amours in the evening, but the ice again prevented us from reaching that port. The next day we succeeded in entering the excellent

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Gazelle
British Eagle
Lander
Valette
Sea Slipper
Mediator
Quito
Flirt
Bonita
E. Wier
E. Fraser
Amida
Debel
Lady Speedwell
J. L. Vogler
Harvest Home
Van
J. W. Mullock
Vigilant
Shooting Star
Ocean Pride
Ann-Maria
Alert
Lily of the Wes
Wasp
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British Lass
Princess Louisa

harbor of Bonne Espérance, to which, notwithstanding its distance from the high sea, the ice again followed us.

We remained there until the 26th, and I took advantage of this delay of a few days to visit River St. Paul, which falls into the sea quite close to the harbor of Bonne Espérance, and the neighboring fishing stations. I also distributed licenses for the salmon fishery to the fishermen of Dog Islands, Bonne Espérance, Salmon Bay, Five Leagues, and Middle Bay. At the same time I myself, assisted by one of my officers, visited all the schooners which were lying in Bonne Espérance harbor and Salmon Bay, of which the following is a list:—

BONNE ESPERANCE HARBOR, 25TH JUNE, 1862.

Names of Schooners.	Names of Captains.	Of what Port.	Tonnage	Number of Men.	Number of Boats.
Vegate.....	F. Mira.....	Luxembourg.....	36	10	3
Clide.....	C. Loyde.....	do.....	70	13	4
C. W. Lyle.....	T. Smell.....	do.....	40	11	4
Jos. Creighton.....	G. Griffin.....	do.....	60	13	4
Golden Eagle.....	G. Smellson.....	do.....	43	11	3
Tropic Birds.....	Jacob Allan.....	do.....	46	13	4
H. McMoyle.....	A. Burns.....	do.....	55	11	4
Bella Young.....	G. And.....	do.....	30	11	3
Agile.....	H. Loyde.....	do.....	27	8	2
Four Brothers.....	C. Spindler.....	do.....	33	11	3
Sturgeon.....	L. Hennicook.....	do.....	33	11	3
Prince Consort.....	Isaac Link.....	do.....	42	11	3
Lintocher.....	Jos. Smith.....	Halifax.....	50	11	2
Commodore.....	John Fredit.....	Luxembourg.....	40	13	4
Gazelle.....	F. Shankle.....	do.....	22	10	3
British Eagle.....	E. Romkey.....	Halifax.....	44	13	4
Leander.....	G. Shankle.....	Luxembourg.....	30	11	3
Velette.....	Ed. Maxwell.....	do.....	38	11	3
Sea Slipper.....	E. Lyson.....	do.....	40	13	4
Mediator.....	J. Richard.....	do.....	50	10	3
Quito.....	C. Craroft.....	do.....	24	8	2
Flirt.....	Peter Parols.....	do.....	44	11	3
Bonita.....	C. Romkey.....	do.....	48	11	3
E. Wier.....	E. Miller.....	do.....	60	13	4
E. Fraser.....	Ed. Hurtle.....	do.....	38	10	3
Amida.....	Isaac Lindsay.....	do.....	42	13	4
Debel.....	J. Louis.....	do.....	60	13	4
Lady Speedwell.....	Dan. Eckman.....	do.....	53	14	4
J. L. Vogler.....	James Bell.....	do.....	53	13	4
Harvest Home.....	J. Canes.....	do.....	40	10	3
Van.....	J. Romkey.....	do.....	50	11	3
J. W. Mullock.....	John Goëlsen.....	do.....	82	13	4
Vigilant.....	P. Publico.....	do.....	55	13	4
Shooting Star.....	E. Ritzey.....	do.....	61	13	3
Ocean Pride.....	S. Ritzey.....	do.....	31	10	3
Ann-Maria.....	P. Shankle.....	do.....	43	13	4
Alert.....	C. Mozart.....	do.....	57	12	4
Lily of the West.....	Cha. Vincent.....	do.....	50	11	3
Wasp.....	G. Gildest.....	do.....	40	11	3
Rosnada.....	G. Bornsole.....	do.....	50	13	4
British Lass.....	J. Smith.....	do.....	50	10	3
Princess Lotisa.....	R. Romkey.....	do.....	43	10	3
		Total.....	1883	482	143

SALMON BAY HARBOR, 25TH JUNE, 1862.

Names of Schooners.*	Names of Captains.	Of what Port.	Tonnage	Number of Men.	Number of Boats.
Amelia	John Hartfield.....	Newbury Ports.....	100	15	6
Grand Island	Thomas Tobin.....	do	120	15	5
Mary Claveland.....	Noël Dow.....	do	139	16	5
Native American	J. T. Ash.....	do	115	16	5
Independence	William Hewitt.....	do	90	15	5
John W. Dodge.....	Walter Joy.....	do	110	16	5
Emma V.....	William Sanborn	do	150	16	5
T. P. Johnson.....	Richard Joy	do	114	16	5
		Total.....	938	125	41

* Each of these schooners had, besides, two boats to manage the seine.

The salmon and cod fishery had not as yet been begun anywhere, and it was not until just before our departure that a few salmon were taken in River St. Paul, and the first cod were caught off Bonne Espérance; there can be no question but that the cod, the caplin, and the salmon had been prevented from approaching the shore at an earlier period by the ice.

Besides, even if there had been fish on the fishing grounds before that time, the boats could not have got to them, so closely was the ice packed against the shore; moreover, the ice, carried sometimes in one direction, sometimes in another by the tide, would have prevented the boats from anchoring properly; or had that been successfully done, they would have been disturbed every moment by pieces of ice which might have crushed them, unless they hastened to get out of the way.

The autumn seal fishing had not been good in consequence of the severity of the weather during the time when the seals made their appearance. At the same time the hunting of fur-yielding animals, in the interior, having produced but very little, many of the inhabitants had suffered from the scarcity of provisions, and this delay of the most productive branch of their industry added still more to their troubles.

Forty-two Nova Scotian schooners were in Bonne Espérance Harbor awaiting the commencement of the cod fishery; there were fifteen belonging to the United States in Salmon Bay.

The crews of these schooners amounted to a total of six hundred and seven men, distributed over one hundred and eighty-three fishing boats. The American schooners had besides fourteen large seines well equipped.

No infraction of the fishery law was reported, nor had there been any disturbance of the public peace and order.

On the afternoon of the 26th June, we again set off for Forteau, and this time again the ice prevented us from reaching that place; we were obliged to anchor under the lee of Wood Island. But the same evening the ice, brought down by the sea, compelled us to get away from the land for the night; I had been able, however, to land on Wood Island for an hour and visit Mr. Alfred LeBoutillier, the agent at the largest fishing station on that island.

That gentleman informed me that the island had been surrounded with ice for more than a month, and that their vessels from Jersey had not been able to approach it. One of them had been surrounded with ice several times, and had lost four anchors.

The fishery had not yet begun either there or at Anse aux Blancs Sablons.

We lay to under a strong east wind all day on the 27th, and the next day we succeeded in getting into Forteau Bay for shelter; during the greater part of the day we had snow and hail.

Although Forteau Bay is not in Canada (being fifteen miles from the frontier, at the head of Anse aux Blancs Sablons), I consider that I ought to give the number of fishing posts there, as the Canadian fishermen very often go there to transact business.

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Ed. Cribb.....
R. H. Ellis.....
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FISHING STATIONS AT FORTEAU BAY, &C.

Number of Boats.	FIRMS.	AGENTS.	FISHING BOATS.
6	Le Boutillier Brothers	Joseph Mourant	20
5	De Quetteville Brothers	Captain De Foy.....	19
5	Du Haume.....	Captain Le Gresley.....	9
5	Ed. Cribb.....	E. Cribb.....	2
5	R. H. Ellis.....	.....	3
5	Letto & Flynn.....	.....	2
41		Total.....	55

Forteau Bay presents about the same chances of success in the cod fishery as Anse aux Blancs Sablons.

On the morning of the 30th, the weather being calm, we succeeded in getting opposite to Forteau Point, and landed the provisions which we had brought for the light-house there. We were, however, still surrounded with ice, and we were unable to anchor.

On that day the Forteau Bay and Anse à l'Eau fishing boats took some cod for the first time this spring; the fish appeared to be abundant, and we remarked an immense quantity of caplin, and a great many whales in pursuit of them.

About noon we sailed for Belle Isle, which we sighted towards evening. The wind was too high to allow of our anchoring near the light-house landing place.

The captain then endeavored to reach Château Bay, and subsequently Kirpon, but an impenetrable barrier of ice, four or five miles wide, prevented us from getting in, and we were compelled to take shelter for the night to the north of Belle Isle.

The next day the weather was fine, and we profited by it in the morning to such an extent, that before two in the afternoon we had landed all the provisions and articles intended for the Belle Isle light-house.

In the evening we returned for anchorage to Anse à l'Eau, and on the morning of the 2nd July, we reached Anse aux Blancs Sablons.

During this voyage through the Straits of Belle Isle, the narrowest part of which is, as is known, but ten miles wide, we moreover met with floating ice, called field ice by the English sailors, and icebergs to the number of nearly one hundred, of enormous size and of every possible shape. Some of them, seen from a distance, resembled ships under sail; others were shaped like steeples; others again had been quite pierced through by the waves, one being a perfect representation of the celebrated Percé, without, however, the opening resembling a gothic door at its base.

There was a quadrilateral iceberg in Forteau Bay, standing at least 70 feet above the level of the sea, which was aground in 150 feet of water.

Further in the strait we encountered some icebergs of much greater size than this, and among others one in the neighborhood of Belle Isle; its summit, in the form of a truncated pyramid, rose to a height of at least one hundred and thirty feet above the surface of the sea, and its base rested on the bottom, on a spot where the marine chart gave a depth of at least forty fathoms, or 240 feet, making the total height of the iceberg 270 feet at the least.

It is well known that icebergs are driven ashore by the currents and the eddies created around them.

I must add that the field ice and icebergs we had met in the Straits of Belle Isle, had appeared there only towards the end of May, and that previous to that period the straits had been almost entirely free from ice since the end of April.

The icebergs found in the Straits of Belle Isle in the spring, and in some instances during the whole summer, are, it is well known, brought down by the currents from the Arctic seas.

In the Blancs Sablons harbor, there were six brigantines and eight schooners engaged in the codfishery. I went over the fishing establishments at Blancs Sablons, Wood Island and Long Point, and found everything in good order at those places.

At the same time I sent one of my officers to perform the same duty at Bradore Bay, where he found the following vessels:—

BRADORE BAY.

Names of Schooners.	Names of Captains.	Of what Port.	Tonnage.	Number of Men.	Number of Boats.
Pionnier	Ed. Denis.....	Georgetown.....	63	14	4
Emmergeant	R. Nicholson.....	Charlottetown.....	50	12	3
Commerce	G. Case.....	Prince Edwd's Island..	49	12	3
Rising Sun.....	J. Messerney.....	St. George Bay.....	30	5	3
Amelia.....	Frs. Le Filate.....	Halifax.....	38	6	2
Sea Lion.....	Jacob Hewitt.....	St. John Nfd.....	106	10	3
Cussard.....	H. Messerney.....	St. George Bay.....	47	7	2
James Joseph.....	William Shaw.....	do.....	29	7	3
Total.....			412	73	23

The codfishery on that part of the coast had hardly commenced.

The netting of seals was not ended, but the ice had been a great obstacle, and the yield was not expected to be as great as that of an ordinary year.

I will give at the end of this report a table shewing the number of seals taken on the coast, during the fall season of 1861, and during the spring season of this year.

There were in Anse aux Blancs Sablons and in Bradore Bay about the same number of fishermen as last year.

On the following day the weather was highly favorable for fishing, and the ice having floated away from the coast, a large number of boats went fishing on the banks. The capelin, which they had in abundance near the shore, was the bait used. Codfish seemed to be abundant.

At 10.30 a.m., as my presence was no longer necessary at Anse aux Blancs Sablons, we left for St. Augustin, where we arrived in the afternoon.

In the port of St. Augustin we found the following schooners, fitted out for the cod fishery:—

HARBOR OF ST. AUGUSTIN.

Names of Schooners.	Names of Captains.	Of what Port.	Tonnage.	Number of Men.	Number of Boats.
Penigan	J. Moses.....	Halifax.....	34	11	3
Brilliant Star.....	J. Smith.....	do.....	40	11	4
Agile	E. Voglar.....	do.....	28	9	2
Prouesse	F. Morriss.....	do.....	40	11	3
Ducky Legs.....	W. Park.....	do.....	44	11	3
J. P. Cartwell.....	G. Hunter.....	do.....	31	11	3
Baronet	Z. Brogan.....	do.....	48	11	3
Belle	M. Feel.....	do.....	46	11	3
Young Nova Scotian...	E. Racey.....	Lunembourg.....	66	13	4
Visit	W. Paul.....	Halifax.....	45	11	3
Total.....			422	110	31

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Ten other schooners had left the day before for the eastern part of the coast. The crews of these vessels had only, up to that time, had a few days' fishing, the cod having appeared on these coasts in large numbers only quite recently.

I spent the 4th in visiting the fisheries of the locality. Notwithstanding a thick fog I reached the mouth of the St. Augustin river, fifteen miles distant from the port, in order to see whether any nets had been set in contravention of the fishery regulations. I found all the fishing gear set in accordance with my wishes, and obtained highly valuable information relative to the course of the River St. Augustin, which I will publish at the conclusion of this report.

Not a single salmon had as yet been taken in the St. Augustin River. In the evening we returned on board.

On the 5th, after an early start, I was enabled to land during the forenoon at Whale-Head and Kikapœ, in order to let the salmon fisheries in those localities; then towards noon we steered for Coacoachoo, where we came to an anchor the same evening.

On the 6th I sent Mr. Hammond to Wapitigun to visit the fisheries there. I myself ascended the River Coacoachoo as far as the first rapids, in order to examine its course and see how the fisheries had been carried on; I will give a description of it at the close of my report. It is sufficient to state that since the occupant has confined himself to the use of nets, he takes hardly any salmon.

On the 7th, at 9 a.m., we came to an anchor at the River Kegasca; I had sent one of my boats to visit the Olomanosheebo or Romaine and Musquarro Rivers, and afterwards to meet the steamer at Kegasca.

I then gave my attention to the complaint of Jean Boudreault, the lessee of the River Kegasca, against Jean Giroux, accusing the latter of having fished in the river, during the month of July of last year, without a license and contrary to the wishes of the lessee. The proof being complete, Giroux was condemned in the highest penalty, \$20, which was paid at once.

I afterwards visited the Kegasca establishments; everything was in order. Codfishing had commenced a month previously, and promised a very good yield.

Two Kegasca schooners had been engaged in seal fishing, and had met with tolerable success; they will be found in the table of schooners at Kegasca.

On the morning of the 8th, my large boat arrived from Musquarro. My officer had seen, in a harbour opposite the River Olomanosheebo, the following schooners:—

Name of Schooner.	Names of Captains.	Of what Port.	Tonnage.	Number of Men.	Number of Boats.
Nile	H. Mitchell	Halifax	25	7	2
N. Messenger	A. Staton	do	50	11	3
William	T. Mitchell	do	20	8	2
Dolphin	J. Studdard	do	23	7	2
		Total	118	33	9

Other schooners, to the number of fifteen, had also been engaged in the cod fishery with success; the fish had, however, ceased to be abundant for some days past.

The salmon nets used in the Olomanosheebo and Musquarro rivers, were set in conformity with the law.

At 9 a.m. I visited the River Kegasca, which I ascended as far as the first rapids; I found all things in accordance with the regulations. I leased it, and also a fishing station in the vicinity. It was only a week since the first salmon had been taken in the Kegasca River.

At 1.45 p.m. we came to an anchor off the Great Natashquan River, which I visited. Robert Stanley and his partner Quigley, carried on the fishery as in former years; they had taken their first salmon on the 5th of June. Since that period fish had been

plentiful in the river, and the produce of their fishery had already reached two hundred and eighty barrels: this was certainly a splendid yield.

I ordered one of my officers to ascend the river to see whether all the nets were set in accordance with the law; he was instructed, at the same time, to set stakes to mark the upper limits of the estuary of the river.

I proceeded to the harbour of Natashquan in the afternoon.

There were, at one and the same time, in this port ninety schooners from Canada, Nova Scotia, and the United States, all engaged in the cod fishery which had been abundant, though not so much so as last year.

For some days previously the number of cod—which had first appeared about the 10th of June—had somewhat fallen off, in the vicinity of the coast, and these vessels had gone towards the lower end of the north coast.

Capelin had been taken in abundance during two days only, and this was great loss to the fishermen, who had frequently run out of bait; they had used small herring instead.

The boats had taken about one hundred quintals of cod each, and the fishing was not yet over.

The Natashquan schooners had been very successful in seal hunting (see table showing the number taken by each of them).

The village, which now contains about twenty-five houses, was in a state of tranquillity and order.

Mr. Ed. De La Perrelle, who employs a large number of persons at his establishment in the harbour of "La Frégate," had no complaint to make against any of them.

I leased two fishing stations on the Natashquan shoals, and returned on board in the evening.

On the morning of the 9th, the officer whom I had sent up the River Natashquan the day before, returned, after accomplishing the object for which he was sent to my entire satisfaction.

On leaving Natashquan, I left one of my men, Jean Blanchette, there as a fishery overseer. He was instructed to see that the fishery regulations were strictly observed, and particularly to prevent any person from spearing salmon.

Mr. Linklater, the agent of the Hudson's Bay Company, at whose house J. Blanchette was to stay, promised me to assist the latter by every means in his power.

About 8 a.m. we came to an anchor off the River Agwanus.

The occupant of this river, Sylvester Kennedy, had, it appeared, refused to arrange with the Hudson's Bay Company, and to take the license I had granted to that Company for the salmon fishing of the river; I compelled him to comply with all that my instructions required, and I made him pay the arrears he owed for the licenses of 1860 and 1861; and before leaving, I made him take up two nets, which were not set in strict conformity with the regulations. The produce of the river was 15 barrels of salmon.

At 1 p.m. I reached the River Napitippi. I ascended it as far as the Falls, a distance of about one mile from the sea; there is no obstruction to prevent the passage of salmon.

I measured the distance between several nets; I found that some of them were too close together, and caused them to be taken up.

The produce of the fishing was small: about seven barrels of salmon.

A great many harbor seals had been seen this season. These amphibious animals carry on a destructive warfare against the salmon and trout, and this may account for the falling off in the catch of the former this year at Napitippi.

At 8 1/2 a.m. we reached Washeeskoo. I landed at once to see Mr. Joseph Tanguay, who carries on salmon fishing there and in two other rivers. I gave him fishing licenses for the stations occupied by him in these three rivers; at the same time I collected the moneys due the government by him.

I returned on board at night. I may state that that part of the north shore of the Gulf of St. Lawrence, extending from Natashquan to Point aux Esquimaux, a distance of 65 miles, is the most thinly settled portion of the whole coast, because there is no codfishing carried on there.

A thick fog prevented us from reaching Point aux Esquimaux until the following day at 11.10 a.m. I have already given a list of the schooners of this locality, with the quantity of seals taken by each of them. These vessels had since gone out to fish for cod off the lower part of the north coast.

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I had no difficulties whatever to settle at Point aux Esquimaux.

At 4.30 p.m. we came to an anchor in the harbor of Mingan, where we found fourteen schooners, which the bad weather had compelled to seek a shelter.

There was also in port the English yacht *Geneva*, of eighty tons. Mr. Lamont, the proprietor of that beautiful vessel, had come to enjoy the pleasures of fishing and hunting, and at the same time to pursue geographical and geological studies.

The few gentlemen who had been fishing for salmon with the fly had been highly successful; all reports stated that the river was full of salmon. No person had fished with nets.

On the morning of the 11th we were at Long Point. I found there five schooners, anchored near the coast and fishing for cod. There had been a great abundance of fish for the previous eight days, and Mr. C. Hamilton with his nineteen boats had already taken nine hundred quintals. The neighboring fishermen had been equally successful.

There was every indication of a good year's fishing in this locality, though the cod had appeared rather late.

Everything had been quiet at Mingan and Long Point since the beginning of the season.

At 9.15 a.m. we came to an anchor off the River St. Jean. Mr. Beaulieu, whom I met there, told me that the first salmon had been caught on the 11th of June.

The catch of this fish was good, but less abundant than last year. The season was on the point of closing.

The cod had appeared on the coast on the 24th June, and they had been abundant since that date. Unfortunately capelin had been scarce, and this circumstance prevented the fishermen from being as successful as they would have been, had bait been abundant.

I had no report of any infringement of the fishery laws.

I appointed Mr. Beaulieu superintendent of the harbour in the river, and I established a ballast-ground.

At three p.m. we reached Rivière au Tonnerre.

When off Ridge Point, I sent one of my boats, in charge of Mr. Hammond, to visit the fishing establishments of that locality and of the neighbouring posts.

I appointed Mr. John Loisel harbour-master at Rivière au Tonnerre.

While there, a complaint for an assault and battery was laid before me; but as the accused was out fishing and not expected home until evening, I found time, before taking action in the matter, to visit Shell-Drake River.

On reaching the latter, at 5.30 p.m., I gave out three fishing licenses, and I saw that all was in order there, as well as in the neighbouring bays.

On returning to Rivière au Tonnerre, at 9.45 p.m., I immediately summoned the party accused of assault before me, and as the case was clearly proved, and the offence of a serious nature, I condemned him to a fine of \$10, which was paid at once.

After gathering all useful information respecting the fisheries of that part of the coast, I returned on board at 10 p.m., just as a strong wind sprung up from the E.S.E.; we sailed immediately for Gaspé. During the night we had a heavy head sea and rain.

We were abreast of Cap des Rosiers at 9.30 a.m. on the 12th, and at noon we anchored in Gaspé Basin.

There were then but very few schooners in the port.

The fishery overseer, Mr. Boyle, reported everything in order in his division.

On the 14th we left Gaspé Basin; we first stopped at Point St. Pierre, then at Percé, and in the evening we anchored at Paspebiac.

At the two first mentioned places, codfishing had suffered somewhat, but only from scarcity of bait; for there was an abundance of fish on the banks and particularly on Green Bank, where fishermen provided with good bait had taken as much as fifteen *driftes* of cod in a single day.

Mackerel had made its first appearance, but in very small quantities only. No American schooners had as yet appeared to disturb our fishermen.

At Port Daniel, the neighbouring stations, and Paspebiac, fishing had been attended with favorable results, and nothing had occurred to disturb the peace and tranquillity of these coasts.

The port of Paspébiac was almost deserted at this period; it was the time when the vessels make their summer voyage to the Antilles, Brazil and the Mediterranean.

On the 15th, at noon, we left Paspébiac, reaching Carleton at 4.30, p.m., and there engaged a pilot to take the *Napoleon III.* up the river Ristigouche. In the evening we anchored at Dalhousie: at that point is the best and perhaps the only suitable anchorage for our steamer in the river Ristigouche. Besides, even if we had wished to reach Campbelltown, fifteen miles higher up, we could not have done so, owing to the difficulty of navigating so large a vessel as ours, in a river full of banks of mud, on which we should have run great risk of grounding.

Nevertheless I had to ascend the river Ristigouche and also the Matapédia, to ascertain the state of the salmon fisheries, and was forced to make the journey by land. I started early on the morning of the sixteenth, in company with Mr. Barbarie, advocate of Dalhousie, and one of the most ardent promoters of all the measures adopted in the county of Ristigouche for the preservation of the fisheries.

We took the right side of the river, in New Brunswick, as the shortest and best route; we passed through the magnificent district bordering the New Brunswick side of the Ristigouche, and in the evening we camped at Clarke's Brook, on the river Matapédia, six miles above its junction with the Ristigouche.

From the information I gathered on the way, it was quite evident that, on the Canadian side, the fishery laws have been strictly obeyed, and that not a single salmon had been speared, either by the whites or by the Indians, in our waters; and similar reports were also made by the fishery overseers.

But on the New Brunswick side, unfortunately, such had not been the case. The salmon fishery regulations of this province had been openly violated by a large number of fishermen and by Indians.

Not content with spearing the salmon, they had also taken them with seines and nets in the creeks, where they were found in large numbers; and this occurred almost under the eyes of the fishery overseer, who seemed to have neither the authority nor the means to prevent these depredations. Moreover, as these officers are not paid, it is not probable that they are often inclined to quarrel with their neighbors, and in some cases their intimate friends, by bringing them before the magistrate, and procuring their punishment for an infringement of the fishery regulations.

My information was furnished me by several inhabitants of New Brunswick, and by Mr. Barbarie, who, while discharging the duties of his profession, also acts as clerk of the court of sessions of the magistrates, which establishes the regulations governing the county fisheries, subject, however, to the approval of the governor of the province.

This state of things is to be deplored, for it will be in vain for us to preserve the salmon in that part of the River Ristigouche and its tributaries which belong to Canada, if the same be not done on the part of New Brunswick. And thus, it will be many years before the salmon increase to any appreciable extent, in fact they may decrease.

The report from the Matapédia river was favorable. Large quantities of salmon had passed up. They had been seen to leap, in a great many places.

On the following day I returned to Dalhousie, after visiting the Mission and Campbellton, having satisfied myself that on our side of the river all was in order. The salmon nets had been removed some days before.

On the morning of the 18th we left Dalhousie. We delayed a short time at Carleton to land our pilot, and three hours afterwards we landed at Paspébiac.

I landed to see whether my presence was in any way needed, and finding everything in order, I returned on board at 11 a.m. As our coal was running short, we started for Pictou, in order to take in a supply, and reached that port the following evening.

The *Napoleon III.* shipped her coal on the 21st and 22nd, and left on the 23rd for Gaspé Basin, which we reached towards noon.

I myself took passage on the *Lady Head*, which left Pictou on Tuesday evening, in order to visit (though hastily) the River Miramichi, so celebrated for the quality and abundance of its salmon and trout. Never did that fine river more richly deserve its reputation than this year; for, according to the reports made to me at Chatham itself, there had never before been so many salmon taken.

At the Isle au Renard stations, ten thousand of these valuable fish had been taken;

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The trout that ascend the Miramichi river in large numbers are a fine large fish, and I saw some very fine specimens at Chatham, weighing from five to six pounds each; they had been brought in by Indians.

Unfortunately, the regulations are not very strictly carried out, for want of active and competent officers for the service; and it is much to be feared that the noble River Miramichi will soon cease to be one of the most productive salmon rivers in North America.

The *Lady Head* reached Gaspé Basin on the evening of the 24th.

Immediately after the arrival of the *Napoleon III.* in that port, the crew had commenced shipping the materials—deals, boards, and jacks—which the Board of Works had sent down, and four ship-carpenters to be employed in the work we were to do upon *La Canadienne*, in order to float her and tow her to Quebec.

On the 25th, the fishery overseer at Gaspé, Mr. Boyle, came to lay a complaint against the Indians, Joseph Basque, Baptiste Basque, and Baptiste Lauson, who were accused of having illegally speared a quantity of salmon in a river under lease—Rivière du Nord-Ouest. I immediately issued summonses against the accused parties, but my constables were only able to secure Baptiste Basque: the others were in the woods. Baptiste Basque was brought before me, acknowledged his guilt, and was condemned to a fine of \$8, which he paid at once.

I again sent my constables, on the following day, to arrest Basque and Lauson, who could not be found on the previous day, but the search was unsuccessful; the Indians being still in the woods.

The fog prevented us from leaving before 2.45 p.m. on this day.

When we were abreast of Cape Gaspé, a thick mist shut out the coast from our view, thereby preventing us from visiting Rivière au Renard and the adjoining posts, as I intended, but we, nevertheless, held on our course for the River Moisie.

On the following day the fog was still thick; we were forced to lay-to a part of the morning; but at last we reached Seven Islands at 2.30 p.m.

The following schooners were at Seven Islands:—*Clara*, F. Poirrier, master; *Marie Luce*, F. Fraser, master; *J. L. A.*, Jos. Gilken, master.

These schooners were engaged in the coasting trade and carrying codfish.

The customs officer of the port of Seven Islands, with whom I entered into communication, reported that he had no complaint to make against any person, and that the number of schooners entered at the port was less than last year.

There were no longer any cod fishermen in the bay of Seven Islands; they had gone to settle on the Moisie river two years before.

However there was no lack of cod in the bay, and there had been an abundance of herring during a portion of the season.

Towards evening we sailed for the River Moisie; we did not succeed in coming to an anchor before the morning of the 28th, a thick fog preventing us from making out the land.

Salmon-fishing, with both net and fly, was most productive this year in the Moisie. It was stated that Mr. Halliday must have obtained from all his stations, about 500 barrels of that splendid fish, a great portion of which he had sold fresh, in the markets of Canada and the United States; and that Messrs. Williams & Beacon had caught, with the fly, 319 salmon, equivalent to about 14½ barrels. This was undoubtedly a splendid yield.

According to the report of the fishery overseer, Capt. Louis Bernier, there had been no infringement of the fishery regulations relative to salmon fishing.

Codfishing on Moisie banks, though tolerably good, had not produced as much as last year, and had not attracted as many schooners.

At the period of our arrival there were but four schooners there; John Benaud, the master of one of them, the *Hawk*, was summoned before me by the fishery overseer, for having thrown fish offal into the river Moisie; but the evidence produced by the complainant was not sufficient to prove the guilt of the party accused, and he was therefore acquitted.

This was the only complaint of that nature the overseer had to make.

After having visited all the stations on both sides of the river, and seen that all was in order, we left for *La Petite Trinité*, and came to an anchor near *La Canadienne* at 6 p.m.

On the following day I landed with my officers, the carpenters who had been sent down from Quebec, and our men, and we commenced the necessary works for raising, floating, and launching the schooner. These various and difficult operations were performed under the superintendence of Mr. Gagné, master carpenter of the Provincial Steamer Board, of which Mr. Buteau is the manager, and, whenever the weather permitted, Captain Gcurdeau landed with the greater part of his men, and rendered us most efficient assistance, contributing greatly to the success of our undertaking.

We spent three days in placing the schooner on even keel.

On the 1st of August the carpenters began work at the interior platform, which was to prevent the water from entering the hold of the vessel, and thus cause her to float.

On the 7th it was finished, and tried at high tide. It was staunch, and answered perfectly the purpose for which it was intended.

The schooner had floated a little in her bed at high water, but it was necessary to await the high tides of the full moon, in order to take her out to sea.

On the 8th, ten large casks were solidly fastened to the schooner's sides, in order to lighten her still more.

At 10.30 p.m. of the same day, the schooner began to roll at her berth; then a slight breeze of wind from the east, caused her to work for a few moments, and soon after she was entirely afloat.

The night was not very clear, but we could see well enough to do what was necessary, and the sea was calm.

We promptly availed ourselves of all these favorable circumstances; the word of command was given, and all hands went to work.

While some of the sailors slackened the ropes that held us to the shores, the others hauled with a will upon a strong cable tackle fastened at the end to a large rock in the offing, and we had the gratification of seeing the schooner glide out to sea, without touching one of the rocks that surrounded us.

Soon afterwards we recovered our anchor chain which was lying outside the beach; it was brought to the windlass which the men plied with unusual energy, and in fifteen minutes afterwards we were safe at anchor in fifteen fathoms water.

We thus succeeded in saving *La Canadienne*; the stillness of the night and the high tides caused by the E. and S. E. winds of the previous days, had powerfully assisted us in accomplishing the work; but it must also be said, that we neglected none of the means usually adopted in such cases, in order to insure the complete success of our undertaking.

Once we had the schooner anchored in deep water, all that remained to be done was to put on board the *Napoleon III.* the materials, tools, &c., which we had on shore.

At 7 a.m. (9th August), we left La Petite Trinité, with *La Canadienne* in tow, fastened with two cables.

The morning was fine; in the afternoon the east wind, which had been blowing since morning, increased in violence, and in the evening became a real tempest, compelling us to anchor for the night at the Brandy Pots.

We reached Quebec at 6 p.m. the following day.

I reported my voyage to the assistant commissioner of Crown Lands, and awaited orders for our third cruise in the gulf.

THIRD VOYAGE.

It was upon the evening of the 30th of August that we left Quebec, upon our third and last voyage in the gulf, with the autumn supplies for the light-houses.

The next day, a little below the Traverse of St. Roch, we perceived a vessel aground, with her masts gone by the board, and her flag hoisted with a waft. We approached her: it proved to be the Prussian ship *Frederick Der Gros*, which was placed in this critical position.

We offered to take the captain on board with his crew; but he still reckoned on saving his vessel, and declined our offer. What was most important to him was to telegraph to Quebec, in order that the necessary assistance might be sent to him, and accordingly when passing River du Loup, some hours afterwards, we took his despatch to the telegraph office at that place.

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On the morning of the first of September we arrived at the Pointe des Monts lighthouse.

About four hours were spent in landing the oil and provisions at that place; we then steered for the Caribou Islands (Mr. Comeau, the overseer of fisheries for that division, not being at home, we did not stop), and about noon we shaped our course for Seven Islands; but a thick fog having risen, we did not enter that port until the next day.

On the part of the coast which we had just been visiting, the cod had been coming in for several weeks, and the bait of which the fishermen were making use was the *burgan*, a species of mollusk of the genus *turbo*, of which the cod is very fond.

At Cawee the fishermen had obtained satisfactory results.

We found the following schooners engaged in fishing at Seven Islands:—Schooners *J. L. A.*, *Alma* and *Marie Louise*.

The cod was not very abundant in the bay, and for some time past the herring had become scarce. The fishing lines were baited with shell-fish, of which a great many are found in the sand banks at the head of the bay.

Mr. Smith, the collector of the port, had, up to that time, experienced no difficulty in the discharge of his official duties.

At 9 o'clock a.m., we set off for the Moisie River, where we anchored at 11 o'clock; but I could not land on account of the great swell which the south-east wind had raised on the shore, and in the afternoon the wind blowing still harder, we returned for shelter to Seven Islands.

At 3 in the morning the fine weather allowed us to return to Moisie. Captain Bernier, whom I met there, reported nothing remarkable since my last visit to that place; everything had gone on in an orderly manner.

For three weeks the cod had been scarce at that place, and the boats had almost ceased fishing for some days, for want of bait. But the season could not be reckoned a bad one, for the fishermen had taken on an average forty-five quintals,—that is to say, ninety quintals to each boat.

An interesting fact to be observed was, that at Moisie this year, and generally at the fishery stations which extend from that place to Mingan Long Point, the livers of the cod, although the fish itself was as fine as in other years, were so lean that our fishermen could only obtain from them one half the oil which they yield in ordinary years: that is to say, one barrel of thirty gallons to every hundred quintals of cod, instead of two barrels, or even two barrels and a half. This, beyond a question, depends on the nature of the food upon which the cod had subsisted on the Moisie banks; it may be that instead of caplin and sand eel, which are very oily, as is well known, they had been compelled to subsist on the crustacea and mollusca with which those banks are covered.

I found only three schooners anchored in the Moisie River.

We left that river about 11 o'clock, and arrived at Shell Drake at 3 p.m.

At Anse le Gros I visited the establishments of Captain le Gros, and of Messrs. Verdon and Fergusson, where there were twenty-four fishing vessels, which had on an average taken one hundred quintals each. Sand eels had been abundant for some time.

On the Shell Drake River bank, the boats had been very successful.

During the summer, east winds had been most prevalent on that coast. They are not as unfavorable to the fishery as the south and west winds are.

I noticed the following vessels in the Shell Drake River: the schooners *Marie Primrose* and *Virginie*, and the brigantine *Onésime*, all three engaged in the cod fishery and the codfish carrying trade.

For some years past the fishery had been less successful at Shell Drake, and the fishermen there had diminished in number. This year neither the cod nor the bait had been very abundant there.

All was quiet at that place,

At 6.30 p.m. we left, and opposite Thunder River, the boat which I had sent away, under the command of one of my officers, returned; the following is the report made to me:—At Trout River, Duck Creek and Thunder River, there were twenty-four boats engaged in fishing. The cod had been tolerably plentiful, and the results had, in general, been better than in 1861.

The schooners *Pabos* and *Victorine*, employed by the firm of LeBoutillier Brothers, to carry cod to the south, were in port completing their cargo of dried cod.

A rumor of a very advantageous nature, if true, was in circulation there, to the effect that the Magpie fishermen had a short time before discovered a fishing bank opposite that bay, fifteen miles from shore, where they found cod in great abundance; it was their intention to fish it this autumn, and also to a greater extent next summer.

If we had had time, we should have gone and convinced ourselves, by soundings, of the correctness of the report in question; but as we were in a hurry to reach the light-houses, we postponed the undertaking until next year.

This discovery was the more fortunate because, for the last year or two, the cod had not appeared in as great quantity as formerly on the coast opposite Indian Harbour and Ridge Point, and the fishermen had in part abandoned those places to go farther.

At Magpie the fishery had produced abundant results. No complaint was made to my officer.

As we were unable that evening to reach River St. John, we lay to for the night.

At 8 o'clock on the morning of the 4th we anchored at River St. John, where we found the following three schooners: *Hasty*, *Marie Marguerite*, and *Irénée*, employed in the cod trade.

Mr. Beaulieu, the fishery overseer at that place, made a most favorable report to me as to the manner in which the fishery law was there observed. Notwithstanding this, the salmon fishery in the St. John and Magpie rivers had been less productive than last year; the same number of nets had, however, been used.

Are we to suppose that the number of salmon frequenting these rivers was less this year than last year, or that the salmon were as plentiful as in 1861, but that this year, in consequence of the greater height or lowness of the stream and the increased or diminished clearness of the water, they contrived to evade the snares laid for them, and so escape the nets of the fishermen? I incline to the latter opinion, acquainted as I am with the careful manner in which those rivers have been superintended for several years past, and I am of opinion that the salmon must have increased there.

Besides, it has been shown by experience that the salmon fishery in rivers does not produce the same amount of fish every year, although such variation does not necessarily show that the number of salmon has decreased.

At the end of this report, I give the names of the occupants of the fishery stations on River St. John and the neighbouring rivers, with the quantity of salmon taken, &c., &c.

At noon, we anchored at Mingan Long Point.

At that place, the cod fishery had been very productive since our first visit, and had yielded very abundant results, thanks, in part, to the ease with which our fishermen had been able to obtain bait for their lines, such as caplin, sand-eels and mackerel.

Their boats had taken, on an average, one hundred and twenty-five quintals of cod.

During the months of July and August, about twenty schooners from Nova Scotia and three from the United States came to engage in the cod fishery on the bank outside the mouth of the River St. John, also called the Mingan Bank; they were tolerably successful.

Our fishermen, moreover, had not to complain of any act of depredation or insult on the part of these strangers.

At 6.30 in the afternoon we entered Mingan harbor; as there was appearance of bad weather, we passed the night there.

The schooners *Harriet* of Halifax, and *St. Laurent* of Quebec, and the brigantine *Mingan* of New Carlisle, were in that port. The latter was waiting for a load of cod for Brazil.

I received most encouraging reports at Mingan from the officers of the Hudson's Bay Company as to the abundance of salmon in the Mingan River. A great many were even seen in the harbor during the month of August, as well as several shoals of mackerel. Unfortunately there was no equipment for the taking of the latter.

The news which I received by way of Mingan from Esquimaux Point was most favorable, and as everything there was going on in an orderly manner, I did not think it necessary to proceed thither.

On the morning of the 5th, we started for the light-house on the west point of the Island of Anticosti, where we arrived at 9.30 a.m. We then proceeded to land the provisions, and about one in the afternoon we arrived at Ellis Bay.

The tide being out, we had to wait for the high water in the evening to remove the

provisions into the next morning.

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provisions intended for the depot on shore, so that we were unable to leave that place until the next morning.

At 9.15 a.m. on the 6th we anchored at the south-west point of the Island of Anticosti.

While the light-house was being provisioned I landed, in the hope of meeting Mr. Corbett, the lessee of the rivers on the island, but with no better success than in the spring, Mr. Corbett being at Quebec.

As I had heard that there were Indians at Jupiter River, I went thither in my boat.

I saw nobody, although I ascended the river two or three miles from the mouth, but I found a boat containing some barrels of fish which I caused to be opened in order to examine them, suspecting that the contents were speared salmon, and in fact I found two barrels of this latter fish bearing evident marks of the spear with which they had been taken, and, in virtue of the powers conferred upon me by the Fishery Act, I confiscated them and had them taken on board.

The Indians who had thus violated the fishery law in the Jupiter River (for this salmon had been taken after the 31st of July, as was proved by the date of their arrival at the Island of Anticosti), were, there could be no doubt, in the upper part of the river; but how far up, I knew not, and as following them up would have compelled me to lose valuable time without any certainty of catching them, it being so easy for Indians to conceal themselves in the woods, I had to give it up. Next year, perhaps, I may have an opportunity and the means of arresting and punishing them.

The steamer came to pick me up at Jupiter River, about 4 in the afternoon, but a very thick fog rising shortly afterwards, we could not start for Cap des Rosiers till midnight, where we arrived at 6 a.m. on the 7th.

A few hours sufficed for the landing of the provisions for that light-house, and at 11 a.m., the weather threatening to become bad, with the wind from the E.S.E., we proceeded to Gaspé Basin, where we arrived about two in the afternoon.

In Cap des Rosiers Bay, the cod fishery for some weeks past had produced hardly any thing for want of bait; the squid, which is used by the fishermen for bait at this time, being very scarce.

Higher up, our fishermen had less to complain of, for the boats had taken on an average ninety quintals of cod each, whereas at the former place the quantity would barely exceed sixty quintals. But with good success in the latter part of the season, the profits of the year might be considered remunerative to the fishermen, who for the most part pay much more attention to the cultivation of their lands than formerly.

At Gaspé, among other vessels we found the brigantine *Ste. Anne*, Jean Vibert, master, belonging to Mr. John LeBoutillier, trader and shipper at Gaspé; this vessel had arrived from Porto Rico two days before with a full cargo of sugar, molasses and rum. These goods had been obtained in exchange for dried cod, pickled fish and oats, which the *Ste. Anne* took from Gaspé to Porto Rico, for account of Mr. John LeBoutillier; and that gentleman, who for the first time instituted the exportation of fish to the important market of the Antilles, expressed himself well satisfied with the profit yielded by the voyage of his ship, and stated that it was his intention to proceed with this kind of traffic.

Up to the present time, Porto Rico, Jamaica, and most of the English Antilles obtained their prepared fish from Nova Scotia, Newfoundland and the United States. Canada, therefore, was about to enter into competition with these several countries, and share with them the trade of the Antilles, usually so profitable, for the *Ste. Anne* was not the only vessel thus employed on the coast of Gaspé this year. Messrs. Robin and Messrs. LeBoutillier Brothers, of Paspébiac, had loaded two of their vessels with dried cod, herring and grain, one of which was for Trinidad, and the other for Bermuda. These cargoes sold well, and molasses and sugar were brought back in exchange.

This is a most important outlet which has been opened for the trade of Gaspé, and it is to be hoped that this example set by the principal commercial firms of Gaspé will be followed by others.

Great activity was beginning to be manifested in the port of Gaspé. Cargoes of dried cod were beginning to arrive from the various points of the coast both south and north, and several brigs or brigantines had already a part of their lading taken up. Unlike last year, when I had to punish several crews at Gaspé, the public peace had not been disturbed this year, and the harbor-master, Mr. Joseph Eden, had encountered no diffi-

culties in the discharge of his official duties. This was a result with which we had every reason to be satisfied.

On the 8th and 9th the weather was too bad to allow of our proceeding to Shallop Creek, our first point of destination after leaving Gaspé.

We took on a little coal to enable us to make the Belle Isle voyage and to complete our visit to the North Shore before proceeding to Pictou, and I took advantage of this stay at Gaspé to visit the artificial oyster beds which I had laid down there.

I caused the drag—an iron rake, with an iron bag-net attached, which is used in taking oysters—to be passed six times over the beds, and this yielded more than three hundred full-grown oysters, of which more than a third were not only alive, but were moreover white, fat and of delicious flavor, and they appeared to us to have increased in size since they were laid down there in 1859 and 1861; and the important fact which was to be established, viz., whether we could create artificial oyster beds on our shores, and whether, among others, the muddy bottom of Gaspé Basin, and the more or less brackish water which it contains, would prove suitable to these *mollusca*,—is thus proved beyond any possible doubt. And it is not at all surprising that a part of the oysters which I transferred and had deposited in Gaspé Basin should die, either on the way over from Caraquette to our coast, or after having been put into the water. The sudden change from the spot where they were existing to another which, in some respects, might not be so suitable to them, the few days which they passed out of their natural element, and the wounds which a great many of them necessarily received in being transferred from the fishermen's canoe to the boat which brought them on board *La Canadienne*, and, after reaching Gaspé, from *La Canadienne* to the barge which conveyed them to the beds which were to be covered with oysters, were causes quite sufficient to entail the death of so large a number.

It is well known that if oysters are wounded, and once, when out of water, lose the fluid which they always keep in their shells,—which fluid seems to take part in the function of respiration—they soon die.

But it is impossible to calculate the relative number of dead and live oysters, without having them examined by men in diving-dresses; and I am of opinion, that the number of dead oysters is not so great as at first sight it would appear to be: for those who are used to the oyster fishery have a thousand opportunities of perceiving how much more easy it is to take dead oysters than living ones—the former are light, and remain on the surface of the mud, whilst the latter, which are heavier and almost constantly in motion, bury themselves in it. At Caraquette, where the oyster beds are of old standing, I have seen the fishermen, at several strokes of the dredge, often bring up nothing but empty oyster shells; and even when they brought up good oysters, these were mixed with a much greater number of dead oysters.

Now, if oysters are living in a medium which is suitable to them, it necessarily follows, it appears to me, that they will multiply there; and this is the more easy as they are hermaphrodites, and, by consequence, coition is unnecessary for their reproduction.

Moreover, as I found young oysters on the old which were collected from the bottom, and even on the branches with which I had covered my oyster beds in the spring, I have convincing proof that my experiments have succeeded, and that these artificial beds, like all those which have been made in the same manner on the shores of the United States, France and England, will multiply to a great extent and may in a few years be worked by our fishermen.

The only thing to be regretted is, that I had not the means of transporting more, and of carrying on my experiments on a larger scale.

The whale fishing, engaged in this year by eight schooners fitted out at the port of Gaspé, had not been productive. The whales were not wanting, it was said, but the little success which attended that important branch of industry was attributable to the bad weather.

I again on this occasion despatched my constables to endeavor to arrest the Indians, Baptiste Samson, and Joseph Basque; but in spite of the most active researches, those men could not be found.

On the morning of the 10th the weather was fine, and we left Gaspé for Shallop Creek, where we anchored at 4.45 p.m. We landed provisions at that place.

The next day we visited the Island of St. Pierre.

At 9 a.m. we were employed in the harbor for one of the boats.

About 3 p.m. in the Straits I thought fit to anchor for shelter and a night's rest.

But such a night as that! Before dark, we were in the next morning from the north harbor of the Strait.

The mainmast was not shewn above the water than half the height of the channel, though the vessel was aground.

Captain M. Emery, being one of the crew, was the vessel to get the high water.

Immediately after the sea-captains assistance was given by the captain at the mouth of the harbor towards the harbor.

During the night the captain was off in the evening of the sloop of Mr. Emery, and was rescued by the vessel.

By seven o'clock Mr. Roy was on board.

The tide was eight, the speed, and on block the harbor, slipping minutes after.

Mr. Roy was that captain.

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It is known 1497, by the island of New Brunswick.

The next day we supplied the requirements of the light-house on the eastern point of the Island of Anticosti, and at noon we started for the Straits of Belle Isle.

At 9 a.m. on the 12th, we met the French sloop of war *Lavoisier*; that vessel, employed in the protection of the French fisheries on the coast of Newfoundland, was bound for one of the posts on the western coast of that island.

About 3 o'clock in the afternoon we found ourselves opposite the Forteau light-house, in the Straits of Belle Isle; and as the weather was very fine, the captain of the steamer thought fit to proceed to Belle Isle, where we might perhaps be fortunate enough to find shelter and a calm sea which would enable us to land the supplies for the light-house.

But such was not the case; in the evening, being unable to reach the anchorage before dark, we brought to, being still in the vicinity of some icebergs of enormous size, and the next morning, the wind having begun to blow from the west and subsequently from the north-west, the captain considered it prudent to run for shelter to the excellent harbor of Kirpon, on the coast of Newfoundland, about 18 miles from Belle Isle.

The marine chart on which that officer had calculated his course being defective, and not shewing sufficiently the situation and extent of a shoal which lies across more than half the entrance to the harbor in question, the steamer, steered so as to pass in mid-channel, touched on the point of the shoal, and remained with the after part of her keel aground.

Captain Gourdeau at once took every possible step to remedy the evil: such as causing one of the boilers to be emptied, laying the sail aback and lightening the stern of the vessel to get her off; but as the tide was going down, all was in vain; we had to wait for the high water in the evening to float us off.

Immediately after the *Napoleon III* went aground, Messrs. Robinot and Durand, French sea-captains and heads of very extensive fishing establishments at Kirpon, came to our assistance with large boats and a good number of men, and offered their services, which the captain at once accepted; and they gave us very important assistance in carrying anchors towards Jacques Cartier Island, in order to turn the bow of the vessel towards the entrance of the harbor.

During the interval between the high tide in the morning and that in the evening, the captain took all possible steps to ensure the safety of the vessel until it could be got off in the evening, and in this he was powerfully seconded by the sailors in two boats from the sloop of war *Lavoisier*, which arrived at Kirpon about noon, under the command of Mr. Emery, first ensign on board the corvette; these sailors had been placed at our disposal by Commander Ribour, with cordiality and promptitude which are deserving of all praise.

By seven o'clock in the evening the sailors of the *Lavoisier*, to the number of fifty, and Mr. Robinot came on board.

The tide only reached its greatest height at nine o'clock. However, at half-past eight, the *Napoleon* yielding to the power of the engines, which were set going at full speed, and of nearly one hundred men who were pulling, some on the capstan and others on block tackle made fast to the cables of our anchors laid down in the direction of the harbor, slipped over the shoal without any violent concussion, and was soon afloat, and ten minutes after she was at anchor in the harbor, having sustained no injury.

Mr. Robinot again lent us his large boat to get our anchors the next day, and it was that captain also who was good enough to pilot us out of the harbor of Kirpon.

The captain and I thanked Commander Ribour and Captains Robinot and Durand as they deserved; and the captain having asked from the latter an account of the expenses of the assistance which they had rendered us with their men, they nobly refused to make any charge, merely requesting us to make known to our government the nature of the services which they had rendered, and which had been so useful to us; and our relations with those officers were always of the most cordial description.

I took advantage of our stay at Kirpon, which was prolonged by unfavorable winds until the 16th, to investigate the French system of fishing at Newfoundland, and I received most valuable information on this subject from Messrs. Robinot and Durand.

It is known that the island of Newfoundland was discovered on the 24th of June, 1497, by Jean Cabot and his son Sebastian; but we have almost positive proof that the island of Newfoundland was visited about four hundred years before by some Icelandic

sailors, who, after leaving their native island, coasted along Greenland, touched at Newfoundland, and even reached a country which they called Vinland, now the coast of the State of Massachusetts.

The Portuguese navigator, Cortéreal, also visited it in 1500.

At this period the Biscayan fishermen were already in the habit of frequenting the coast and the bank of Newfoundland to engage in the cod and whale fishery.

In 1526 the Florentine Verozzani, despatched by Francis I. to make discoveries on the shores of North America, took possession of the island in the name of France.

When Jacques Cartier, the celebrated St. Malo navigator, made his voyage of discovery to Canada in 1534, he stopped at Newfoundland, and among other places at Kirpon, where an island, and the channel leading into the harbor, still bear his name.

Sir Humphrey Gilbert, an English navigator, made a voyage to Newfoundland in 1583, and took possession, in the name of Queen Elizabeth, of St. John's Bay and two hundred leagues of coast, and several English sailors and fishermen lost no time in establishing themselves there.

The French made no permanent settlement on the shores of Newfoundland until about the year 1604.

During the wars which raged between England and France in the 17th century, the mariners of those two nations made expeditions to Newfoundland and were victorious by turns, and the celebrated Canadian sailor, LeMoine of Iberville, distinguished himself in several encounters. The peace of Utrecht at last put an end to the war of the Spanish succession; re-established peace between England and France, and guaranteed the possession of the whole island to the former power; but France reserved to herself the right of fishing on the north-west, north-north-west, and west coasts, from Cape St. John to Cape Ray, together with the possession of the islands of St. Pierre, Langlade, and Miquelon, which possession she caused to be again confirmed by the treaties of Paris in 1763, of Versailles in 1783, and of Paris in 1814.

The French have, therefore, the exclusive right of fishing over four hundred and twenty miles of the coast of Newfoundland. They are favoured by the government, which grants them a very high premium: ten francs for each metric quintal—equal to nearly two of our quintals—of dried cod exported to foreign lands, where there are French consuls, and sixty francs besides for each sailor or boy employed in the fishery. They have there vast fishing grounds, to which more than ten thousand young men come annually from France to accustom themselves to the rough labours of the fisherman, and to practise the art of striving against storms on a sea which is hardly ever at rest.

France looks upon the Newfoundland fisheries as the true school for the French marine, and it is here that she forms the nursery of hardy sailors whom she requires to man her fleets; and of so great importance does she consider them to be, that she every year employs for their protection three steam war vessels and two armed schooners.

Numerous laws, regulations and decrees of the commandant of St. Pierre regulate the French fisheries at Newfoundland; but I do not consider it necessary to dilate here upon any of them except those which relate to the cod fishery carried on on the coast of that island, and the possession of the land necessary for the working of this branch of industry.

The vessels which are fitted out in France for the Newfoundland fishery are divided into three classes:

1st class.—	Vessels over 158 tons and under 400 tons.
2nd " — " — "	100 " " 158 "
3rd " — " — "	under 100 "

The proprietors of the vessels of these various classes draw lots every five years for the right of occupying the various fishing settlements on the coast: the best numbers select the best fishing posts, and so on to the least advantageous.

This system of distributing the fishing posts has been found to be the most satisfactory to the fishermen, although it is not unattended with inconvenience; for instance, it prevents rich outfitters from making large well-fitted establishments, because, at the end of five years, they would run the chance of seeing them pass into other hands; for no fisherman is allowed to remove anything from his establishment when the drawing of lots takes place.

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The last drawing took place this spring, and there were one hundred and eleven vessels in the first class, and nearly as many in each of the other two.

Vessels of the first class should have a crew of at least sixty-five men and boys; of the second, forty-five; and of the third, thirty; which give a total of ten or twelve thousand fishermen employed in the French fisheries on the coast of Newfoundland, from Cape St. John on the east to St. George's Bay on the west.

The principal regulations which relate to the cod fishing are those which forbid the use of deep sea or trolling lines in the taking of that fish, and only allow the use of cod fish nets afloat: all fishermen are strictly forbidden to draw or land a codfish net, or even a caplin net on the shore, without doubt in order that those fish may not be disturbed while engaged near the shore in the reproduction of their species.

The French do not make much use of the line in the cod fishery on the north coast of Newfoundland. They use chiefly very large nets which are nearly all 150 fathoms long and 30 fathoms wide. Nearly forty men are required to handle them successfully; they are very costly. But on the other hand vast quantities of fish are taken with these immense nets: 50, 100, and even as many as 200 quintals of cod, or 5,000, 10,000 and 20,000 fish.

But it is a necessary condition that the fish should run in shoals and be plentiful on the fishing grounds; unless this is the case, the net fishing yields but little, and the outfitter's loss is then enormous.

The cod this year was not plentiful on the coast of Kirpon, and the fishermen of that place, including Messrs. Robinot and Durand, had in consequence suffered a proportionate loss, as they have but little cod to export, and will accordingly receive but a small sum as premium.

There are at Kirpon seven fishing establishments belonging for the most part to St. Malo and St. Servan; these employ eighteen ships of from two to five hundred tons. We saw one of them, a fine ship of 500 tons, sail with a cargo of dried cod for the Bourbon Islands and the Mauritius, which are in great part supplied with fish by the French.

The French fishermen are compelled to bring from France almost everything which they require in carrying on their business: lumber, boards, planks, pieces of elm and oak to repair their boats and vessels, flour, pork, butter, &c., &c., the island of Newfoundland not producing any of these articles.

And of these they consume every year a very large quantity, and the cost of such articles in France is generally much greater than in Canada; and it certainly would be greatly to the advantage of the French fishermen to come and buy of us the greater part of the supplies which they require.

But it may be asked: if there is any profit to be made, how is it that the French shippers have not before now taken advantage of the low prices in our market, and why, on the other hand, have not the Canadian traders entered into commercial relations with the French fishermen, and despatched to them cargoes of flour, provisions and wood, suitable to supply their requirements?

To this I reply that it results from two principal causes. In France little is known of the varied resources of Canada, and here, until late years, the nature, extent, importance and requirements of the French fisheries at Newfoundland have been ignored.

For more detailed information on this subject, my report of 1858 on St. Pierre and Miquelon may be consulted.

I do not pretend and I do not wish to be understood to say that very important commercial relations could be established between the Canadian traders and the French shippers and fishermen of Newfoundland; but what I consider quite possible, and what I am desirous of seeing realised for the mutual benefit of shippers and traders both Canadian and French in Newfoundland, is that Canada, and principally Quebec and Gaspé, should supply the latter with the wood and the provisions which are indispensable to them, and should in return receive French products, especially French cordage, which is of superior quality, and of which the consumption on our ships would be very great.

This trade would give employment to ten of our schooners to begin with, and at a later period that number would increase.

The remarks which I have just made relate particularly to the French fisheries on the north of the island of Newfoundland; for some of our shippers and several traders, among

whom may be mentioned Mr. E. Hudon, of Montreal, carry on trade with St. Pierre, exporting wood, flour, and salt meats and bringing back wines, brandies, cordage, &c., &c., and this trade, the commencement of which dates from the voyage of the *Capricieuse* to Quebec, and specially for that of *La Canadienne* to St. Pierre, is increasing in value every year, and some of our small vessels are constantly employed in it.

The Canadian traders and the French outfitters of Newfoundland must of necessity gain greatly by such continuous intercourse between the two countries, and it is to be regretted that it was not established at a much earlier period.

One thing which would perhaps tend more than anything else to increase this intercourse and to make known to the French consumers the various products which we have at our disposal for exportation, would be the visit to our seaports of the French vessels of war charged with the protection of the French fisheries at Newfoundland.

Besides the corvette *La Capricieuse*, which came to Quebec in 1855, and the visit of which resulted in the establishment of direct trade between France and Canada, the steam frigate *Pomone* made a voyage to the port of Gaspé in 1861, and her arrival was hailed with pleasure by the whole population of that port; and when the commander, the Marquis of Montagnac, sailed to return to Newfoundland, a general desire that he would return the ensuing year was expressed to him.

On the 16th, at 9 a.m., we sailed for Belle Isle. There was a light breeze from the north east, and we succeeded in anchoring at our destination at 11 o'clock. All the afternoon was spent in landin: the supplies for the light-house, and at 6 p.m. we started for Forteau Bay, but being overtaken by the night before we reached that place, we lay to.

The next day, in consequence of the north west wind, we anchored at Anse à l'Eau, and in the afternoon, the wind having chopped round to the north-east, we were compelled to run for Anse aux Morts.

At Anse à l'Eau, we found three schooners and a brigantine engaged in the cod fishery; they had had but little success this year. The total catch of herrings at that place, up to date, only amounted to about five thousand barrels.

On the morning of the 18th we were at Forteau for some hours, and we anchored at l'Anse aux Blancs Sablons at 10 a.m.

Forteau Bay, generally speaking, is a very favourable post for the cod fishery; but this year, although the caplin was tolerably plentiful on the shore for six weeks, the value of the products was but small.

On their most fortunate days, the fishermen brought back no more than six hundred cod. As to the autumn herring, they had not been seen at all.

At that place we found the following vessels: a bark belonging to the firm of Quetteville, and two brigantines belonging to the firm of Le Boutillier Bros., taking in a cargo of cod for the Mediterranean.

At Anse aux Blancs Sablons the bark *Nameless* and the brigantines *Merida*, *Sarah*, and *Pandora* were just about to sail for Cadiz, Naples or Civita Vecchia, with dried cod.

The cod fishery had been tolerably productive there, although it began late in consequence of the ice, and did not last more than a month. The herring fishery had almost entirely failed, that fish having visited the coast in but very limited numbers, and besides, those that did come were of a small species.

At the end of this report may be seen, in the table of fishing vessels, the produce of cod fishery at Blancs Sablons and at all the other fishing posts on the North Shore.

On the 19th I set off in a boat to visit Little Harbour, Long Point and Bradore Bay; but in consequence of the rising of the wind and the fog, I was compelled to send away my boat and proceed by land, and on that day I got no further than Anse des Dunes.

The next morning I sent one of my officers to Bradore Bay, and the following is the information which he collected:—

The cod fishery, begun late at that place also, had yielded to our fishermen about 85 quintals of fish to each boat; but the foreign fishermen, being better equipped, and many of them making use of large codfish nets, had been rather more successful.

There had been so few herrings in Bradore Bay, and the weather had been in general so stormy when it was possible to fish for them, that only a few barrels had been taken by the resident fishermen. The foreign fishermen, for their part, had only taken a few hundred barrels.

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This scarcity of so excellent a fish was going to cause some trouble to a part of the resident population of this extreme part of our coast, who rely chiefly on the profits yielded them by that fish in the Quebec market, to obtain provisions for their sustenance during the winter.

Unfortunately matters were still worse on the coast of Labrador, which is placed under the jurisdiction of the Government of Newfoundland, for the herring fishery had failed entirely, and as the cod fishery had yielded but small results, the population of that part were in the greatest distress, and several families had already, fearing a famine, fled to the coast of Newfoundland; it was, however, hoped that the Government of that island would send some cargoes of provisions to be distributed to the inhabitants in those localities where the distress was most sensibly felt.

Mr. Louis Jones, the lessee of the Bradore River, complained that the officers of the English frigate *Cygnat* had come with nets during the preceding month and taken trout and salmon in that river, and in the creeks in which those fish were spawning, in spite of his forbidding them to do so. He further stated that he had shewed them the license which he holds from the Government, and which ensured to him the fishing in the river, but that the officers in question paid no attention whatever to it.

It is true that the Bradore River is not of very great importance, but I consider it my duty to set forth these facts, because disobedience to the fishery laws on the part of the officers who are charged with the duty of putting them in execution must have an extremely bad effect on the minds of the population of the North Shore.

The English Government every year sends one or two frigates or corvettes to protect the coast of Labrador fisheries, which belong to Newfoundland, as well in the Straits of Belle Isle as on the Atlantic shore, as far as the establishments of the Hudson's Bay Company; it is seldom, however, that they visit the shores of Canada, and when they do, they rarely come further than Anse aux Blancs Sablons or Bradore Bay. The latter place had been visited by the usual number (from 200 to 250) of schooners from Nova Scotia and Prince Edward's Island, but a smaller number than usual of American schooners had been observed.

With the exception of a difficulty between two persons at Anse aux Blancs Sablons, which I disposed of, the public peace had not been disturbed in those parts.

Tables will be found at the end of this report shewing the quantity of seals and other fish which have been taken this year.

On the afternoon of the 20th, we left Anse aux Blancs Sablons; the steamer then anchored at Bonne Espérance, whilst I, with one of my officers, went to visit the ports of Belles Amours, Middle Bay, Five Leagues and Salmon Bay, at which places we found everything in order.

The cod and salmon fishery had not been very successful on that part of the coast, doubtless on account of the length of time during which the ice remained in the spring.

On the 21st September, I went up the River St. Paul as far as the residence of Mr. Chevalier, the lessee, who, this year, obtained from his fishery only twenty-nine barrels of salmon.

One of the tables at the end of this report will shew the quantity of salmon taken each day, and the dates upon which the fishing began and ended.

By it will be seen that the river in question has fallen off considerably since last year; but this is entirely due, I think, to the ice having prevented fishing operations from being commenced as early as in preceding years. I can see no other reason for it, since the regulations have been strictly observed there since they were made, and no one takes salmon there after the 31st July, unless it may be the Indians when they ascend the river in the autumn on their way to their hunting grounds. It is natural to suppose that at that time they live on the salmon and trout which they catch on their journey; but they cannot destroy any great quantity of salmon, as they carry no salt with them with which to preserve it, and as there is no one there to whom they can sell it.

The product of the cod fishery at Bonne Espérance, as well as at the neighbouring establishments, was that of an average year, and in several places rather below the average. Herrings are but seldom seen on that part of the coast.

By the table of the seal fisheries it will be seen that it had been attended with but little success, in consequence of the stormy weather of last autumn and of the ice this spring.

On the 22nd September I sent one of my officers to visit the posts of Old Fort, Dog Island, Bay of Rocks, Napitipi and Chicataca (it being impossible for us to visit them with the steamer); and after those visits had been made, the boat was to join us at St. Augustin; it would, therefore, have to sail a distance of thirty-seven miles.

For my own part, I concluded my business at Bonno Espérance and went to visit the post at Burnt Island, where I was picked up by the steamer at 1 P.M., and at 6 o'clock we arrived at St. Augustin. I then went to visit Mr. Matthew Kennedy at his post. This gentleman, in the absence of a fishery overseer, furnishes me with all the information respecting the fisheries carried on in the vicinity which I require, and collects the license money for me.

The St. Augustin posts are very distant from each other, and I often find it impossible to visit them all.

Mr. Kennedy had not been as successful in his fishery as usual, and the fishermen in the vicinity had not been more fortunate.

In the evening I returned on board, and found that my boat had returned from her trip, which had been prolonged by strong west winds.

Mr. Hammond made me the following report: The cod and salmon fishery had not been very productive, as may be seen by the table at the end of this report; and as the fur hunting, on which the inhabitants greatly depend, had yielded hardly anything last winter, many of them were in distress.

On the morning of the 23rd I visited Mr. Andrew Kennedy's post; he had this year taken 37 barrels of salmon; this fisherman had been the most successful in the whole district, the others having only obtained average results.

There had been no infraction of the law, and everything had been quiet during the summer.

At two in the afternoon we left St. Augustin, and arrived at La Tabatière at 6 P.M.; I landed whilst the *Napoleon III.* proceeded to anchor in Mutton Bay.

Mr. Buckle, the successor of Mr. Samuel Robertson at the important post of La Tabatière, had only carried on a very unproductive seal fishery last autumn, in consequence of the severity of the season, which did not allow of their keeping their nets stretched for more than ten days; the ice then made its appearance, and compelled them to suspend their fishing operations, whilst the flocks of seal were continually making their appearance near the shore.

The cod fishery had not been very good; besides, that fish is seldom found in any great abundance on that coast.

But very few foreign schooners had been seen this year at La Tabatière and the vicinity.

At 10.30 P.M. I returned on board. On the morning of the 21st I went to visit some fishing posts at Mutton Bay, and as a thick fog prevented us from starting, I sent my boat to visit the Great Meccatina River, where Mr. Benjamin Reed carries on a fishery.

The information which we collected was not of the most satisfactory nature; the fishery at those places had only yielded products which were in general very much less than in ordinary years; the population was in a very precarious condition, and it was even thought that there would be much destitution this winter; for unfortunately the traders from Nova Scotia, who carry on traffic with that coast, had not been there since the summer, and the fishermen had in consequence been unable to obtain from them advances of provisions for their maintenance during the winter.

On the morning of the 25th we left Mutton Bay, and after touching at Whale Head to visit the establishments there, and at Little Meccatina for the same purpose, we anchored in Coacochoo Bay at 4.30 P.M.

The cod fishery had not been very good at those places. Mackerel, however, had been more abundant than usual in the month of August; but as there are but few fishermen on that part of the coast who engage in the mackerel fishery, only a little more than one hundred barrels had been taken.

The lessee of the Coacochoo River was absent.

At Etamumu and the neighboring posts our fishermen had not had to complain of the foreigners this year, and everything had gone on in an orderly manner. For several years in succession fishermen from Nova Scotia had endeavored to take salmon at the mouth of the Etamumu River, although it was leased to Mr. Michel Blais, but I had succeeded in preventing them.

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Leaving Coacochoo next day at 5.45 A.M., we arrived at Kegasca Bay five hours later, in spite of a strong south-west wind with rain.

There I found Mr. Pierre Blais, the lessee of the Wash-shee-cootai River, at which place I had been unable to stop in the morning on account of the wind; from that gentleman I received the following information:—

The salmon did not appear in the rivers on that part of the coast until very late in the season, and this was attributed to the ice remaining on the coasts of the Strait of Belle Isle until the middle of July, as I have already said; the salmon fishery had consequently not produced as much as in former years, for the fishermen, in order to comply with the fishery regulations, had been compelled to remove their nets and cease fishing whilst the number of salmon running up was still very great.

But what is a loss to the fishermen is a gain to the river; for, in consequence of the great quantity of salmon which reached the spawning grounds this year, the restocking will now proceed on a larger scale than formerly, and in a few years our fishermen will be amply rewarded for their faithful observance of the fishery law, of which they have set an example for several years, and this year in particular, by the remunerative fishery which they will be able to carry on.

The rivers in which the appearance of the salmon was especially late were the Romaine or Olomanosheebou, the Wash-shee-coo-tai, the Musquarro and the Kegasca. The table of fisheries will shew what each of them produced this year.

At the Kegasca Bay establishments the vessels had taken, on an average, sixty quintals of cod each. About the middle of the month of September the cod had been abundant on the Kegasca bank, which is, as is known, a continuation of the Natashquan bank, and the crew of a small schooner belonging to the place obtained fifty quintals of fine cod as the product of two days' labor only.

At 9.45 a.m. on the 27th, we anchored opposite the Natashquan river.

I there took on board the sailor, Jean Blanchette, whom I had left there on my first voyage to perform the functions of fishery overseer on that important river; and I had the pleasure of learning from him that he had ascertained by his frequent visits to the whole of the river as far as the rapids, that there had been no infraction of the Fishery Act there.

About 11 o'clock we reached Natashquan harbor, and after seeing that all was in order there, we proceeded on our way to the Magdalen Islands at 2 p.m.

It is unnecessary for me to repeat here that Mr. De La Perrelle, the Natashquan outfitter, had been very successful in his cod fishery. The Acadian fishermen had not taken, on an average, more than sixty quintals to each boat.

We had fine weather for crossing the gulf from Natashquan to the Magdalen Islands, and at 1.30 p.m. next day we arrived at House Harbor, distant 220 geographical miles from the post we had left the evening before.

At the west point of Amherst Island we fell in with some ten American schooners which were engaged in the mackerel fishery.

After visiting the establishments at House Harbor, and sending one of my officers to visit those at Etang du Nord, we proceeded to Amherst Harbor the following day. The Circuit Court was then sitting at that island.

During our absence the peace had not been disturbed at the posts and along the shores of the Magdalen Islands, but I greatly regret to have to record cases of depredation and robbery, committed in broad day, on board two English vessels, which ran aground in a fog, close to the Magdalen Islands; these acts were committed by American fishermen, belonging to schooners which were carrying on the mackerel fishery in the vicinity.

It appears that while the captains and crews of these vessels were laboring either to get them afloat or to secure what they could save of their cargoes, the Americans who had come on board (not all, perhaps, but a great many of them) stole and carried off all that they could lay their hands on.

Fortunately one of the vessels, which had gone ashore opposite Etang du Nord, was very soon got off and continued her voyage to England.

The other, which was wrecked at Entrance Island was abandoned; but, to prevent the American fishermen from stealing the rigging, the captain was obliged to place armed men on board.

These are shameful actions, and exhibit great depravity and a habit of crime in those who were guilty of them. Unfortunately, as I was at Quebec, or on my way thither, agree-

ably to instructions which I had received, there was no one at the Magdalen Islands who could afford efficient protection to the poor English sailors, and who was even willing to attempt to arrest these American fishermen in order to bring them to justice, so greatly are they feared on these islands; and unfortunately their impunity will, perhaps, encourage them to commit fresh acts of robbery, as barefaced and as atrocious as those of which I have just made mention, should an opportunity occur.

On the other hand, it gives me pleasure to report the valuable services rendered by the collector of the port of Amherst, Mr. Fox, Lloyd's agent, Mr. Fontana, and Mr. Bourque, the head of the fishing post at Etang du Nord, to the captains of shipwrecked vessels.

At the Magdalen Islands the cod fishing had been generally productive. Pleasant Bay and the waters around the islands had abounded with mackerel during the summer; the fishery had been carried on by two or three hundred American vessels, many of which had succeeded, by means of the bait with which they attract the mackerel to the surface, and with their lines, in securing a sufficient number of barrels of this excellent fish to make their voyage very profitable.

The inhabitants of the islands themselves had fished for mackerel in the same way in Pleasant Bay, and frequently carried home with them, as the reward of their dexterity, from two to three hundred mackerel of the finest quality. Unfortunately there was no market for the sale of this fish in Nova Scotia and the United States, and it sold at Amherst at from \$3 to \$3.50 per 200 lbs. instead of \$8 or \$10 as in ordinary years.

The tables at the end of this report will shew the number of schooners and boats engaged in the fishery at the Magdalen Islands, and the results obtained, &c.

My visit to the islands being concluded, I gave orders to depart.

At 3 p.m. on the 30th we set off, and being favored with a high wind from the N.N.E., we anchored in Pictou Harbor at 2 p.m. next day.

At that place we spent three days in filling all our bunkers with coal.

We sailed at 6 a.m. on the 4th for Paspebiac. The next day, however, when off the Island of Miscou, we encountered a very violent storm of wind from the west, and were compelled to run for shelter to Percé, where we cast anchor at 2 p.m.

The next day I visited the stations at Percé and Coin du Banc; we then proceeded to Malbaie in the afternoon, and in the evening to Point St. Pierre.

At Percé the autumn cod fishery was excellent, especially on the banks in the offing, and the yield had been greater than in previous years. Herrings were abundant near the shore, but were, generally speaking, of small size.

At the head of Malbaie, and at Point St. Pierre, our fishermen had been less successful, and for some weeks past the little fish which they use for bait had become so scarce, that they were compelled to use the mya (*coques*) to bait their lines.

I refer to the tables at the end of this report for the quantity of fish taken at each of those places.

We left Point St. Pierre on the 7th, and arrived at Port Daniel at three in the afternoon. I visited the fishing stations, and found all in order. The fishery overseer at that place, Mr. Phelan, had no infraction of the Fishery Act to report.

We reached Paspebiac at eight a.m. next day.

In the harbor was a new vessel, the *Hebe*, belonging to the firm of Le Boutillier Brothers, of which I cannot refrain from making mention; she was a fine clipper built brig of 236 tons burden, of slender build, and finished and provided with everything of the finest and best that modern art can furnish. She was intended for the codfish carrying trade from Paspebiac either to Brazil or the Mediterranean, and in view of her good sailing qualities and great speed, she almost always secured a return freight from those ports to England. She was built at Jersey by Mr. Le Vescomte, a ship-builder of the Port of St. Helier, and she was just completing her lading of 3300 quintals of cod, and was about to sail for Brazil.

The *Diana*, another brig of this class, but of smaller size (216 tons), belonging to the same firm, and the *Teazer*, 144 tons, had been despatched this year to Brazil, the former with 2818 tubs (a small barrel containing a Portuguese quintal, 128 lbs. of dried and pressed cod), and the latter with 1854.

They both sailed on the 22nd June from Paspebiac, and arrived at Bahia, the *Diana* on the 16th and the *Teazer* on the 20th August; their cargoes sold at the rate of 14,500 *reis* the tub.

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The *reis* is a denomination of money in Portugal and Brazil, of which one thousand are equivalent to two shillings and two pence halfpenny sterling; exchange at London per thousand *reis* varies from 23 to 29 pence sterling, and for some years past it has not been lower than 25 pence. At Bahia these vessels had been offered return freight to Europe at thirty-five shillings a ton, which is a very low price.

Vessels from Newfoundland to the same port, with cod from that island, could only get 7,500 *reis* per tub; the sale was a ruinous one to the shippers, although the Newfoundland cod never brings as high a price as that from Gaspé, which is greatly superior to the former.

The brigantine *Marie-Georgiana*, 101 tons, had made a voyage to Barbadoes with a cargo of dried cod, pickled and smoked herrings and oats, bringing, as a return cargo, molasses and sugar. The round trip was accomplished in the short space of 42 days.

Several barks and brigs, some belonging to the firm of Robin and some to the firm of LeBoutillier, had sailed shortly before for Cadiz, Naples, Cività Vecchia and other ports of the Mediterranean, with cargoes of cod; and the advices from those places stated that our fish was bringing very high prices there.

In a word, trade was very brisk at Paspébiac, and all appearances induced the belief that an enormous quantity of cod would be exported from that port.

The number of vessels belonging to that port, with their tonnage, remarks, &c., will be found in the proper table at the end of this report.

On the 9th, an agricultural exhibition was held at New Carlisle, which did honor to the farmers in this part of the district of Gaspé. Horned cattle and sheep were represented by specimens which were in every respect worthy of remark. For a long time it has been the practice in these parts to cross, in a judicious manner, the breed of the cattle of the country with cattle of a good stock.

On the 10th we reached New Richmond. We found there the English bark *Atlantic*, which was taking in a load of wood for Liverpool; her cargo was to consist of 550 tons of square timber, 10 cords of lathwood, and 15,000 feet of planking. Two brigantines had also been engaged during the whole of the season of navigation, in transporting similar produce to St. John's, Nfld.

Mr. Dinnoek, the fishery overseer of the division, reported that all was in order in his district.

I had intended to visit Cascapédiac bay, where I had deposited oysters, and to get some up with a dredge; but the east wind, attended with snow, prevented me from doing so.

A visit to Carleton took up the next day; all was in order there.

In the afternoon of the 12th, we anchored at the mouth of the Ristigouche river, opposite Dalhousie; on the 13th and 14th, I went to visit the Indian Mission and the Metapediac river, at which place I collected all necessary information respecting our salmon fisheries.

I took advantage of my proximity to the new Acadian settlements on the Metapediac river to visit that little colony, which is now composed of 258 persons holding 54 farms between the Ristigouche and Metapediac rivers, and which is now in a fair way to succeed. I found that a certain extent of land had been already cleared, and that the grain which had been sown in it this year had produced very abundant crops.

According to reports which reached us from Prince Edward's island, a considerable number of Acadian families purposed to leave that Island in the spring, with the intention of taking up their residence in the Metapediac district; and we may hope that many years will not elapse before agricultural settlements are formed along the whole extent of the new Metapediac road.

At the Mission I found the Indians of the Micmac tribe, who compose the population of that village, paying much more attention to agriculture than formerly, and the raising of cattle was one of their principal occupations; and I cannot refrain from mentioning some magnificent specimens of horned cattle, most of which were crosses between the English breed and that of the country.

These results are due in great part to the encouragement and assistance which the Government has generously granted them for some time past; and I have no doubt but that before very long they will give up hunting and fishing, which yield them but very small profits at present, to seek their livelihood in the rich soil on which they have pitched their tents.

The Indians of the Mission have for two years maintained in their village an excellent school, at which their children, who are in general very intelligent, are taught English and French, more especially the former.

I returned by Campbelltown. This little town, as I have already said, is situated on the right or New Brunswick shore of the River Ristigouche, a little further down the stream than the Mission; it was partially destroyed by fire two years ago.

The lumber trade and ship building compose the chief business of the place. Trade is also carried on with the fish and furs brought in by the Indians from the Mission.

The following is a list of the merchants of the town: Messrs. George Moffatt, John McMillan, James Hervie, William Parker, William Fergusson, Allan McKendrick, William Murray and Thomas Kerr.

The town of Dalhousie is of greater size, and owes its importance to the excellent harbor on which it is built. Vessels of the largest tonnage can lie there in perfect safety, for the shelter is good and the anchorage excellent.

The principal trade of that port is in sawed lumber. A steam saw-mill, belonging to Mr. George Moffatt, is in operation there during the greater part of the year, and furnishes to the export trade \$80,000 worth of plank every season.

The principal merchants of Dalhousie are: Mr. George Moffatt, Hon. Wm. Hamilton and Mr. U. S. Smith, lumber shippers, and Messrs. J. H. LeBillois, Ed. Stuart, J. Kerr, J. Delaney and A. Chisholm, dealers in fish, the produce of the country and shingles.

Complaints were made at Dalhousie, and with reason, that the enormous quantity of sawdust from the steam saw-mill was in great part thrown into the water, and that this injurious practice did much harm to the salmon fishery in the river, and at the same time caused accumulations of sawdust mixed with mud at the bottom of the harbor, which would ultimately diminish its safety by making the anchorage less secure. The proprietor of the saw-mill should, I think, be compelled to construct a furnace to consume all the sawdust produced by the mill, as is done at St. John, New Brunswick.

This subject certainly deserves the consideration of the whole population of that part of the country. We, Canadians, are as much interested as any one in the preservation of the harbor of Dalhousie, the best anchorage for large vessels at the mouth of the river Ristigouche.

During this last visit to the river Ristigouche, I saw the fishery overseer of that district, Mr. McEwen, and ascertained from him and from several other persons deeply interested in the salmon fishery, that since my previous visit no violation of our fishery laws on our side of the river had come under their cognizance. On the New Brunswick shore, on the contrary, it was stated that illegal destruction of salmon on a large scale was continually going on; and I was informed that several men, belonging to a company engaged in the lumber trade on one of the branches of the river Ristigouche, had taken a great quantity of that fish there with seines and nets. But I could get no exact information respecting the matter, not even whether these depredations had been committed in Canada or in the adjoining province.

I can easily understand that the protection of the salmon in the river Ristigouche and its branches, five in number, is a matter of no ordinary difficulty; and to make it efficient it would be necessary to post one or even two fishery overseers on each branch of that river, and further, as is even more necessary, to change the fishery regulations; I allude to those of New Brunswick, which date from 1855; the new regulations, passed at Dalhousie in 1861, not having received the sanction of the governor of the province.

But it was said that the aspect of affairs was very shortly to undergo a change; Mr. Fraser, of Miramichi, had been selected to act as Commissioner of Fisheries for the River Ristigouche and the adjacent rivers, and it was hoped that the appointment of that gentleman, whose ability to perform the duties of that important office were acknowledged, would be attended with the best results to the object in view—the preservation of the salmon and other fish found in those rivers.

On the morning of the 15th we left Dalhousie. We touched at Carleton to land our pilot, and in the evening we anchored at New Carlisle.

On landing at Carleton I had an opportunity of examining the fine wharf built by Mr. John Meagher in that bay, where trade is making great efforts to increase to a very

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considerable extent. The wharf, which is built of the best wood which the adjacent forests could yield, is 220 feet long and 22 feet wide, with a wing at its outer extremity, which increases its frontage width to 56 feet; and a vessel of the tonnage of those usually employed in the Bay of Chaleurs trade, can approach it at all states of the tide. But Mr. Meagher does not intend to stop there; he proposes to extend his wharf 100 feet further, so as to allow vessels of large tonnage, and especially the steamers which perform the postal service between Quebec, New Brunswick and Nova Scotia, to approach it both at low and high water.

These steamers, stopping at Carleton at each trip, will give that parish and those adjoining, facilities of transport to and from Quebec, of which the inhabitants of that important part of the Bay of Chaleurs will hasten to avail themselves; for it is known that at present most of them are compelled to make a voyage of from fifteen to thirty miles to take passage on the steamers at either Dalhousie or Paspébiac.

Thus Mr. Meagher has endowed his village with a most important improvement, for which he certainly merits the gratitude of the inhabitants.

On the 16th I sent one of my officers to visit the River Bonaventure; for we had not been able to stop there the evening before, in consequence of the strong west wind which was blowing.

That river had produced but very few salmon this year; some Indians, it would appear, had been there spearing salmon, but it was impossible to ascertain whether it was in the part reserved as spawning grounds or elsewhere.

We spent the 17th in the harbor of Paspébiac, the bad weather having prevented us from leaving.

By ten o'clock next day we had already reached Little Pabos; we then proceeded to Grande Rivière in the afternoon, and in the evening we anchored at Percé.

I learned with pleasure, from the fishery overseer of the district which I had just visited, that Mr. Charles Kelly, the agent of the Gaspé Fishery and Mining Company had, in accordance with the desire which I had expressed to him, had the Great Pabos mill-dam removed, so as to give passage to the salmon which frequent that river.

In conformity with the fishery law, a fishway had already been attached to the dam in question, but as the salmon appeared to have some difficulty in surmounting it, Mr. Kelly, with the view of favoring the immediate restocking of the Pabos river, had generously ordered the dam to be removed, although it entailed upon him an expense of \$150. This patriotic proceeding on the part of the gentleman in question is certainly deserving of praise.

The cod fishery, from Port Daniel to Percé, had been very satisfactory since the autumn had set in; this was unquestionably due to the presence of an unusually large quantity of squid of remarkable size near the shore. These mollusca, as I have already said, are one of the most attractive baits for the cod; and the fishermen like them the better in consequence of their adhering well to the hook.

On the morning of the 20th (the 19th being Sunday), I visited the fishing establishments at Percé, and found all in order there. The first dried cod, sent from that port to Spain, had been despatched in the commencement of August by the brig *Telegraph*; it was sold at 20s. sterling, which is a high price.

This year the firm of Robin, of Percé, began to ship large dried cod to Oporto, where they sold well; this trade will undoubtedly continue, and thus our fishermen will have another market for that quality of fish besides Quebec, where it sometimes happens, in consequence of the large supply of the article in the market, that it has to be sold for prices which are ruinous to the fishermen. It is hardly necessary to add that at Cadiz, Naples, and Civitá Vecchia as at the different ports of Brazil, the small cod is preferred, and the fish denominated in Canada table codfish, does not find sale.

In the afternoon we anchored at Malbaie: I visited that place and Point St. Pierre; no complaint was preferred at either of those places.

The fishery had not been very productive, in consequence, principally, of the great scarcity of bait for some time. However, such fishermen as were fortunate enough to obtain the mya (*coques*), were still able to get a good day's catch, that is to say from three to four quintals to each boat. But the severe weather already began to be felt; the mountains, were partially covered with snow, and the gales, as usual at that season, were frequent

and stormy. This is one thing which does the greatest harm to the fall fishing. It stands to reason that our fishermen cannot at such times keep out at sea, when the schooners and even vessels of the largest size are compelled to fly and seek shelter in the harbors.

A considerable quantity of cod was to be exported from Point St. Pierre, where are situated the establishments of Messrs. Collas and Fanel; but as there is no harbor in the vicinity, the lading is done at Gaspé Basin!

On the morning of the 21st we reached Gaspé Basin, where we remained three days.

During my stay at that port, where the most perfect tranquillity prevailed, although there was a considerable number of vessels taking in cargoes of cod, and all for foreign ports, I busied myself visiting the commercial establishments, and collected statistical information respecting the port, which is incorporated in the tables which are attached to the end of this report.

I do not consider it necessary again this year to allude at length to the influence which the establishment of the free port of Gaspé may have exercised on the commerce of the district of Gaspé and the coast of Labrador, which is included in its limits, nor to the beneficial results which have followed it. It has not been in operation long enough to enable us to judge of the matter in a full and impartial manner. Besides, the civil war which is raging in the United States has caused so great a disturbance of our fish trade with that country, and entails so great an increase in the cost of most of the foreign produce consumed at Gaspé, that it is impossible, under present circumstances, to ascertain its exact value.

I cannot, however, refrain from observing that the Port of Gaspé, for two years past, has acquired increased importance by the new establishments which have been formed there, and by the greatly increased activity of commercial movements which has been observed within that period; and I am not aware of any other cause to which to attribute these results but the establishment of the free port.

Whilst I was at Gaspé Basin I was called upon, together with Mr. LeBoutillier J. P., in my capacity of justice of the peace, to decide several suits brought by the Gaspé school commissioners against persons who had, up to that time, refused to pay their school rates.

The local constables, who had been charged with the duty of serving the summonses, had been insulted in the performance of their duty, and threatened with ill-treatment; besides, the local magistrates were unwilling to sit in the cases, and the important cause of educational progress was threatened with a check, which would in the future be attended with most lamentable results, should the persons, who refused to comply with the laws, remain unpunished.

I therefore turned my attention to the business, aware that I was doing important service to the population of Gaspé.

The persons accused were summoned, judged and condemned to pay, and as the school commissioners were willing to give them delay to pay the sums which each had been ordered by the Court to pay, Mr. LeBoutillier was entrusted with the duty of having the judgments, which were rendered in the cases, executed, for I was to leave next day.

On the 24th we visited the fishing stations at Grande Grève, Côte St. George, and Anse au Griffon. Next day we reached Rivière au Renard, and we were about to continue our inspection of the posts on that part of the coast, when a strong north-west wind compelled us to return, for shelter, to Cap des Rosiers.

At Rivière au Renard I caused several of my constables to arrest an individual who, up to that time, had resisted the bailiff of the place, who had several times attempted to arrest him in virtue of a warrant issued by the magistrates of the place.

The man was brought before me and admitted to bail to appear before the Court at Percé, where his case will be tried.

At Cap des Rosiers, as at Anse-au Griffon and Rivière au Renard, the cod fishery this summer had yielded more abundant products than had been the case for many years before; the fall fishing was not very good, more in consequence of the bad weather than of the scarcity of fish on the banks. On that part of the coast the caplin had been very scarce during the whole season. The herring first, and then the squid, which appeared on the coast about the month of September, were used to bait the cod lines.

About 10 o'clock in the evening, the wind chopping round to the east, we were obliged to leave Cap des Rosiers bay, and next day we went to Grande Vallée, where I

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remained only half an hour, as the east wind was increasing and threatened to become a storm.

The information which I collected at that place acquainted me with the fact that the fishery had been good there during the season, as had also been the case at Grand Etang and the neighboring stations.

At 10 o'clock I was enabled again to land at the Magdalen river. I learned there that the fisheries, especially that of the cod, had produced but little. There had been no caplin at all, and the other fish used as bait, among others the mackerel, had been difficult to catch.

The south shore of the St. Lawrence, frequented for some years past by so great a number of American fishermen, who came to fish for mackerel, was this year, to the great joy of the inhabitants, visited by only about ten schooners from that country, against which, moreover, no one had any complaint to make.

The reports which reached us from Mont Louis were of the most satisfactory nature; there our fishermen had reaped large profits, and the mackerel had been more abundant than at the Magdalen and the fishing posts which extend from the latter place to Cap des Rosiers.

I had returned on board before eleven o'clock. We started for Mont Louis, where I was also desirous of landing, but the storm burst, accompanied by snow and rain, and we were compelled to keep out to sea.

We were compelled to lie to all night, tossed by a furious sea. In the morning the wind had chopped round to the north-west, and we had to contend with a head wind and a violent head sea to reach the port of Seven Islands at 11 o'clock in the morning.

There had been hardly any fishermen to carry on the fall fishery on this part of the north shore, although there had been plenty of fish on the banks; without doubt they were kept away by their recollection of their small success in previous years.

At the Cawee Islands the profits of the cod fishery had been those of an ordinary year. Further up the river that fishery had been carried on in the summer only, at La Trinité, Godbout and particularly at St. Nicholas harbor, by little schooners and boats from the south parishes, with various success and on a small scale only. The produce was conveyed in an undried state to the country parts below Quebec for consumption.

I had received instructions to carry back Mr. Smith, the collector at the port of Seven Islands, to Quebec. That gentleman came on board with his family in the afternoon; but a high north-west wind, with hail, compelled me to delay our departure till next day.

On the 29th, at 6 a.m., we set out for Quebec. The earlier part of the day was fine, but in the afternoon the wind getting round to the south-west, brought up a heavy snow-storm which concealed the shores from our views: we had to steer by the lead, and then anchor off Isle St. Barnabé at 10 p.m.

Next morning, at daylight, we set off again, and anchored at nightfall under the lee of the Isle aux Grues; we had had a head wind the whole day.

We left Isle aux Grues on the morning of the 30th, and at 11 o'clock we anchored in the harbor of Quebec.

My mission for the season of 1862 was fulfilled; the services of my crew being no longer required, I discharged the sailors composing it after paying them their wages.

I announced my arrival at Quebec to the Government in a letter addressed to Andrew Russell, Esquire, assistant commissioner of Crown Lands.

The report of the cruises which I made in the gulf of St. Lawrence during the season of 1862, in order to perform the functions of my office, being completed, it is now necessary to examine this present report to ascertain whether the object which the Government had in view in establishing the fishery protective service, eleven years ago, has been attained, and especially whether that service has this year yielded to our fisheries the profitable results which the country has a right to expect from it, and which, according to all persons who are in a position to judge of the matter, have been obtained in previous years.

And first, let us see what was the condition of our maritime coast before 1852.

On the north shore of the river and gulf of St. Lawrence, as far as the extreme boundary of Canada, over an extent of nearly 500 miles of coast, there existed no organization of our fisheries, nor was there any protection whatever for the resident inhabitants against the audacity and rapacity of foreigners, who frequently robbed them of their produce and even of their fishing grounds; in a word the will of the strongest was law. And had this state of affairs continued for many years more, the magnificent maritime and river fisheries

which Canada possesses there, would have been in danger of becoming totally unproductive; and such was the statement made on the subject in 1841 by Mr. Samuel Robertson, a man of note who passed nearly his whole life on the coast of Labrador, where he worked a sedentary seal fishery, in a descriptive notice respecting the coast of Labrador:

"Indeed, for some years back, the fisheries have been so crowded thereabouts, as to seriously annoy each other, and endless quarrels are going on. So far there has been no blood spilled, but if the Government does not soon interfere and enforce some regulations, there is no saying what may happen in a country where the total absence of every mark of authority has bred a contempt for Government and laws—where violence is the best title and audacity confers most right."

At the Magdalen Islands the inhabitants lived in perpetual fear of foreign fishermen who made themselves masters everywhere. True, a court of justice sat there every year, but its judgments were hardly ever carried into execution; as to the Magistrates' Court, it is not worth mentioning, for those public functionaries could not even find bailiffs to serve their summonses.

A custom-house was established in 1840, or perhaps before, at Port Amherst; a Mr. Colbut was, I believe, appointed to take charge of it; but he met with all sorts of opposition, and could never compel the foreign traders to comply with the law. In 1849 the Government appointed as collector at that port, a man renowned for his activity and courage, Mr. Collet Belleau, at present stationed at Gaspé; and for years that zealous officer had to carry on constant warfare, in which his life was frequently threatened, with the trading dealers from the neighboring provinces, to compel the latter to comply with the provisions of the customs law; and notwithstanding his most strenuous efforts, the duties collected at the port only amounted to a few hundred dollars, and smuggling continued to be carried on in broad day.

As to the fisheries, they were neither organized nor protected. On the coast of Gaspé, although the part of the shore where the principal fishing grounds are, was comprised in a district which had been long organized, and although there were courts of justice and prisons, with the necessary number of judicial officers, the laws were not very well observed, and it often occurred that individuals guilty of repulsive crimes defied the authorities for years together, in consequence of the complete want of any organized force whatever to furnish assistance to the officers of justice who were charged with the duty of effecting their arrest.

There were already laws respecting the maritime and river fisheries, but the Government had appointed no officer charged with the special duty of seeing that they were put into execution, and what occurred everywhere else followed there also: that nearly everybody knew that these laws existed, but that nobody observed them; and the want of protection of our fisheries was manifested by consequences which were most fatal to that branch of industry.

The maritime fisheries were at a stand still, and the river fisheries, especially that of the salmon, were threatened with impending ruin.

Let us now compare this state of affairs, which I have merely sketched, with the present condition of things.

On the north shore we see maritime and river fisheries carried on according to an acknowledged system; we find no case of dispossession as formerly; the rights of property are now respected, and the encroachments of some fishermen on the fishing grounds of their neighbors, which were followed by such lamentable consequences to the products of the latter, are things which are now unknown.

Depredations are, indeed, still committed on the property of our fishermen by some of the thousands of foreign fishermen who frequent the coast every year, and it is probable that, unfortunately, we shall never succeed in preventing such proceedings, which are so much to be regretted, from being renewed from time to time on our shores, where the settlements are generally isolated and distant from each other, and are unable to furnish mutual assistance, except by means of one or two protective vessels which should cruise continually along the north shore.

At the Magdalen Islands, since 1855 especially, since which period I have made from four to six voyages thither every year, the aspect of affairs has been completely changed. The courts of justice sit there regularly, and the orders of those tribunals are as well executed as they are in our towns. As to the customs laws, they are observed in such a

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I might on the coast of that important gulf; but I p Legislative A chants who ar these brief regeous results fisheries on ou

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manner as to present a striking contrast with what formerly went on at the port of Amherst.

With respect to the Pleasant Bay fishing regulations, I have indeed, for some years past, succeeded in causing them to be observed, but with great difficulty; for as they had been instituted for the purpose of preserving the valuable species of fish which frequent the Magdalen Islands, and at the same time of protecting our fishermen, they did not, in many respects, meet the views of the foreign fishermen, who had long been in the habit of behaving like masters on the shores of the islands, and who were very desirous to continue setting their nets and taking fish in the various ways forbidden by law.

But the population of this isolated group of islands, so remote from the centre of Canada, are often the victims of the audacity and the thievish and dishonest propensities of the American fishermen, who hover around these islands in great numbers during the months of July, August and September, engaged in the mackerel fishery; although such evil doings are by no means of as frequent occurrence as formerly; and to put a stop to them entirely nothing less than an armed coastguard vessel would suffice, which should be specially devoted to the Magdalen Islands service, and which should cruise there during the whole season.

It will be understood that a single cruiser, which visits those islands but from three to six times during the year, is insufficient to repress such proceedings entirely.

I might dilate at length on the advantages, as regards the protection of the fisheries on the coast of Gaspé and the maintenance of peace and order in the posts situated along that important part of our shores, which result from the service which I perform in the gulf; but I prefer that the testimony of the representatives of that great district in the Legislative Assembly, of the officers who discharge public functions there, and of the merchants who are interested in the fisheries, should be taken on the subject. And I conclude these brief remarks by the following summary, which will clearly demonstrate the advantageous results which have been obtained this year by the service for the protection of the fisheries on our shores of the lower part of the river and of the gulf of St. Lawrence.

1st. Our fisheries have been efficiently protected; that is to say, that over an extent of more than 900 miles of maritime coast, all that part of our maritime population who engage in that important branch of industry—the fishery—have had free access thereto, and have been enabled to follow their calling without fear of being molested or disturbed.

2nd. The occupants of the sedentary seal fishing posts, and the stations for the salmon and cod fishing, have enjoyed peaceful possession of the land and extent of coast required by the nature of the calling which they respectively follow. These stations are 36 in number for the seal fishery, 280 for the salmon fishery, and over 300 for the cod fishery, and are scattered over the whole extent of our coast.

3rd. No United States fisherman has caught fish in our rivers, except with the permission of the Government, nor has engaged, on our coasts, in the taking of fish with cales, which they are forbidden to do by the Reciprocity Treaty.

4th. No French fisherman from Newfoundland has come to fish this year on our shores in the Straits of Belle Isle, from which shores they are, as is well known, excluded by treaties.

5th. The clauses of our Fishery Act which relate to maritime fisheries have, with some few exceptions, been observed both by our own and by foreign fishermen.

6th. I have leased all our salmon and trout fisheries which are situated in the Gulf division, from Point des Monts to the frontier of the Province, on the north shore of the Island of Anticosti, and the coast of Gaspé, to different fishermen who receive fishing licenses from me, for which each of them makes an annual payment which varies according to the importance of each fishery.

The total amount of these payments produced this year the sum of \$1079.25.

There are besides, in this division, several rivers, among others the Moisie and the Natashquan, the salmon fisheries which are let by the Government directly, by means of leases of several years' duration, and which yield the Government an annual sum of \$

7th. The superintendence of the salmon and trout fisheries in the numerous rivers in the lower part of Lower Canada, forms a very difficult part of my duties; for most of the rivers are of very great length, and the banks of many of them are inhabited by a more or less numerous population. But with the assistance of the fishery overseers, appointed by the Government at the most important points along the coast, I have succeeded in causing that part of our fishery law, the special object of which is the preservation of those valu-

able species of fish in our fresh water streams, to be as closely observed as could be expected; that is to say, that throughout the great extent of coast which Canada possesses in the Gulf, but few cases of infraction of the law in question were reported, and that in every case in which the guilty parties could be reached, they were punished.

8th. In our seaports and harbors along the north shore and in the Magdalen Islands, which are frequented during the fishing season by so great a number of native and foreign fishermen, peace, order and tranquillity, which are so necessary to the success of our fishermen in their fishing expeditions in the gulf, have been maintained, at least so far as I know, with the exception of the cases of robbery, of which the American fishermen were guilty on two English vessels which went aground near the Magdalen Islands, in the month of August, during my absence at Quebec.

It is unnecessary for me to add, that whenever public officers required my official services, or the assistance of the armed force which I command, I was always at their disposal, as in the cases at Gaspé Basin and Rivière au Renard.

REMARKS ON THE FISHERIES.

Our fishermen, generally, have had good reason to be satisfied with their success in the gulf during the season just ended: for, although certain of the fisheries, as that of the herring and the mackerel, and even of the salmon, have been less productive than they were in the previous year, on the other hand the staple fishery, that for cod, the main and leading pursuit, so fertile in its results and so worthy of encouragement as furnishing abundance of nourishment for home consumption and an important article of traffic with foreigners, has on the whole been successful. The estimated quantity prepared in the dried state for exportation to other countries in the present year is nearly 130,000 quintals, and its value \$890,000.

The remaining products of the fisheries are either sold at Quebec and Montreal, or consumed on the coast.

The spring herring fishery, both in the Magdalen Islands and in the Bay of Chaleurs, was not as fortunate in its results as in former years; the whole amount taken not exceeding 3,050 barrels. As to the autumn fishery, it may be said to have almost entirely failed, the take of that fine fish not exceeding 1,000 barrels.

On that part of the Labrador coast which belongs to Newfoundland, it had completely failed; the schooners which had gone thither for cargoes of herring, having come back in ballast.

The mackerel, which is generally abundant at the Magdalen Islands in the summer months, had been scarce on the coast of Gaspé, and in consequence, but few American schooners had made their appearance. The produce did not exceed 1000 barrels.

The seal fishery (now properly seal hunting) on the ice had been one of the most fortunate known in a great number of years, by our fishermen of the Magdalen Islands, Natashquan and Esquimaux Point: their schooners, 33 in number, manned by upwards of 800 hardy sailors accustomed to the dangerous navigation of the ice fields, returned with the spoils of 13,195 seals, the blubber of which yielded 90,923 gallons of oil, worth \$58,558.80.

In short, one needs only to read the tables numbered 1, 2, 3 and 4, accompanying this report, to ascertain the quantities of the several kinds of fish taken in the Gulf by our Canadian fishermen, and so to judge of the immense value of our fisheries, their abundant and varied products, the vast material of our commerce, and especially to comprehend the great extension and success of the cod fishery, within a few years, under the influence of the encouragement so liberally afforded by Government to foster this great pursuit, meriting and receiving the eternal gratitude of the recipients.

It may help to convey an idea of the commerce carried on on the shores of the Gulf, and of the numerous natural and inexhaustible resources enjoyed by Canada in those waters which wash the coasts of Gaspé and Labrador, if I subjoin a list of the cetaceans, marine animals, fish, &c., there abounding more or less, and the capture of which affords employment to our maritime population.

(Signed,)

P. FORTIN.

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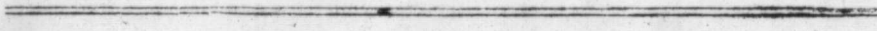
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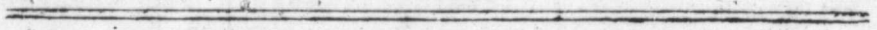
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APPENDIX.



Great and Little rades	108	3240	216	7020	60							6660
Grand River	138	4140	276	11040	115							10914
Anse du Cap and Anse au Beau Filis	214	6420	428	18190	180							2244
Egros	44	1320	68	3740	20							
Bonaventure Island												

Coin du Banc	15	450	30	1050						81		630
Barachois	12	360	24	960						261		576
Belle-Anse	7	210	14	490								294
Malbaie	16	480	32	1120								672
Pointe St. Pierre	50	1500	100	3500								2100
Red Point	9	270	18	720								432
Bois Brulé	3	90	6	180								108
Seal Cove	6	180	12	120								72
Douglastown	30	900	60	1800						101		1080
South Shore of Gaspé Bay	9	216	18						169	631		
North do do	10	240	20						84	66		
North Shore of Gaspé Bay, from Seal-Rock to Grand Grève	25	750	50	2950								1770
Grand Grève	25	750	50	2360	40	20						1416
St. George's Cove, Indian Coast, and Long Point (Gaspé)	24	720	48	1950	20	30						1170
From Long Point to Ship Head	6	180	12	380	50	50						240
Cap Desrosiers	35	1050	70	2800								1680
Anse à la Louise	12	360	24	960								576
Jersey Cove	10	300	20	800								480
Anse au Griffon	71	2130	142	7100								4260
Anse à Fougère	10	300	20	1250								750
Fox River	56	1680	112	5600								3360
Little Fox River	15	450	30	1500								900
Little Cape, Yellow Point and Anse au Vallon	22	660	44	2200								1320
Grand Etang	22	660	44	2300								1380
Point Seche	12	360	24	1200								612
Chloudorme	16	480	32	1600								960
Grande Vallée	32	960	64	2560								1536
Magdalen River	10	300	20	500						61		300
Mont Louis Bay	20	600	40	1600						15		960
Ste. Anne des Monts	24	720	48	1920								1152
Cape Chatte	16	480	32	1125								675
Matane and Metis	30	900	60	1200								612
<i>Magdalen Islands.</i>												
Amherst Island	86	2580	172	4000			2000	300				2400
Grindstone do	64	1920	128	2500			250	150				1500
Allright do	49	1470	98	1500			350	120				900
Entry do	6	180	12	80				50				48
Coffin do	2	60	4	40				50	10			24
Grosse do	17	510	34	150			400	60				90
Bryon do	3	90										
Total	1491	45059	2976	104455	549	100	3050	943	2321			64193

TABLE No. 1.—Shewing the number of Boats, Men, &c.—(Continued.)

COAST OF LABRADOR, NORTH COAST OF THE GULF AND LOWER PART OF THE RIVER ST. LAWRENCE.

LOCALITY.	Number of Fish- ing Boats.	Value of Boats.	Number of Fisher- men.	QUANTITY OF FISH TAKEN.							Gallons of Cod Oil.	REMARKS.
				Codfish.	Haddock.	Halibut.	Herring.	Mackerel.	Salmon.	Trout.		
				Qts.	Qts.	Qts.	Bris.	Bris.	Bris.	Bris.		
Anse aux Blancs-Sablons.....	54	1620	108	6125			110				3675	
Wood Island.....	62	1860	124	5800			150				3480	
Little Harbor.....	30	900	60	3528			326		2		2116	
Bradore Bay.....	6	180	12	510			50		1½		306	
Belles Amours.....	2	60	4	160							96	
Middle Bay, Five Leagues and Salmon Bay.....	9	270	18	169					51		101	
Bonne Espérance and St. Paul's River.....	9	270	18	665					46		399	
Brulée and Dog Islands.....	8	240	16	750					18½		450	
From Dog Island to Shicataca.....	7	210	14	195					19		117	
From Shicataca to St. Augustin.....	2	60	4	20					15½		10	
St. Augustin.....	6	180	12						62			
Kikapoc and Whale Head of Pacachoo.....	5	150	10	250					14		150	
La Tabatière.....	5	150	10	125					6		78	
Mutton Bay.....	4	120	8	195					1½		106	
Whale Head of Meccatina and Great Meccatina.....	7	210	14	180				40	26		108	
Little Meccatina.....	6	180	12	100				63	62½		60	
Nétagamu, Etamamu, Romaine, &c.....	9	270	18	100					15½		120	
Kegasa.....	7	210	14	400					321		240	
Naiashquan.....	35	1050	70	3600					56			
Agwanus, Nabisippi, Washeeshoo, &c.....	3	99	6	50					33		2160	
Esquimaux Point.....	42	1260	84	2048					6		1228	
Long Point, Mingan.....	42	1260	84	4453					256½		1333	
River St. John.....	49	1470	98	3846					61		1153	
Magpie, Jupitagan, Ridge Point and Indian Harbor.....	69	2070	138	6345							1903	
Thunder River, Duck Creek and Trout River.....	24	420	28	1300					4½		390	
Shell Drake.....	39	1110	74	2025							615	
Le Gros Cove.....	25	750	50	2100							540	

These boats were engaged in the Salmon Fishery only. And from this last place to Natashquan the inhabitants devote themselves to the Salmon and Seal Fishery only, paying but very little attention to the Cod Fishery; this year, however, some of them have devoted themselves to Cod Fishery, and will continue to do so for the future.

The Livers of the Cod this summer were very lean from Long Point to Seven Islands, and 100 quintals of Cod yielded only 30 gallons of Oil instead of 60 or 75.

Gibraltar Cove.....	18	540	36	1500							450	
Shallop Creek.....	10	300	20	750							210	
Canadian Cove and Rivière au Bouleau.....	13	390	26	1050							240	
Pigou Island and Point Pigou.....	26	780	52	1660							487	
Trout River and Moisie River.....	126	3780	252	10450				19½	674		2895	

Thunder River, Duck Creek and Trout River	24	420	20	2025	.....	.....	.....	.....	.....	.....	615	of Cod yielded only 50
Shell Drake	39	1110	74	2100	.....	.....	.....	.....	.....	.....	540	gallons of Oil instead of 60
Le Gros Cove	25	750	50	.....	.....	.....	.....	.....	.....	.....	.....	or 75.

Gibraltar Cove.....	18	540	36	1500	.....	.....	.....	.....	.....	.....	450
Shallop Creek	10	300	20	750	.....	.....	.....	.....	.....	.....	210
Canadian Cove and Rivière au Bouleau.....	13	390	26	1050	.....	.....	.....	.....	.....	.....	240
Pigon Island and Point Pigon.....	26	780	52	1660	.....	.....	.....	.....	.....	.....	487
Trout River and Moisie River.....	126	3780	252	10450	.....	.....	19½	674	.....	.....	2895
St. Marguerite River.....	16	480	32	1366	.....	.....	.....	16	.....	.....	375
Pentecost River.....	16	480	32	960	.....	.....	.....	.....	.....	.....	288
Caribou and Trinity Ilets.....	6	180	12	100	.....	.....	.....	40	.....	.....	30
Godbout River.....	2	60	4	100	.....	.....	.....	10	.....	.....	30
Total.....	797	23610	1574	52975	.....	.....	636	122½	1819	.....	25039

SUMMARY.

COUNTY OF BONAVENTURE, COUNTY OF GASPE, COAST OF LABRADOR, NORTH COAST OF THE GULF AND LOWER PART OF THE RIVER ST. LAWRENCE.

Number of Fishing Boats.	Value of Boats.	Number of Fishermen.	QUANTITY OF FISH TAKEN.							Gallons of Cod Oil.
			Codfish.	Haddeock.	Halibut.	Herring.	Mackerel.	Salmon.	Trout.	
	\$		Quintals.	Quintals.	Quintals.	Barrels.	Barrels.	Barrels.	Barrels.	
2535	75959	5044	169463	1066	509	6721	1065½	2331½	.....	97832

TABLE No. 2.—Showing the number of vessels engaged in the Canadian Fisheries of Coast of Gaspé, the Magdalen Islands, and the North Shore; with their

Description of Vessels.	Name of Vessels.	To what port belonging.	Name of Captain.	Name of Owner.	Tonnage.	Number of men.
Bark	Nameless	Blancs-Sablons	LeBrocq	De Quetteville	150	
Schooner	Sarah	do	T. Syvret	Fruing & Co.	120	
"	Manida	do	LeBrun	De Quetteville	160	
Brigantine	Bradore	Little Harbor	Nicholson	Capt. Nicholson	100	
Schooner	J. Franklin	Belles-Amours	J. Buckle	J. Buckle	30	
"	Tiber	Natashquan	P. Vigneault	P. Vigneault	22	
"	M. Marguerite	do	J. Vigneault	J. Vigneault	22	
"	Hard Scrable	do	De Chavery	De Chavery	22	
Brigantine	True Blue	do	Jean LeGros	De La Perrelle, Brothers.	97	
Schooner	Marie-Julie	Kegascu	S. Bourque	S. Bourque	26	
"	Victoria	do	S. Foreman	S. Foreman	65	
"	Amelia	Pointe-aux-Esquimaux	X. Cormier	X. Cormier	47	
"	Eugénie	do	Joseph Dupuis	Joseph Dupuis	51	
"	Lady	do	J. Maldoon	J. Maldoon	29	
"	Victoria	do	G. Cormier	G. Cormier	52	
"	Alphonsine	do	P. Cyre	P. Cyre	23	
"	Wide Awake	do	Vital Vigneault	V. Vigneault	42	
"	Constantine	do	Jules Boudreau	Jules Boudreau	54	
"	Mermaid	do	Jos. Marin	Jos. Marin	46	
"	Venello	do	P. Doyle	P. Doyle	45	
"	Phantom	do	C. Fortier	C. Fortier	24	
"	Bee	Mingan	Thos. Lavoie	H. B. Co.	15	
"	Fare Well	River Moisie	N. Corriveau	J. Holliday	32	
"	Silver Light	do	do	do	65	
"	Manicouagan	Manicouagan	J. Ross	J. Ross	25	
"	Two Brothers	House Harbor	R. Delaney	R. Delaney	53	
"	Flirt	do	Laurent Banque	Johnson	65	
"	Ann	do	Wm. Terrieau	Wm. Terrieau	30	
"	Emma	do	Désiré Loiseau	D. Loiseau	48	
"	Onésime	do	D. Richard	D. Richard	45	
"	Dolphin	do	do	do	82	
"	Archangèle	do	L. Jonfe	L. Jonfe	50	
"	Adelina	do	Z. Arseneau	Z. Arseneau	54	
"	Breeze	do	G. Cyr	G. Cyr	32	
"	Zélie	do	A. Richard	A. Richard	30	
"	Greenock	do	F. Terrieau	F. Terrieau	40	
"	Marie-Anne	do	Abel Arseneau	Abel Arseneau	50	
"	Mary	do	J. Arseneau	J. Arseneau	45	
"	Tempérance	do	Frs. Arseneau	Frs. Arseneau	50	
"	Jenny Lind	do	P. Turbid	P. Turbid	45	
Cutter	Cappandi	Amherst Harbor	do	J. P. Painchaud	25	
Schooner	Flora	do	A. Martineau	do	45	
"	Mary Alva	do	S. Bernier	do	37	
"	Président	do	P. Godier	do	36	
"	Zélie	do	S. Cormier	S. Cormier	36	
"	Triton	do	A. Cormier	A. Cormier	25	
"	Espérance	do	J. Chiasson	J. Chiasson	52	
"	Jane	do	A. Bourgeois	A. Bourgeois	26	
"	Sarah	do	H. Boudreau	H. Boudreau	30	
"	Espérance	do	T. Boudreau	T. Boudreau	26	
"	Belle Poule	do	J. Cassidy	J. Cassidy	20	
"	Tempérance	do	Frs. Cire	Frs. & John Cire	60	
"	Industry	do	Peter Allard	Peter Allard	72	
"	Mary Martha	do	G. Poirrier	G. Poirrier	66	
"	Arthur	do	William Mann	Wm. Mann	14	
"	Jane	do	do	John Meagher	108	

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Tonnage.	Number of men.	C A R G O .				R E M A R K S .		
		Codfish.	Oil.	Herrings	Seals.			
		Quintals.	Gallons.	Barrels.				
150	7					Carries dry codfish to Italy, Brazil, &c.		
120	6					do	do	
160	6					do	do	
100	5					do	do	
30	2							
22	10				1070	Engaged seal hunting.		
22	10				4000	do	do	
22	3							
97	6	2636				Carries dry codfish to Italy, Spain and Brazil.		
26	8	250			330	Seal hunting and cod-fishing.		
65	10				360	Engaged seal hunting and cod-fishing.		
47	10	200	6340		1320	do	do	do
51	10		2920		730	do	do	do
29	10		4268		1027	do	do	do
52	10		7728		1100	do	do	do
23	8	200	2380		550	do	do	do
42	13	300	4960		600	do	do	do
54	13		6880		1398	do	do	do
46	7		1057		180	Engaged seal hunting and in coasting trade.		
45	10		2100		482	Seal hunting.		
24	7					Coasting trade.		
15	3					do		
32	4					Voyages between Quebec and River Moisie.		
65	4					do	do	do
25	2					Coasting trade.		
53	10	560			545	Seal hunting and cod-fishing.		
65	10				1000	Seal hunting and coasting trade between Halifax and Magdalen Islands.		
30	10	450			940	Seal hunting and cod-fishing.		
48	10				1000	Seal hunting.		
45	8	400			700	Seal hunting and cod-fishing.		
82	12	600			350	do	do	
50	10	395			595	do	do	
54	10	512			420	do	do	
32	6	275				Cod-fishing.		
30	6	280			200	Seal hunting and cod-fishing.		
40	10				50	do	do	
50	10	450			200	do	do	
45	6				150	Seal hunting.		
50	10	450			1114	do	and cod-fishing.	
45	10				350	Seal hunting.		
28	4	400				Cod-fishing.		
45	10	520			115	do	and seal hunting.	
37	4	450				Cod-fishing.		
36	4	500				do		
36	10	480			115	do	and seal hunting.	
28	10	420			440	do	do	
52	10	525			410	do	do	
26	10	420				Cod-fishing.		
30	10	500			250	do	and seal hunting.	
26	10	450			250	do	do	
20	3					Coasting trade.		
60	6					Coasting trade between Bay of Chaleurs and Quebec.		
72	6					do	do	and Halifax.
66	6					do	do	do
14	4					Cod-fishing.		
108	6					Coasting trade between Halifax, Newfoundland, Quebec and Bay of Chaleurs.		

TABLE No. 2.—Shewing the number of vessel engaged in the

Description of Vessels.	Name of Vessels.	To what port belonging.	Name of Captain.	Name of Owner.	Tonnage.	Number of men.
Schooner.....	Swift	New-Richmond.....	David LeBlanc	D. LeBlanc.....	29	
Brigantine ...	Two Sisters	do	H. Dodridge	Campbell & Dodridge ...	81	
Schooner.....	U. J. Tessier.....	Bonaventure	D. Lepage	D. LePage	60	
"	Marie-Philomène	do	Fréd. Arseneau	Fréd. Arseneau.....	64	
"	Belinda	do	Z. Bordage.....	Z. Bordage.....	60	
"	Mary Alert.....	New-Carlisle	Johnston Garrett	J. Garrett.....	50	
"	Anna Bella.....	do	Wm. Smith	Wm. Smith	81	
Brigantine....	Comelo.....	do	James Caldwell.....	J. Caldwell.....	94	
"	I. L. A.....	do	J. Gilker.....	J. R. Hamilton.....	90	
"	Mingan.....	do	J. Joste	do	110	
Brig.....	Hebe	Paspebiac.....	J. Cozens	LeBoutillier & Brothers..	236	1
"	Diana	do	P. Touzel.....	do	216	1
"	C. T. Sutton.....	do	— Ahier.....	do	197	1
"	Fraser.....	do	— DeGruchy.....	do	143	1
Brigantine ...	Quiz.....	do	Frs. Jean	do	93	
"	G. D. T.....	do	P. LeBrun	do	124	1
"	Adelina	do	J. LeFouvre	do	104	1
"	Pandora	do	J. Hubert.....	do	99	1
"	Tickler	do	P. Hubert.....	do	96	1
"	Marie-Georgiana.....	do	J. Venement	do	101	1
Schooner.....	Pabos	do	F. LeBlanc.....	do	42	1
Cutter	Ann Amy	do	— Smollet	do	25	1
Schooner.....	Industry	do	— Sawyer	do	20	1
"	Dolphin	do	T. Fougère	do	15	1
"	Victoria Sutton.....	do	— LeMoignan	do	20	1
Bark	Mark Well	do	John Belleau.....	Chas. Robin & Co	270	12
"	Olivier Blanchard...	do	Ph. Giffard.....	do	268	12
"	Homely.....	do	G. Pirouet	do	229	12
"	C. Columbus	do	J. Ahier	do	203	12
"	C. R. C.....	do	J. Piton	do	210	12
Brig.....	Union	do	Thomas LeDain.....	do	187	10
"	Telegraph	do	Frs. Gibaut	do	160	10
"	Sea Flower	do	G. LeBrocq	do	126	8
"	SS	do	A. LeMoignan	do	113	8
Eci antine...	Hémistope	do	John Canot.....	do	76	7
"	Zebiah.....	do	Phil. Vincent	do	102	8
"	Dit-on.....	do	A. LeDain.....	do	71	7
Schooner....	Fly	do	A. Comlard	do	58	7
"	Ant.....	do	William Row.....	do	53	7
"	Bee	do	John Becquet.....	do	51	6
"	Peace	do	F. Ahier	do	35	6
"	Commander.....	do	S. Blanchard.....	do	14	3
"	Indépendance	Grande Rivière.....	A. Béliveau	P. Béliveau	60	4

Canadian F

Tonnage.
Number of men.

Canadian Fisheries of the Gulf of St. Lawrence, &c.—Continued.

Owner.	Tonnage.	Number of men.	CARGO.				REMARKS.
			Cod-fish.	Oil.	Herring.	Seals.	
			Quintals.	Gallons.	Barrels.		
.....	29	3					In New Richmond were exported in 1862: 1365 bris. herring, and 600 bxs. smoked herring. R. Montgomery exported lumber per bark <i>Atlantic</i> to the value of \$2995.
.....	81	6					In New Richmond and Maria, merchants export furs to the value of \$1400; 4 cargoes of shingles, boards, &c., to Halifax and Newfoundland, (value of cargoes, \$3,500).
.....	60	4	300	150	3		Cod-fishing on North Coast.
.....	64	4					Coasting trade between Quebec and Bay of Chaleurs.
.....	60	4					do do do
.....	50	4					do do do
.....	81	5					do do do
.....	94	6					Four voyages to Halifax with boards, &c., value of cargoes, \$4,000.
.....	90	6					Coasting trade between Quebec, Halifax and Bay of Chaleurs.
.....	110	7					Goes to Europe and South America. Cod-fish trade.
.....	236	13					By their vessels Messieurs LeBoutillier exported in 1862, to Brazil, Spain, Italy, &c.:
.....	216	12					28,500 quintals of cod-fish,
.....	197	12					20,000 gallons of oil,
.....	143	10					1,000 barrels of herring,
.....	93	8					200 boxes smoked herrings,
.....	124	10					30 barrels of salmon,
.....							Furs to the Value of \$800.
.....	104	8					They employ about 580 hands.
.....	99	8					Mr. D. Bisson, a Paspébiac merchant, also exported this summer: 800 quintals dry cod-fish,
.....	96	8					800 gallons of oil,
.....	101	8					300 barrels herring,
.....							200 boxes smoked herrings,
.....							30 barrels salmon.
.....	42	6					This schooner made a voyage to Barbadoes this summer with a cargo of herring, shingles, oats, &c.
.....	25	5					Engaged in carry dry cod-fish from North Shore to Paspébiac.
.....	20	5					do do do
.....	15	4					do do do
.....	20	4					Employed in carrying cod-fish along the Coast of Labrador.
.....	270	12					The Messieurs Robin exported this year, with their vessels, to Brazil, Spain, Italy, &c.:
.....	268	12					40,000 quintals dry cod-fish,
.....	229	12					30,000 gallons of oil, &c.
.....	203	12					
.....	210	12					
.....	187	10					Messieurs Robin employ, at their different cod-fishing establishments, about 750 men. All their vessels are built at Paspébiac, they have now one on the stocks, of 113 tons, which will be ready for launching in the spring.
.....	160	10					
.....	126	8					
.....	113	8					
.....	76	7					
.....	102	8					
.....	71	7					
.....	58	7					Engaged carrying cod-fish from North Shore to Paspébiac.
.....	53	7					do do do
.....	51	6					do do do
.....	35	6					Engaged in carrying cod-fish to Bay of Chaleurs.
.....	14	3					do do do
.....	60	4					Coasting trade between Quebec, North Shore and Bay of Chaleurs.

TABLE No. 2.—Shewing the number of vessels engaged in the

Canadian

Description of Vessels.	Name of Vessels.	To what port belonging.	Name of Captain.	Name of Owner.	Tonnage.
Schooner	Trial	Anse du Cap	Jos. Case	Jos. Case	47
"	Marie Primrose	do	J. Boudreau	Savage & LeGros	73
"	Marguerite	do	J. Renouf	do	25
"	Clara	do	J. Poirrier	De LaParelle & Brothers	52
Brigantine	Shamrock	do	J. Hocquoil	Savage & LeGros	136
Schooner	Britannia	Malbaie	John Ross	John Ross	67
"	Pilot	do	Peter Mabee	P. Mabee	64
"	Village Belle	do	P. Mulroney	P. Mulroney	40
Brigantine	Brothers	Point St. Pierre	Thos. Vibert	J. & E. Collas	173
"	Chance	do	F. L. Cantell	do	139
"	Warrior	do	LeGresley	do	64
"	Boadicea	do	do	do	106
Schooner	Hasty	do	J. Asselin	do	40
Brigantine	Aura	do	J. LeGresley	John Fauvel	90
Schooner	Lord Douglass	Douglstown	Hugh Welsh	Hugh Welsh	58
"	Tempérance	do	Frs. Kennedy	Frs. Kennedy & Brothers	56
"	Trial	Gaspé	G. Dupuis	G. Dupuis	29
Brigantine	Ste. Anne	Gaspé Basin	J. Vibert	John LeBoutillier	150
"	Lady Maxwell	do	L. Jones	do	79
Schooner	Elizabeth	do	do	do	52
"	Fancy	do	H. Dunn	H. Dunn	27
"	Native	do	S. Robert	S. Robert	27
"	Breeze	do	William Harbour	W. Harbour	45
"	St. Laurent	do	Ed. Mabee	Ed. Mabee	30
"	Defiance	do	William Annett	Wm. Annett	65
"	Perseverance	do	Fred. Coffin	Fred Coffin	69
"	Hellen	do	L. Tanguay	L. Tanguay	54
"	Orion	do	J. Adams	J. Adams	26
"	Undaunted	do	J. Howle	J. Howle	44
"	North Star	do	Ed. Quigley	Ed. Quigley	29
"	John Stuart	do	Charles Stuart	Chs. Stuart	76
"	Rambler	do	James Baker	J. Baker	51
"	Admission	do	Joseph Tripp	Jos. Tripp	46
"	Highland Jane	do	John Ascah	J. Ascah	64
"	Piper	do	Wm. Miller	Wm. Miller	47
"	Violet	do	H. Suddard	H. Suddard	37
"	Woolverine	do	J. Adams	J. Adams	40
"	Osprey	do	J. Davis	J. Davis	59
"	Sea Bird	do	Frs. Ahier	Frs. Ahier	43
"	Aid	do	Chas. Robinson	Chs. Robinson	21
"	Ranger	do	George Miller	G. Miller	41
"	Alliance	do	J. Alexander	J. Alexander	73
"	Thistle	do	D. Bird	D. Bird	35
"	Flying Fish	do	Robert Pye	R. Pye	34
Bark	Alice Jane	Grande Grève	T. Legros	Fraing & Co	380
Brigantine	Griffin	do	J. Ormont	do	98
Schooner	H. R. S.	do	P. Jean	do	56

Canadian Fisheries of the Gulf of St. Lawrence, &c.—Continued.

Tonnage.	Number of men.	CARGO.				REMARKS.
		Codfish.	Oil.	Herring.	Seals.	
		Quintals.	Gallons.	Barrels.		
47	4					Coasting trade between Quebec, the North Shore and Bay of Chaleurs.
73	6					Carrying dry cod-fish from North Shore to Gaspé.
25	4					do do do
52	6					do do do
136	7					Carries dry cod-fish to Italy, Spain, and Brazil.
67	12					Carries cod-fish from North Shore to Bay of Chaleurs.
64	12	215	90			Cod-fishing and carrying freight.
40	9					There is one schooner building at Malbaie.
173	6					Carries dry cod-fish to Italy, Spain, and Brazil.
139	8					Left with cod-fish for Jersey.
64	7					do do Cadiz.
106	7					do do Naples.
40	5					Carries cod-fish from North Shore to Point St. Peter, and Coasting trade.
90	7					Went this summer to Cadiz with 1700 quintals of cod-fish; left again this fall for Italy.
58	15		4020	40		Whale oil.
56	10	300				Cod-fishing on North Shore.
29	3					
150	6					Went to Barbadoes this summer; and during fall to Jersey and Brazil with dry cod-fish.
79	4					Coasting trade between Quebec and Gaspé.
52						Repaired this summer.
27	4					
27	4					
45	15		2970			Whale oil (Whaler).
30	4					
65	14		2760			do
69	5					
54	4					
26	3					Coasting trade.
44	10	340	210	10		To which add 10 barrels of Halibut.
29	8					Salmon fishing at Natashquan.
76	15		3180			Whale oil (Whaler).
51	5					
46	15		2850			do
64	14		3000			do
47	11	300	120			Engaged cod-fishing.
37	15		1950			Whale oil (Whaler).
40	11					Engaged cod-fishing, and carrying freight from North Shore to South.
59	15		3840			Whale oil (Whaler).
43	5					
21	4					Carrying cod-fish from North Shore to Bay of Chaleurs.
41	10					
73	5					
35	4					
36	11					
380	10					Carrying dry cod-fish to Italy, Spain, and Brazil.
98	6					do do do
56	4					Carrying cod-fish from the N. Shore to the South, &c.

TABLE No. 2.—Showing the number of vessels engaged in the

Description of Vessels.	Name of Vessels.	To what port belonging.	Name of Captain.	Name of Owner.	Tonnage.
Schooner	Active	Grande-Grève		Fruing & Co.	25
"	Agnès	do		Wm. Heyman	35
"	Two Brothers	do		A. Dumaresq	16
"	Caplan	St. George Cove		Ed. Perry	18
"	Alliance	Rivière au Renard	John Samuel	J. Samuel	47
"	Star of the Sea	do	Lachance	Blouin & Brothers	32
"	Benjamin	do		G. Dumaresq	33
"	Mary	Grand-Etang	E. L'Espérance	M. L'Espérance	35
"	Eugénie	do	A. Boulanger	do	53
"	Marie-Louise	Grande Vallée	G. Dionne	G. Dionne	52
"	Ste. Anne	Cap de Chattes	Louis Roy	Louis Roy	48
Total	157			Totals	11676

Canadian

Canadian Fisheries of the Gulf of St. Lawrence, &c.—Continued.

ed in the

Owner.

Tonnage.	Number of men.	C A R G O .				REMARKS.
		Cod-fish.	Oil.	Herring.	Seals.	
		Quintals.	Gallons.	Barrels.		
25	3	.....	.....	.....	.....	Messieurs Fruin & Co. will, this year, export from Gaspé to Europe 15,000 cwt. dry cod-fish.
35	3	.....	.....	.....	.....	Carries cod-fish along the coast.
16	3	.....	.....	.....	.....	do do do
18	3	.....	.....	.....	.....	do do do
47	4	.....	.....	.....	.....	Sails between Quebec and Bay of Chaleurs.
32	4	.....	.....	.....	.....	do do do
33	4	.....	.....	.....	.....	Coasting trade, carries cod-fish.
35	4	.....	.....	.....	.....	do do do
53	4	.....	.....	.....	.....	do do do
52	4	.....	.....	.....	.....	Coasting trade between Quebec and Lower Ports.
48	4	.....	.....	.....	.....	Coasting traie between Cap Chatte, St. Anne, Gaspé and Quebec.
11076	1165	14168	63753	53	23389	

als.....

TABLE No. 3.—Statement shewing the number of Salmon Fishing Stations on the North Coast of the Gulf and River St. Lawrence, with their situation, the names of the owners, the quantity of the fish taken, &c., &c., in 1862 :

LONG POINT, BLANCS SABLONS.

Chas. Dicker has been engaged in salmon fishing at Long Point, Blancs Sablons, for 28 years ; nobody fished there before him. During the first years he took as many as 36 barrels at that place. He has 1 station and 40 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
3 brls. salmon.	3 brls. do.	3 brls. do.

ANSE DES DUNES.

Guillaume L. Labadie has been engaged in salmon fishing at Anse des Dunes for four years ; nobody fished there before him. He has 1 station and 50 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
1 brl. salmon.	1 brl. do.	1½ brl. do.

BRADORE BAY.

Louis Jones has been engaged in salmon fishing at Bradore River for four years ; he was the first who fished there. He has 1 station and 40 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
½ brl. salmon.	1½ brl. do.	

MIDDLE BAY.

Peter Hatwood has been engaged in salmon fishing at Middle Bay for 11 years ; he was the first to fish there. He has 3 stations and 100 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
9 brls. salmon.	12 brls. do.	4 brls. do.

FIVE LEAGUES.

Harriet Griffin is engaged in salmon fishing at Five Leagues. Her father, who died a few years ago, had fished there for 20 years. She has 1 station and 75 fathoms of nets of 6½ inch mesh.

She took in :

1862.	1861.	1860.
5 brls. salmon.	4 brls. do.	2 brls. do.

FIVE LEAGUES.

Jules Samson has been engaged in salmon fishing at Five Leagues for 3 years. Before him a man of the name of *Kyre Hartland* had fished there, but left the place many years before. Samson has 1 station and 50 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
8 brls. salmon.	2 brls do.	

LITTLE FISHERY (FIVE LEAGUES).

Samuel Marsh, of Little Fishery (Five Leagues) has been engaged in salmon fishing for 20 years. He was the first to fish there. He has 1 station and 75 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
5 brls. of salmon.	2½ brls. do.	4 brls. do.

SALMON BAY.

This River was fished for a long time by *Darius Chalker*. In 1830, Chalker settled at Salmon Bay, and carried on salmon fishing in the River till 1860, when he died. His sons took his place in 1860, and continued the salmon fishery.

It is said that during the first years that *Darius Chalker* fished there, salmon was abundant; but this fish, as in nearly all the other rivers of Labrador, has greatly diminished, though it is sometimes seen in great quantity.

The fishing License is issued to the son of *Darius Chalker*. There are 2 stations and 100 fathoms of nets of 6½ inch mesh.

There were taken in :		
1862.	1861.	1860.
20 brls. of salmon.	15 brls. do.	8 brls. do.

SALMON BAY.

John Haywood has fished at Salmon Bay for 5 years. He was the first to set nets where he is now fishing. He has 1 station and 128 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
9 brls. of salmon.	12 brls. do.	8 brls. do.

ST. PAUL'S RIVER.

Louis David Chevalier, has been engaged in salmon fishing at River St. Paul for 13 years. In 1774 the Brothers *Lloyd* were in possession of the River. It appears that *Louis Chevalier*, their adopted son, inherited from them and died in 1846, after having transmitted to his grandson (the present occupant, then under age) all his rights on the River St. Paul.

During his old age, *Louis Chevalier* rented the River to *Rendal Jones*, who fished it till 1849, when *Louis David Chevalier* began to fish himself. He has 16 stations and 160 fathoms of nets of 6½ inch mesh.

The following Tables show the number of Salmon taken in different years, in the River St. Paul:—

In 1862:	
June 29.....	1 Salmon.....
July 1.....	0 "
" 3.....	5 "
" 5.....	25 "
" 7.....	77 "
" 9.....	100 "
" 11.....	28 "
" 13.....	5 "
" 15.....	9 "
" 17.....	14 "
" 19.....	13 "
" 21.....	6 "
" 23.....	6 "

In 1862:	
June 30.....	0 Salmon.....
July 2.....	3 ".....
" 4.....	19 ".....
" 6.....	70 ".....
" 8.....	68 ".....
" 10.....	44 ".....
" 12.....	18 ".....11 Grilses.
" 14.....	23 ".....5 "
" 16.....	28 ".....
" 18.....	13 ".....
" 20.....	9 ".....
" 22.....	10 ".....
" 24.....	0 ".....

Total.....591 Salmons.....16 Grilses.

On the 24th of July he took up all his nets, with the exception of two, with which he took 24 salmon from the 24th to the 31st of July, which gives for the year 1862 in St. Paul's River, 615 Salmon and 16 Grilses.

In 1861.....	45 Barrels of Salmon.
" 1860.....	75 " "
" 1859.....	50 " "
" 1858.....	51 " "
" 1857.....	11 " "

In 1855:	
June 26.....	4 Salmon..... 44 lbs.
" 28.....	4 "..... 50 "
" 30.....	13 "..... 151 "
July 2.....	9 "..... 120 "
" 4.....	114 "..... 1,345 "
" 6.....	75 "..... 879 "
" 8.....	61 "..... 711 "
" 10.....	65 "..... 770 "
" 12.....	14 "..... 176 "
" 14.....	16 "..... 181 "
" 16.....	47 "..... 530 "
" 18.....	36 "..... 403 "

In 1855:	
June 27.....	2 Salmon..... 32 lbs.
" 29.....	9 "..... 103 "
July 1st.....	18 "..... 205 "
" 3.....	30 "..... 244 "
" 5.....	79 "..... 912 "
" 7.....	81 "..... 939 "
" 9.....	70 "..... 796 "
" 11.....	46 "..... 520 "
" 13.....	8 "..... 91 "
" 15.....	33 "..... 369 "
" 17.....	15 "..... 160 "
" 19.....	7 "..... 77 "

Total.....856 Salmon..... 9,808 lbs.

In 1854:	
June 19.....	7 Salmon..... 87 lbs.
" 21.....	63 "..... 795 "
" 23.....	53 "..... 670 "
" 25.....	22 "..... 270 "
" 27.....	49 "..... 635 "
" 29.....	66 "..... 820 "

In 1854:	
June 20.....	30 Salmon..... 507 lbs.
" 22.....	40 "..... 481 "
" 24.....	47 "..... 563 "
" 26.....	53 "..... 662 "
" 28.....	69 "..... 818 "
" 30.....	223 "..... 2,788 "

July 1st
" 3.....
" 5.....
" 7.....
" 9.....
" 11.....
" 13.....
" 15.....
" 17.....
" 19.....

From
From
From
From

John Godard
that year
there some

John Godard
Lloyd, we
in their
was report
fish in 1/2
inch mesh.

1862:
11 brls. sal
1

In 1854—(Continued.)				In 1854—(Continued.)			
July	1st	151	Salmon..... 1,908 lbs.	July	2	264	Salmon..... 3,353 lbs.
"	3	195	" 2,353 "	"	4	201	" 3,359 "
"	5	94	" 917 "	"	6	52	" 615 "
"	7	58	" 711 "	"	8	50	" 591 "
"	9	25	" 311 "	"	10	49	" 577 "
"	11	42	" 486 "	"	12	35	" 416 "
"	13	11	" 112 "	"	14	31	" 355 "
"	15	11	" 138 "	"	16	4	" 54 "
"	17	6	" 70 "	"	18	6	" 68 "
"	19	6	" 74 "				
Total..... 2,083 Salmon				.....25,504 lbs.			

In 1824 :

From 15th to 27th June	2,173	Salmon	The first salmon was
From 27th June to 4th July ...	2,559	"	taken on the 1st June.
From 4th to 11th July.....	1,133	"	
From 11th to 18th July.....	204	"	
From 18th to 22th July.....	22	"	

Total.....6,091 Salmon.

In 1823 :

1st Week.....	6	Salmon.....	The first salmon was
2nd "	420	"	taken on the 22nd
3rd "	2,441	"	June.
4th "	1,578	"	
5th "	701	"	
6th "	219	"	

Total.....5,365 Salmon.

BONNE ESPÉRANCE.

John Godard has been engaged in the salmon fishery at Bonne Espérance since 1825; that year he took 20 barrels of salmon. American and Nova Scotian fishermen repaired there sometimes to fish.

John Godard has been established on the coast of Labrador since 1810. The brothers *Lloyd*, were then fishing at St. Paul's River, and *John Godard* had been three years in their service; they were then taking from 1,000 to 1,500 kegs of salmon, and it was reported that, Nova Scotian fishermen had taken as much as 700 barrels of this fish in *Donne Espérance* River. He has 5 stations and 150 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
11 brls. salmon.	10 brls. do.	22 brls. do
12		

BONNE ESPÉRANCE.

William Whitely has been engaged in the salmon fishery at Bonne Espérance for 7 years; nobody fished before him at the place where he now is. He has 1 station and 30 fathoms of nets of 6½ inch mesh.

	He took in :		
1862.	1861.	1860.	
½ barrel salmon.	1 barrel do.	2 barrels do.	4½ br

BONNE ESPÉRANCE.

William Parker has been engaged in salmon fishing at this place for 7 years; nobody fished there before him. He has 1 station, and 80 fathoms of nets of 6½ inch mesh.

	He took in :		
1862.	1861.	1860.	
1 barrel. salmon.	9 barrels. do.	1½ barrels. do.	5½ br

BONNE ESPÉRANCE.

William Antel has been engaged in salmon fishing at Bonne Espérance for three years; *Léger Levesque* had fished there for three years before. Antel has 1 station and 40 fathoms of nets of 6½ inch mesh.

	He took in :		
1862.	1861.	1860.	
1½ brl. salmon.	1½ brl. do.	1½ brl. do.	9 brl

BONNE ESPÉRANCE.

James Buckle has been engaged in salmon fishing at Bonne Espérance for 13 years. *John Godard* occupied the fishing grounds before him. He has 2 stations and 60 fathoms of nets of 6½ inch mesh.

	He took in :		
1862.	1861.	1860.	
5 brls. salmon.	4 brls. do.	5 brls. do.	5 brl

BRULÉE ISLAND.

Léger Levesque has been engaged in salmon fishing at Brulée Island for 5 years. Nobody fished there before him. He has 1 station and 40 fathoms of nets of 7 inch mesh.

	He took in :		
1862.	1861.	1860.	
1½ brl. salmon.	1½ brl. do.		5 brls

DOG ISLAND.

Joseph Wellman has been engaged in salmon fishing at Dog Island for 5 years. *Thomas Rule* fished there before him. He has 2 stations and 125 fathoms of nets of 6½ inch mesh.

	He took in :		
1862.	1861.	1860.	
7 brls. salmon.	4 brls. do.	5 brls. do.	4 brls

John Nor
has 1

4½ br

Thomas R
there

5½ br

John, Belo
fished

9 brl

Michel All
Welln
and 7½

1

5 brl

William P
Hartla
1849,

18

5 brls

Robert Goo
5 years
nets, of

18

4 brls

PECHE A LIZOTTE.

John Norther has been engaged in salmon fishing at Pêche à Lizotte for 12 years. He has 1 station and 75 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
4½ brls. salmon.	8 brls. do.	6 brls. do.

DOG ISLAND.

Thomas Rule has been engaged in salmon fishing at Dog Island for 5 years; nobody fished there before him. He has 4 stations and 100 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
5½ brls. salmon.	2 brls. do.	4 brls. do.

BAY OF ROCKS.

John Belvin has been engaged in salmon fishing in the Bay of Rocks for 4 years; nobody fished there before him. He has 1 station and 130 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
9 brls. salmon.	4 brls. do.	13 brls. do.

MALOUIN COVE.

Michel Allen has been engaged in salmon fishing at Malouin Cove for 7 years. *Joseph Wellman*, from whom he holds the place, fished there before him. He has 2 stations and 75 fathoms of nets, of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
5 brls. salmon.	3 brls. do.	5 brls. do.

NAPITTIPI RIVER.

William Penn has been engaged in salmon fishing at Napitippi River for 2 years; *Kyre Hartland*, his father-in-law, fished the River for him from the death of his father in 1849, till he came of age. He has 6 stations, and 150 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
5 brls. salmon.	3 brls. do.	10 brls. do.

CHICATACA.

Robert Goozney and *Robert Shuler* have been engaged in salmon fishing at Chicataca for 5 years; they were the first to fish there. They have 2 stations, and 50 fathoms of nets, of 6½ inch mesh.

They took in :		
1862.	1861.	1860.
4 brls. salmon.	5 brls. do.	4 brls. do.

DUKE'S ISLAND.

François Lessard has been engaged in salmon fishing at Duke's Island for 10 years; he was the first to fish there. He has 2 stations, and 120 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
2½ brls. salmon,	2 brls. do.	4 brls. do.

DUKE'S ISLAND.

Pierre Léon has been engaged in salmon fishing at Duke's Island for 7 years; he was the first to fish there. He has 1 station, and 60 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
9 brls. salmon.	4 brls. do.	2 brls. do.

SAINT AUGUSTIN.

Mathew Kennedy and his brother Andrew, have been engaged in salmon fishing and seal hunting since 1823; before that time, the Labrador Company, Lymburner and Co., fished the River. The two brothers paid £300 to that Company for the right of salmon fishing and seal hunting in the Saint Augustin River.

Mathew Kennedy, alone, is now engaged in both pursuits; Andrew fishes for salmon only. *Mathew Kennedy* has 3 stations and 150 fathoms of nets of 6 inch mesh.

He took in :		
1862.	1861.	1860.
16 brls. salmon.	29 brls. do.	12 brls. do.

SAINT AUGUSTIN.

Andrew Kennedy as above stated, has been engaged in salmon fishing at Saint Augustin since 1823. He has 15 stations and 200 fathoms of nets of 6 inch mesh.

He took in :		
1862.	1861.	1860.
37 brls. salmon.	45 brls. do.	30 brls. do.

SAINT AUGUSTIN.

Jean Bilodeau has been engaged in salmon fishing at St. Augustin River for 6 years; his father also fished there for 8 years before him. He has 3 stations and 40 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
1 brl. salmon.	2 brls. do.	2 brls. do.

SAINT AUGUSTIN.

Louis Bezeau has been engaged in salmon fishing at St. Augustin for 3 years; he was the first to fish in the place he now occupies. He has 2 stations and 20 fathoms of nets of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
1 brl. salmon.	2 brls. do.	3 brls. do.

Samuel Robt
Thomas
5 station

18

3 brls.

Michel Lavo
Baptist
fathoms

18

4 brls.

William Tu
years; 1
6½ inch

18

3 brls.

Jean Legout
he was 1
fathoms

18

5 brls.

Jacques McI
1837. 1
for the

Lous Lessard
McKin

18

4 brls.

SAINT AUGUSTIN RIVER.

Samuel Robertson has been engaged in salmon fishing at St. Augustin for 3 years. *Thomas Lessard* and his father fished at the same place for about 20 years. He has 5 stations and 100 fathoms of nets of $6\frac{1}{2}$ inch mesh.

He took in :

1862.	1861.	1860.
3 brls. salmon.	3 brls. do.	3 brls. do.

SAINT AUGUSTIN.

Michel Lavallée has been engaged in salmon fishing at St. Augustin for 5 years. One *Baptiste Guilmette* fished at the same place before him. He has 3 stations and 50 fathoms of nets of $6\frac{1}{2}$ inch mesh.

He took in :

1862.	1861.	1860.
4 brls. salmon.	5 brls. do.	5 brls. do.

WHALE HEAD (PACACHOO).

William Tucker has been engaged in salmon fishing at Whale Head (Pacachoo) for 10 years; he was the first to fish there. He has 2 stations and 60 fathoms of nets, of $6\frac{1}{2}$ inch mesh.

He took in :

1862.	1861.	1860.
3 brls. salmon.	2 brls. do.	2 brls. do.

WHALE HEAD (PACACHOO).

Jean Legouvé has been engaged in salmon fishing at Whale Head (Pacachoo) for 5 years; he was the first to fish at the place which he now occupies. He has 2 stations and 75 fathoms of nets, of $6\frac{1}{2}$ inch mesh.

He took in :

1862.	1861.	1860.
5 brls. salmon.	6 brls. do.	5 brls. do.

KIKAPOE.

Jacques McKinnon has been engaged in salmon fishing and seal hunting at Kikapoe since 1837. He paid *Louis Lessard* £530 for the station, and £200 to one *Hilaire Gaumont* for the right of fishing at Red Islands.

Louis Lessard occupied the place after his father, who fished there before him. *Jacques McKinnon* has 3 stations and 90 fathoms of nets of $6\frac{1}{2}$ inch mesh.

He took in :

1862.	1861.	1860.
4 brls. salmon.	3½ brls. do.	4 brls. do.

RED POINT (KIKAPOÉ).

Joseph McKinnon has been engaged in salmon fishing at Red Point (Kikapoc) for 9 years; he was the first to fish there. He has 2 stations and 40 fathoms of nets of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
2 brls. salmon.	3½ brls. do.	2 brls. do.

LAKE SALÉ.

Joseph Gallichon bought this place from S. Robertson 4 years ago, and has been engaged in salmon fishing ever since. Before Robertson, one Charles Bilodeau had been engaged in salmon fishing and seal-hunting there, for 30 years. Gallichon has 1 station and 40 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
3 brls. salmon.	1½ brl. do.	4 brls. do.

LA TABATIÈRE.

Edouard Blais has been engaged in salmon fishing at La Tabatière for 2 years. Before him, Mr. Samuel Robertson used to set nets there. He has 5 stations and 39 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
1 brl. salmon.	½ brl. do.	

LA TABATIÈRE.

Laurent Gallibois has been engaged in salmon fishing at La Tabatière for 5 years; he was the first to fish there. He has 3 stations, and 50 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
2 brls. salmon.	8 brls. do.	1 brl. do.

MUTTON BAY.

François Michel has been engaged in salmon fishing at Mutton Bay for 17 years; before this, the Labrador Company having a post there, fished and hunted seals. He has 1 station and 30 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
1 brl. salmon.	1 brl. do.	6 brls. do.

MUTTON BAY.

James Cuning has been engaged in salmon fishing at Mutton Bay for 10 years; he was the first to fish at the place he now occupies. He will give up fishing after this year. He has 1 station and 75 fathoms of nets of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
½ brl. salmon.		3 brls. do.

Benjamin R.
years.
greatest
mesh.

186
14 brls

Michael Ken
he was
fathoms

186
3 brls.

William Ken
he was
mesh.

186
6 brls.

Pierre Thibe
was the
fathoms

186
No

Daniel Mau
Galliboi
many ea

186
1 sal

Louis Coulon
was the
fathoms

186
1 barrel

GREAT MECCATINA RIVER.

Benjamin Reed has been engaged in salmon fishing at the Great Meccatina River for 15 years. His father-in-law, Mr. John Hawkins fished there from 1822 to 1837. The greatest catch was 18 barrels. He has 2 stations and 100 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
14 brls salmon.	18 brls. do.	15 brls. do.

WHALE HEAD (MECCATINA).

Michael Kenty has been engaged in salmon fishing at Whale Head (Meccatina) for 4 years; he was the first to fish at the place which he now occupies. He has 1 station and 180 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
3 brls. salmon.	2½ brls. do.	7 brls. do.

WHALE HEAD (MECCATINA).

William Kenty has been engaged in salmon fishing at Whale Head (Meccatina) for 5 years; he was the first to fish there. He has 3 stations and 180 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
6 brls. salmon.	5 brls. do.	7 brls. do.

LITTLE MECCATINA.

Pierre Thibeault has been engaged in salmon fishing at Little Meccatina for 7 years; he was the first to fish at the place which he now occupies. He has 1 station and 50 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
None.	1 barrel salmon	2 barrels do.

LITTLE MECCATINA.

Daniel Mauger has been engaged in salmon fishing at Little Meccatina for 5 years. André Gallibois, his father-in-law, fished there for three years before him, but never took many salmon. He has 1 station and 40 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
1 salmon.	2 barrels do.	3 barrels do.

LITTLE MECCATINA.

Louis Coulombe has been engaged in salmon fishing at Little Meccatina for 8 years; he was the first to fish at the place which he now occupies. He has 1 station and 40 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
1 barrel salmon	1 barrel do.	3 barrels do.

NETAGAMU RIVER.

F. Xavier Bilodeau has been engaged in salmon fishing at Netagamu river for 7 years; his father-in-law, *Thomas Collard*, fished there for many years before him. Salmon cannot go up this river, being prevented by falls 50 feet high. He has 3 stations and 50 fathoms of nets, of 6½ inch mesh.

1862.	He took in:	1861.	1860.
2 barrels salmon		½ barrel do.	5 barrels do.

POINT A DUMOURIER.

André Gallibois has been engaged in salmon fishing at Point à Dumourier for 7 years; he was the first to set nets there. He has 2 stations and 50 fathoms of nets, of 6½ inch mesh.

1862.	He took in:	1861.	1860.
2 barrels salmon		2 barrels do.	1 barrel do.

ETAMAMU RIVER.

Michel Blais has fished in the Etamamu River for many years. His father bought the place in partnership with one *Hamel*, from the firm of *Woolsey, Lymburner & Co.*, (then fishing the River) for the sum of £250. *Hamel*, subsequently gave his share to his nephew, *Victor Hamel*, and *Michel Blais* gave his to his son.

A few years ago, *Michel Blais* bought *Victor Hamel's* share for the sum of £400, and since then fishes alone in the river. He has 150 fathoms of nets, of 6½ inch mesh.

1862.	He took in:	1861.	1860.
23 barrels salmon.			

MANI-SU-ACHI (CAPE WHITTLE).

Gilbert Jones has been engaged in salmon fishing at Mani-su-achi for 3 years. He bought the place from one *Giroux*, who was the second who fished there; *Capt. Talbot* being the first. He has 2 stations and 75 fathoms of nets of 6½ inch mesh.

1862.	He took in:	1861.	1860.
8½ brls. salmon.		4 brls. do.	4 brls. do.

COACOACHOO RIVER.

Joseph Aubé has been engaged in salmon fishing at Coacoachoo River for 4 years. *Bou-langer*, his father-in-law, fished for salmon there before him since 1847. Two brothers, named *Rochette*, settled there before him, and previous to that, the *H. B. Company* having a post at this place had in certain years taken a good deal of salmon, by means of barrier hurdles.

Since then, this mode of fishing being forbidden, there are but few salmon taken in the River, on account of the difficulty of setting nets, caused by the strong currents, at ebb and even at flood tide. *Aubé* has 1 station and 20 fathoms of nets of 6½ inch mesh.

1862.	He took in:	1861.	1860.
1 brl. salmon.		1 brl. do.	1½ brl. do.

George Méti
The H.
Govern
In Rom
season i
fathoms

18
9 brls. s

Pierre Blais
years.
B. Com
and too
the 15th
11 salm

186
18 brls.

WA

Pierre Noel c
Corbijou
They ha

186
6 brls. s

Pierre Noel h
then the
nets, of (

186

1 brl. s
6 brls. c

Jean Boudrea
was lease
before.
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in Kegaw
Boudreau is n
120 fath

1862
14½ brls.

OLOMONANSHEEBOO OR ROMAINE RIVER.

George Métié has been engaged in salmon fishing at the Romaine River for 10 years. The H. B. Company fished there before him; he has now leased the river from the Government. This year the best time for fishing was at the end of the fishing season. In Romaine River, salmon appears fifteen days earlier than elsewhere, and the fishing season is generally over by the 10th July of each year. He has 2 stations and 100 fathoms of nets, of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
9 brls. salmon.	8 brls. do.	8 brls. do.

WASH-SHEE-COOTAI RIVER.

Pierre Blais has been engaged in salmon fishing at the Wash-Shee-Coutai River for 4 years. Samuel Foreman fished this river for one year; and before this latter, the H. B. Company set nets in that place. *Pierre Blais* began fishing on the 20th June, and took his first salmon on the 5th of July. The salmon was most abundant between the 15th and 20th July, and the day he raised his nets, on the 31st of July, he took 11 salmon. He has 10 stations and 150 fathoms of nets, of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
18 brls. salmon.	20 brls. do.	25 brls. do.

WASH-SHEE-COUTAI RIVER, WEST POINT (POINTE AUX CORBIJOUX).

Pierre Noel and Barthelemy Deraspe have been engaged in salmon fishing at Pointe aux Corbijoux for 3 years. The H. B. Company also set nets in the place formerly. They have 50 fathoms of nets, of 6½ inch mesh.

They took in :		
1862.	1861.	1860.
6 brls. salmon.	6 brls. do.	

MUSQUARRO RIVER.

Pierre Noel has been engaged in salmon fishing at Musquarro River for 6 years. Before then the H. B. Company set nets in the river. He has 2 stations and 50 fathoms of nets, of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
1 brl. salmon and 6 brls. of trout.	5 brls. salmon.	

KEGASCA RIVER.

Jean Boudreau has been engaged in salmon fishing at Kegasca for two years. The River was leased to him at that time by the Government; the H. B. Company fished there before. *Jean Giroux*, who by false representations obtained a license (since cancelled), also fished the river in 1861; he was prosecuted this summer for having fished in Kegasca River without license, and fined \$20 and costs.

Boudreau is now the only person fishing in the Kegasca River. He has 5 stations and 120 fathoms of nets, of 6½ inch mesh.

He took in :		
1862.	1861.	1860.
14½ brls. salmon. 18	11 brls. do.	4 brls. do (in the Bay).

GULL ISLAND (KEGASCA).

Samuel Foreman has been engaged in salmon fishing at Gull Island during the present summer; he was the first to set nets there. He has 1 station and 25 fathoms of net of 6½ inch mesh.
In 1862 he took only 1 barrel of salmon.

NATASHQUAN RIVER.

Robert Stanley leased this River from Government 3 years ago, and makes over the right of fishing (for a certain sum) to one *Quigley*. They each fish for themselves and use their own nets. The H. B. Company for a number of years fished this river which is one of the best stocked in Canada. About 1856 certain Gaspé and Nova Scotian fishermen came to fish there; and the system of licenses was applied for the first time in 1859. There were a great many salmon in the River this summer. The River is leased at \$540. *Stanley* and *Quigley* took in 1862:

<i>Robert Stanley</i>	140	brls. of salmon.
<i>Edward Quigley</i>	150	“ “
Total.....	290	brls. of salmon.

NATASHQUAN BAY SHOAL.

Hypolite Vigneault has been engaged in salmon fishing in Natashquan Bay for 2 years. He was the first to fish for salmon at the place where he now sets his nets. He has 2 stations and 180 fathoms of nets, of 6½ inch mesh.

He took in:

1862.	1861.	1860.
22 brls. salmon.	10 brls. do.	

NATASHQUAN BAY SHOAL.

Louis Talbot has been engaged in salmon fishing in Natashquan Bay for 2 years. He was the first to fish at the place for which he now holds a License. He has 2 stations, and 75 fathoms of nets of 6½ inch mesh.

He took in:

1862.	1861.	1860.
9 brls. salmon.	5 brls. do.	

AGWANUS RIVER

Sylvester Kennedy has been engaged in the salmon fishery at Agwanus River for 7 years; previously the H. B. Co. used to set nets in that place. *Sylvester Kennedy* now leases the River from the H. B. Company, who obtained a license this spring to fish in it as well as in all other Rivers in the Seigniory of Mingan. He has 5 stations, and 200 fathoms of nets of 6½ inch mesh.

He took in:

1862.	1861.	1860.	1859.
15 brls. salmon.	16 brls. do.	14 brls. do.	26½ brls. do

Olivier Re
He le
forme
and 7

1
7 brl

Joseph Tar
Rivers
before
Josepl

1
22 brl

11
8 brl

18
1 brl.

This River
charge
he took

The salmon
three h
4

Pierre Belis
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of 6½ in

NABISSIPPI RIVER.

Olivier Rochette has been engaged in salmon fishing at the Nabissippi River for 7 years. He leases the River from the H. B. Co., who used to carry on the salmon fishery there formerly. This river is not so productive as the Agwanus River. He has 3 stations, and 75 fathoms of nets of 6½ inch mesh.

He took in :

1862.	1861.	1860.
7 brls. salmon.	17 brls. do.	10 brls. do.

GREAT AND LITTLE WATSHEESHOO RIVERS AND PIASHTER BAY.

Joseph Tanguay has been engaged in salmon fishing at Great and Little Watsheeshoo Rivers and also at Piashter Bay for 15 years; the H. B. Co. was established there before him. He takes his License from the Company. In Great Watsheeshoo, *Joseph Tanguay* has this year 4 nets.

He took in :

1861.	1860.
22 brls. salmon.	24 brls. do.

In Little Watsheeshoo, he has 2 nets, of 7 to 25 fathoms.

He took in :

1861.	1862.
8 brls. salmon.	9 brls. do.

At Piashter Bay, he has but one net.

He took in :

1861.	1862.
1 brl. salmon.	1 brl. do.

LITTLE ROMAINE RIVER.

This River has always been fished by the H. B. Company. Captain *Pierre Marquand* takes charge of the Company's nets, and in 1862, with 120 fathoms of nets, of 6 inch mesh he took 33 barrels of salmon. The Company has 4 stations in the River.

MINGAN RIVER.

The salmon fishery in this River has always been worked by the H. B. Company. For the three last years no fishing has been carried on there. Mingan River is full of fish.

LONG POINT, (MINGAN).

Pierre Beliveau has been engaged in salmon fishing at Long Point (Mingan) for 2 years. He was the first to set salmon nets there. He has 1 station, and 50 fathoms of nets of 6½ inch mesh. He took in 1862, 6 barrels of salmon.

RIVER ST. JOHN.

The H. B. Company, having long ago leased the Seigniory of Mingan, in which the above River is situated, worked the salmon fishery alone till 1853. Some fishermen from Gaspé came about that time and set nets and shared the Company's profits. In 1859, I gave salmon fishing licenses to those holding the fishing stations. This year, by order of the Government the whole of the River St. John was leased to the H. B. Company, who sublet the stations to their former occupants, at a rate generally higher by one half than that paid to the Government by the Company.

The following is a table shewing the number of occupants, the number of barrels of salmon taken in the said River, &c., &c.

SALMON TAKEN IN RIVER ST. JOHN, IN 1862.

Nos.	Names of Occupants.	Residences.	Fathoms of nets.	Size of mesh.	Barrels of Salmon.	Stations.
1	Hudson's Bay Company	Mingan.....	1000	6½ pos.	77½	4
2	Capt. Prudent Nicol.....	River du Loup....	300	6½ "	35	1
3	Edward Bélanger & Co.....	Carleton	179	6½ "	22	1
4	Wm. & Henry Welsh	Douglstown.....	300	6½ "	16	2
5	Mathew Boyle.....	do	190	6 "	16	2
6	John McEae	do	200	6½ "	6	1
7	John & Wm. Ross	Malbaie.....	320	6½ "	30	3
8	John B. Girard	River St. John...	200	6½ "	6	1
9	Frederick Coffin	Gaspé Basin.....	100	6½ "	4	1
10	Phillip Coffin.....	do	125	6½ "	10	1
11	Phillip Bisson.....	River St. John ...	50	6½ "	9	1
12	Langlan Patterson	Gaspé Basin	170	6½ "	17	1
			3134		267½	19

MAGPIE RIVER.

This river which also forms part of the Seigniory of Mingan, was fished for a great number of years by the H. B. Company. John Girard has now a lease of it, and has been in occupation for 7 or 8 years.

In 1859, I licensed it, and leased it to him in 1861. J. Girard has 6 stations and 102 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
54 brls. salmon.	132 brls. do.	40 brls. do.

JUPITAGAN RIVER.

A small river in the Seigniory of Mingan. The H. B. Company fished it for a long time and have since abandoned it. James Girard occupied it about 10 years ago; I leased it to him in 1859. This year it was leased to the Hudson's Bay Company. J. Girard has 2 stations and 58 fathoms of nets, of 6½ inch mesh.

He took in :

1862.	1861.	1860.
7 brls. salmon.	8 brls. do.	

Philippe T
he was
station

18
1 brl. s

John LeBru
nobody
1 statio

18
3½ brls

John and E
the first

18
6 sal

M. and E. I
fished i

Trout River
for salm

18
6 brls.

Felix Poirie
years; 1

180
26 brls.

SHELLDRAKE SHOAL.

Philippe Touzel has been engaged in the salmon fishing at Shelldrake Shoal for 9 years; he was the first to fish for salmon at the place which he now occupies. He has 1 station and 25 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
1 brl. salmon.	1 brl. do.	½ brl. do.

SHELLDRAKE SHOAL.

John LeBrun has been engaged in the salmon fishing at Shelldrake Shoal for 8 years; nobody fished before him for salmon at the place which he now occupies. He has 1 station and 50 fathoms of nets, of 6 inch mesh.

He took in:		
1862.	1861.	1860.
3½ brls. salmon.	3 brls. do.	½ brl. do.

SHELLDRAKE SHOAL.

John and Elias Collas have also a salmon fishing station on Shelldrake Shoal; they were the first occupants. They have 1 station and 25 fathoms of nets, of 6½ inch mesh.

He took in:		
1862.	1861.	1860.
6 salmon.	½ brl. do.	½ brl. do.

BASON RIVER OR RIVER AU BOULEAU.

M. and E. Lesprance had a salmon fishing license for this river for two years, but never fished it. They have taken out no license since 1861.

TROUT RIVER.

Trout River in the King's Posts, has been fished for over 20 years by Mr. Hugh Chisholm, for salmon and trout. I gave him a license in 1860.

He took in:		
1862.	1861.	1860.
6 brls. salmon.		20 brls. do.

RIVER MOISIE SHOAL

Felix Poirier has been engaged in salmon fishing on the Moisie River Shoal for many years; but he received no license for his station till 1861.

He took in:		
1862.	1861.	1860.
26 brls. salmon.		10 brls. do.

RIVER MOISIE SHOAL.

William Chisholm received his license for a station on the Moisie River Shoal in 1861 ; he had not fished for salmon before then.

He took in :

1862.
14 brls. salmon.

1861.

RIVER MOISIE SHOAL.

John Holliday also received a license for a fishing station on the Moisie River Shoal in 1861 ; he had not set nets before.

He took in :

1862.
24 brls. salmon.

1861.

WOOD POINT (MOISIE).

David Tétu has fished at Wood Point for many years ; he was the first to fish for salmon there.

He took in :

1862.
18 brls. salmon.

1861.

RIVER MOISIE.

The Moisie River, one of the best stocked on the North Shore, had been fished by the H. B. Company from the time when that Company became the Lessee of the King's Posts.

About 1854, some fishermen from Gaspé and the Lower Parishes resorted there to fish.

In 1859, the whole of the estuary part of the River, with an extent of one mile on each side, was leased to Mr. John Holliday, of Quebec, for the sum of \$1,800 ; whilst the fluvial division was rented for fly-fishing, to Messrs. Williams & Bacon, of Boston, for \$406.

Mr. Holliday uses a large number of nets.

He took in :

1862.
576 brls. salmon.

1861.

1860.

Messrs. Williams & Bacon, took with the fly in

1862.
308 salmon,
equal to 14½ barrels.

1861.

1860.

1859.

RIVER ST. MARGARET.

Charles Smith began to fish for salmon in the River St. Margaret last year when he leased it from the Government for the sum of \$15. Hardy had also leased the River from the Government ; and before him, the Hudson's Bay Company fished there for many years.

Charles Smith has 250 fathoms of nets, of 5½ inch mesh

He took in :

1862.
15 brls. salmon.

1861.

Antoine Vol
of years
station s

186
5 brls. s

Widow J. M
her husk
of nets,

186
10 brls.

William Mun
station a

186
6 brls. s

Clarke & Be
the sum

Alexander C

186
5 brls sal

John Meade
the stati

186
9½ brls. s

Antoine Blais

186
10 brls. s

Total quantity
1,892½ b

CARRIBOO ISLETS.

Antoine Volant has been engaged in salmon fishing at Carriboo Islets for a great number of years; he was the first to fish at the place which he now occupies. He has 1 station and 50 fathoms of nets, of 6½ inch mesh

He took in:

1862.	1861.	1860.
5 brls. salmon.		

CARRIBOO ISLETS.

Widow J. McClure has also been engaged in salmon fishing at Carriboo Islets for 8 years; her husband fished there many years before her. She has 1 station and 100 fathoms of nets, of 6½ inch mesh.

She took in:

1862.	1861.	1860.
10 brls. salmon.		

TRINITY BAY.

William Munroe is engaged in salmon fishing one mile east of Trinity River. He has 1 station and 100 fathoms of nets, of 6½ inch mesh.

He took in:

1862.	1861.	1860.
6 brls. salmon.		

TRINITY RIVER.

Clarke & Bertrand are engaged in salmon fishing at Trinity River, which they lease for the sum of \$120. They took in 1862, 36 barrels salmon.

TRINITY BAY.

Alexander Comeau has been engaged in salmon fishing at Trinity Bay for 2 years.

He took in:

1862.	1861.	1860.
5 brls salmon.		

TRINITY POINT.

John Meade has been engaged in salmon fishing at Trinity Point for 11 years. He leases the station from the Government.

He took in:

1862.	1861.	1860.
9½ brls. salmon.		

GODBOUT BAY.

Antoine Blais leases this salmon fishing station from the Government.

He took in:

1862.	1861.	1860.
10 brls. salmon.		

Total quantity of salmon taken on the North Shore of the River St Lawrence, in 1862: 1,892½ barrels.

TABLE No. 4.—Statement showing the number of Seal Fishing Stations on the North Shore of the Gulf of St. Lawrence, the names of the Owners, &c., &c., in 1862.

Names of Fishermen.	Stations.	Fathoms of Nets.	Fall Fishing,	Spring
			1861.	Fishing, 1862.
			Seals.	Seals.
Le Boutillier, Bros.....	Wood Island.....	140	.....	110
Narcisse Dumas.....	Blancs Sablons.....	188	.....	121
Fruing & Co.....	Long Point.....	250	.....	187
G. L. Labadie.....	Anse des Dunes.....	300	.....	83
William Labadie.....	Pointe à la Barque.....	140	.....	25
Rendall Jones.....	Bradore Bay.....	600	.....	230
Louis Jones.....	do.....	180	.....	55
John Buckle.....	Belles Amours.....	201	.....	80
Harriet Griffin.....	Five Leagues.....	200	.....	82
Samuel Marsh.....	Little Fishery.....	125	.....	50
James Buckle.....	Bonne Espérance.....	300	.....	58
Léger La Roque.....	Brulée Island.....	250	.....	29
Thomas Rule.....	Dog Island.....	160	.....	65
Fruing & Co.....	Anse du Portage.....	230	.....	128
Mathew Kennedy.....	St. Augustin.....	300	60	.....
Jean Legouvé.....	Whale Head (Pacachoo).....	300	50	.....
Jacques McKennon.....	Kikapō.....	400	22	.....
Joseph Galliehon.....	Las Salé.....	350	80	.....
William Buckle.....	La Tabatière.....	800	141	.....
Samuel Robertson.....	do.....	500	60	.....
Laurent Gallibois.....	Red Bay.....	150	2	.....
J. B. Guillemette.....	do.....	400	74	.....
François Michel.....	Mutton Bay.....	100	4	.....
F. Lévesque.....	Great Meocatina Island.....	300	150	.....
Chs. Bilodeau.....	Whale Head.....	500	46	.....
Michel Kenty.....	do.....	50	Nets carried away by ice- bergs.	.....
Widow J. Manger.....	Goiland Island.....	90	1	.....
Pierre Thibeault.....	Cat's Creek.....	80	6	.....
Louis Coulombe.....	Pot Point.....	70	.....	.....
	Total.....	7714	696	1293

Seal Fisheries with Ground Nets in 1862.

Names of Fishermen.	Stations.	Fathoms of	Number of
		Nets.	Seals.
Baptiste Dumas.....	Long Point.....	180	80
Charles Dicker.....	do.....	280	30
Pierre Léon.....	Duke's Island.....	50	20
Gilbert Jones.....	Manisuschi.....	40	15
Joseph Aubé.....	Coacachoc.....	80	13
Olivier Rochette.....	Nabisippi.....	70	32
Joseph Tanguay.....	Watchcheeshoo.....	90	23
	Total.....	790	213

Total number of Seals taken during the Fall of 1861.....	696
do do Spring 1862.....	1293
do do Summer 1862.....	213
Total.....	2202

TABLE No.

Taken by Magd
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* Nearly all

TABLE No. 4.—Continued.—Total amount of Seals taken in the Gulf of St. Lawrence during the year 1862.

	Number of Seals.	Gallons of Seal Oil.	Value. \$ cts.
Taken by Magdalen Islands' Schooners.....	9,194	91,900	55,140 00
Do Schooners from the North Shore of the Gulf of St. Lawrence.	13,195	90,923	53,553 80
Taken in sedentary fisheries and in ground nets.....	2,202	17,616	10,569 60
Shot with guns, by white men and Indians, on the North Shore, from Escoumains to Blancs Sablons.....	2,000	8,000	1,200 00
Total.....	26,591	208,439	120,463 40

* Nearly all the Seals taken by Magdalen Islands' Schooners were adult, and consequently very large.

TABLE No. 5.—Number of Merchants in the District of Gaspé, the North Coast of the lower part of the River and Gulf of St. Lawrence and the Magdalen Islands in 1862.

No.	Names of Merchants.	Residence.	Kind of Trade.	Amount of business.
<i>All these products are exported.</i>				
1	John Meagher.....	Cross Point.....	Shingles, grain and eggs, sent to St. John, Newfoundland, &c.....	
2	Ed. Saugier.....	do.....	Shingles.....	
3	John Meagher.....	Nouvelle.....	Shingles, eggs, &c.....	
4	Joseph Rousseau.....	do.....	do do.....	
5	John Meagher.....	Carleton.....	Shingles, grain, herring, pork, eggs, &c.....	
6	Charles Collins.....	do.....	do do do.....	
7	Nelson Verge.....	do.....	do do do.....	
8	Chs. Ahier.....	do.....	Small trade in shingles and grain, &c.....	
9	John Meagher.....	Marie.....	Shingles, herring, pork, &c.....	
10	P. C. Campbell.....	do.....	do do.....	
11	Jos. Michaud.....	do.....	Shingles, herring, &c.....	
12	Fabien Alain.....	do.....	do do.....	
13	Robert Montgomery.....	New-Richmond.....	Shingles, staves, herring, pork, &c.....	
14	John Campbell.....	do.....	Grain, butter, shingles, &c.....	
15	Richard Brash.....	do.....	do do.....	
16	John McNair.....	do.....	Small trade in shingles, butter, &c.....	
17	John Moore.....	do.....	do do do.....	
18	John Harvey.....	do.....	do do do.....	
19	George Corbin.....	do.....	Shingles, pork, grain and herring.....	
20	William McRae.....	do.....	Shingles, butter, &c.....	
21	David Korr.....	do.....	Pork, shingles, grain, butter, eggs, herring, dried cod, &c.....	
22	Maxime Forest.....	do.....	do do do.....	
23	Maxime Forest.....	Little Bonaventure.....	do do do.....	
24	George Corbin.....	do.....	do do do.....	
25	Félix Arseneau.....	do.....	Little dry goods shop.....	
26	Napoléon Poirrier.....	Great Bonaventure.....	Codfish, butter, grain, eggs, pork, &c.....	
27	William Langler.....	New Carlisle.....	Dry goods and groceries (for cash).....	
28	R. Kempthor.....	do.....	Groceries (for cash).....	
29	LeBoutillier Bros.....	do.....	Dry goods and groceries (for cash).....	
30	Clarence Hamilton.....	do.....	Codfish trade.....	
31	Andrew Caldwell.....	do.....	Dry goods and groceries.....	
32	Thomas Kelly.....	do.....	do do do.....	
33	Daniel Bisson.....	Paspebiac.....	Codfish trade.....	
34	LeBoutillier Bros.....	do.....	do do.....	
35	Chs. Robin & Co.....	do.....	do do.....	
36	Simon Loisel.....	do.....	do do.....	
37	James Clark.....	do.....	Groceries, &c.....	
38	Andrew Young.....	Shediac.....	Codfish and grain.....	
39	Patrick Sweetman.....	Port Daniel.....	Codfish and herring trade.....	
40	James Enright.....	do.....	do do do.....	
41	R. W. Forbes.....	do.....	do do do.....	
42	W. McGie.....	do.....	do do do.....	
43	Louis Roussie.....	Anse au Gascon.....	Codfish trade.....	
44	James Day.....	New Port.....	do do.....	
45	Baptiste Gauthier.....	do.....	do do.....	
46	George Kelly.....	do.....	do do.....	
47	Phillip Hamond.....	do.....	do do.....	
48	Chs. Robin & Co.....	do.....	do do.....	
49	James Forest.....	Ste. Adélaïde de Pabos.....	do do.....	
50	Xavier Têta & Brother.....	Little Pabos.....	do do.....	

TABLE No. 6

No. Name

- 51 J. & T. I.
- 52 Thomas I.
- 53 Chs. Rob
- 54 Baptiste
- 55 Octave S
- 56 Thomas S
- 57 De LaPa
- 58 Amis Pay
- 59 Joseph L
- 60 Chs. Rob
- 61 Philip Le
- 62 Abraham
- 63 LeBoutill
- 64 Jean Han
- 65 J. & E. C
- 66 John Fau
- 67 Charles V
- 68 William I
- 69 John LeB
- 70 Fruing &
- 71 Nicolas D
- 72 Lowndes
- 73 John Slou
- 74 George D
- 75 Horatio D
- 76 John Me
- 77 Ed. Jones
- 78 Jos. Eden
- 79 Fruing &
- 80 Wm. Hym
- 81 Nicolas D
- 82 Ed. Perry
- 83 Fruing &
- 84 John LeB
- 85 L. A. Blou
- 86 James De
- 87 J. A. Le C
- 88 G. Dumar
- 89 Narcisse B
- 90 M. L'Espé
- 91 F. Dionne
- 92 F. Bounea
- 93 F. X. Jone
- 94 C. et G. A
- 95
- 96 Félix Pain
- 97 D. Cronan
- 98 Allard & B
- 99 Alexandre
- 100 J. Cassidy
- 101 Félix Pain (Chs. I)
- 102 Thomas A
- 103 Johnson
- 104 D. Cronan
- 105 Fred. Arse

TABLE No. 5.—Number of Merchants in the District of Gaspé, &c.—Continued.

No.	Names of Merchants.	Residences.	Kind of Trade.	Amount of business.
<i>All these products are exported.</i>				
51	J. & T. Ramon.....	Little Pabos.....	Codfish Trade.....	
52	Thomas Tremblay.....	Grand River.....	do do.....	
53	Thomas Carbery.....	do.....	do do.....	
54	Chs. Robin & Co.....	do.....	do do.....	
55	Baptiste Gauthier.....	do.....	do do.....	
56	Octave Sirols.....	do.....	do do.....	
57	Thomas Savage & Co.....	Anse du Cap.....	do do.....	
58	De LaParelle Brothers.....	do.....	do do.....	
59	Amis Payn.....	do.....	Dry codfish trade.....	
60	Joseph Lagacé.....	Anse au Beau-Fils.....	Small codfish trade.....	
61	Chs. Robin & Co.....	Percé.....	Dry codfish trade, &c.....	
62	Philip LeBoutillier.....	do.....	do do.....	
63	Abraham LeBrun.....	do.....	do do.....	
64	LeBoutillier & Bros.....	Bonaventure Island.....	do do.....	
65	Jean Hamond.....	do.....	do do.....	
66	J. & E. Collas.....	St. Peter's Point.....	do do.....	
67	John Fauvel.....	do.....	do do.....	
68	Charles Veit.....	Douglastown.....	do do.....	
69	William Lindsay.....	do.....	do do.....	
70	John LeBoutillier.....	Gaspé Basin.....	do do.....	
71	Fruing & Co.....	do.....	do do.....	
72	Nicolas Dumaresq.....	do.....	do do.....	
73	Lowndes & Bros.....	do.....	do do.....	
74	John Slous.....	do.....	Dry goods.....	
75	George Dumaresq.....	do.....	Codfish trade.....	
76	Horatio Dolbel.....	do.....	Grocer.....	
77	John McKay.....	do.....	Dry goods and groceries.....	
78	Ed. Jones.....	do.....	do do.....	
79	Jos. Eden.....	do.....	Groceries, &c.....	
80	Fruing & Co.....	Grand Grève.....	Codfish trade.....	
81	Wm. Hyman.....	do.....	do do.....	
82	Nicolas Dumaresq.....	do.....	do do.....	
83	Ed. Perry.....	St. George's Cove.....	do do.....	
84	Fruing & Co.....	Anse au Griffon.....	do do.....	
85	John LeBoutillier.....	do.....	do do.....	
86	L. A. Blouin & Co.....	Fox River.....	do do.....	
87	James De Ste. Croix.....	do.....	do do.....	
88	J. A. Le Couteau.....	do.....	do do.....	
89	G. Dumaresq.....	do.....	do do.....	
90	Narcisse Bernier.....	Little Fox River.....	do do.....	
91	M. L'Espérance.....	Grand Etang.....	do do.....	
92	F. Dionne.....	Grande Vallée.....	do do.....	
93	F. Bouneau.....	do.....	do do.....	
94	F. X. Jones.....	do.....	do do.....	
95	C. et G. Abier.....	Mont Louis.....	do do.....	
MAGDALEN ISLANDS 1862.				
96	Félix Painchaud.....	Amherst Harbor.....	Codfish, oil, seal skins, &c.....	
97	D. Cronan, agent (Pitts)...	do.....	do do.....	
98	Allard & Bernard.....	do.....	do do.....	
99	Alexandre Cormier.....	do.....	Groceries, &c.....	
100	J. Cassidy.....	do.....	do and codfish trade.....	
101	Félix Painchaud, agent (Chs. Bourque).....	Etang du Nord.....	Codfish, oil, &c.....	
102	Thomas Adams.....	do.....	do do.....	
103	Johnson.....	House Harbor.....	do do.....	
104	D. Cronan.....	do.....	do do.....	
105	Fred. Arseneau.....	do.....	do do.....	

TABLE No. 5.—Number of merchants in the district of Gaspé, &c.—(Continued.)

COAST OF LABRADOR AND NORTH COAST OF THE GULF AND OF THE LOWER PART OF THE RIVER ST. LAWRENCE TO BERSIMIS.

No.	Names of Merchants.	Residences.	Kind of Trade.	Amount of business.
<i>All these products are exported.</i>				
106	De Quetteville	Blancs Sablons	Codfish trade.....	
107	Fruing & Co	do	do do	
108	LeBoutillier & Bros.....	Wood Island	do do	
109	Samuel Robertson.....	St. Augustin.....	Trades with Indians.....	
110	De La Parelle & Bros.....	Natashquan.....	Codfish trade.....	
111	Hudson Bay Company.....	do	Fur trade, oil, &c.....	
112	Eusèbe Mercier.....	Esquimaux Point.....	C. dfish and oil trade.....	
113	J. Hamond.....	do	do do	
114	Costin & Commeau	do	do do	
115	Vital Vigneault.....	do	do do	
116	Hudson Bay Company.....	Mingan.....	Fur trade, oil, &c.....	
117	Clarence Hamilton.....	Long Point	Dry codfish, provisions, &c.....	
118	Philip Vautier.....	do	do do	
119	E. Bélanger.....	St. John R.....	do do	
120	P. Sirois.....	do	do do	
121	LeBoutillier & Bros.....	Thunder River.....	do do	
122	Frank LeBrun.....	Duck Creek	Provisions, codfish, &c.....	
123	J. & E. Collas.....	Sheldrake.....	Codfish, provisions, &c.....	
124	Philip Tousel.....	do	do do	
125	Capt. Thomas LeGros.....	do	do do	
126	A. LeBrun	do	do do	
127	J. Holliday.....	Moisie River	Provisions, dry codfish, salmon, &c.	
128	J. Hamilton.....	do	Codfish trade.....	
129	David Têtu	do	do do	
130	Noël Bédard	Pointe des Monts.....	Provisions and trade with Indians.	
131	LeBlanc & Hardy.....	Papinachois	do do	
132	Hudson Bay Company.....	Bersimis	Fur trade.....	
133	R. Bressler.....	do	do do	

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LIST OF THE *CETACEA*, *FISHES*, *CRUSTACEA*, AND *MOLLUSCA*, WHICH NOW INHABIT AND HAVE INHABITED THE CANADIAN SHORES OF THE *GULF OF ST. LAWRENCE*, AND ARE THE OBJECT OF FISHING OPERATIONS, WHETHER ON A LARGE OR SMALL SCALE, AND WHICH ARE USED AS BAIT, &c., &c.

BALÆNA MYSTICETUS.

English—*Black, Right, Common, True, Greenland, or Whale Bone Whale.*

Of the class of *Mammalia*, of the order of *Cetacea*, of the family of *Baleinides*, of the species *Balæna*.

This whale is of an average length of 60 feet, and from 30 to 40 feet in circumference. Although not the largest of its tribe, it is, nevertheless, the most valuable, on account of the large quantity of oil produced by the thick coating of fat which covers its flesh (sometimes from 14 to 16 inches in thickness), and owing to its whalebone.

We know that properly speaking, whales have no teeth, but in their stead they have horny and flexible bands of bone attached to the upper jaw (whalebones), which are sometimes, in the Right Whale, 12 feet in length, and they serve to separate the water through which they pass, and enable them to swallow the small animals, fish, crustacea and mollusca of which they make their daily food.

I need not add that the whale, as well as all the *cetacea* species, breathes the air naturally by means of holes situated in the upper part of the head, which communicate with the lungs, and are called "*air holes*." The whale produces its young alive, one at each bearing, and suckles it during a portion of the season.

At the time of the discovery of Canada, shoals of the Right Whale were numerous in the Gulf of St. Lawrence, and on the coasts of Labrador and Newfoundland.

The Basques, French, English and American fishermen, each in their turn, waged a deadly war against them, and they destroyed so many of them that they became very scarce.

The whalers of Nantucket still killed a number of whales in the Straits of Belle-Isle about 30 years ago; now, very few are found in those waters.

Three whales of this species appeared in the waters of the St. Lawrence, between the Saguenay and Kamouraska, in the year 1845; later, five were seen, and it was concluded that they had produced young ones. The whalers of Gaspé lost no time in giving them chase. One of these whales was killed by Captain William Harbour, and as it was a young whale, it only produced 1200 gallons of oil. Three others were harpooned by Captain Frederick Coffin; one of these was captured and yielded 4200 gallons of oil: the two others had broken the harpoons and escaped, but they were subsequently found, and being half destroyed by putrefaction, gave a very small quantity of oil.

It was calculated, that had the blubber been taken off immediately after they were harpooned, one of them would have yielded at least 7500 gallons of oil.

Some fishermen have informed me that they have seen several of this species of whales this year in the Gulf. Let us hope that the report is true, and that this valuable whale will re-appear upon our coast.

BALÆNA GIBBOSA.

English—*Hump-back*, or *Hunch-back-whale*.

The *hump-back* whale is the species which our whalers generally pursue in the Gulf of St. Lawrence, because it is easier to kill than the other species; its movements are slow, and it comes frequently to the surface of the water to breathe. Its length is from 55 to 60 feet, and though its body is rounder and smaller in proportion, to that of the *right whale*, it is on a larger scale than the bodies of the whales called by our fishermen *Sulphur Bottom* and *Finner*.

The layer of blubber which covers its flesh on the back and sides is from 6 to 8 inches thick, and furnishes from 300 to 2400 gallons of oil, according to its age or size.

The harpoon is used in killing them. This whale is very common in the Gulf of St. Lawrence, from the end of May to the fall of the year. They are frequently to be seen followed by a young whale from 8 to 12 feet in length.

It appears that during the winter these whales resort to the south-east coast of the United States.

BALÆNOPTERA PHYSALIS, BALÆNA PHYSALUS.

English—*Fin-Fish*, *Finner*, *Northern Rorqual* or *Razor-Backed Whale*.

This whale is almost as long, but more slender than the *right whale*. It furnishes a much smaller quantity of oil than the latter, the layer of blubber which covers its body being generally about 4 inches in thickness.

I have already stated in one of my reports that this whale is wild, and at the same time it possesses the power of moving with such rapidity, that our whalers do not care about attacking it; and if they do so, they use the lance first, and when the whale is exhausted by a long run or by the loss of blood from its wounds, they use the harpoon to obtain possession of it.

Moreover, as it produces comparatively but a small quantity of oil (its blubber being generally about 4 inches thick), and as it is difficult to kill, our fishermen do not take the trouble of attempting to capture it, and much prefer the *hump-back* whale.

BALÆNOPTERA RORQUAL, BALÆNA MUSCULUS, RORQUALUS MUSCULUS.

English—*Broad-nose Rorqual*, *Sulphur Bottom*.

This species of *Balænoptera* is, according to the reports of our Gaspé whalers, longer than the *razor-backed whale*, and is particularly remarkable on account of the longitudinal folds which are found under its belly and throat.

Its body is black on the back, and white and sulphur colour underneath.

Our fishermen fear them very much, on account of their quick and precipitate movements, and as in the case of the *razor-back*, they use the lance first in the attack, and finish with the harpoon.

It has been remarked that these whales spout the water which comes out of their *air-holes* higher than other species of the whale, and the noise produced by the spouting is also greater.

It produces but little oil in proportion to its size: the layer of blubber found on its flesh rarely exceeds 4 to 5 inches in thickness.

The whalebones are only from two to three feet and one-half in length.

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 DELPHINUS GRAMPUS, OR DELPHINUS ORCA, OR PHOCENA ORCA.

 English—*Grampus*.

 Of the class *Mammalia*, of the order *Cetacea*, of the family *Delphinian*, of the species *Phocena*.

The Grampus, which is found on the shores of the Gulf and River St. Lawrence as high as the Saguenay, is from 20 to 25 feet in length.

It is a greedy fish, and feeds on herring, caplin, &c., &c.

It is black on the back and whitish under the belly. It has a dorsal fin which is remarkable on account of its pointed and crooked shape. Its tail is horizontal, like that of the whale.

It is not generally sought for by fishermen, as it yields but little oil.

 DELPHINUS COMMUNIS, DELPHINUS PHOCENA, PHOCENA VULGARIS.

 English—*Black Porpoise*.

This cetaceous fish, of the same species as that last described, is very common in our waters. We meet with large shoals of them in the Gulf, particularly before a storm; at such times these fish rise out of the water, which they beat with their tails in the form of a fan, and their sports and gambols are very amusing to sailors.

The upper part of their body is black, and the lower part grey. They have a dorsal fin.

The flesh furnishes very good food. Formerly, the inhabitants of the Gulf shore used it as food, but now it is rarely eaten. A very small quantity of oil is obtained from these fish, and for this reason they are not sought for by fishermen.

 The brown porpoise (*Poursille*), which is so frequently seen on the coast, is merely a smaller variety of the *Phocena vulgaris*. The oil which is obtained from this cetaceous fish is held in great repute by the inhabitants of the Gulf shore, as a cure for rheumatic pains.

 DELPHINAPTERA BELUGA, DELPHINUS BELUGA, DELPHINUS LEUCAS.

 English—*White Porpoise*.

 Of the class *Mammalia*, of the order *Cetacea*, of the family *Delphinian*, of the species *Beluga*.

This cetaceous fish, large shoals of which are seen in the Gulf of St. Lawrence, from Matane upwards to Isle aux Coudres, and which is found generally at the mouth of the Saguenay, during winter, furnishes a quantity of oil of superior quality, which is principally used in Canada for lighting the light-houses. They are caught in the spring at Isle aux Coudres and Rivière Ouelle, and in the fall at the mouth of the Saguenay.

The body of this fish is of a cylindrical form and of a length of from 9 to 15 feet. Its skin is white. The young fish are of a greyish colour. The white porpoise has no dorsal fin. An excellent quality of leather is made with its skin. It is very strong leather, is much sought for by the trade, and is greatly used.

To Mr. Charles Tétu, of Rivière Ouelle, belongs the credit of having discovered the art of tanning this leather.

TRICHECUS ROSMARIUS.

English—*Morse, Walrus, Sea Cow.*

Of the order *Mammalia*, of the family *Carnivores Amphibies*, and of the species *Trichtides*.

This amphibious animal, which reaches a length of 12 to 15 feet, whose jaws are armed with two tusks sometimes two feet in length which furnish very hard ivory, has a body covered with hair of a blackish colour.

Its fore and hind feet are webbed, and serve as fins in swimming.

The walrus is generally found in herds, either in the water, on the ice, or on the flat coasts.

Its skin is very hard, and when tanned, it forms a strong and thick leather which was formerly used in Canada for calesche springs. From its blubber, a quantity of oil of excellent quality is extracted. Formerly this animal was found in the Gulf in herds of thousands, and its favourite haunts seemed to be Ile Miscou and the Magdalen Islands, where they found good resting places in the sandy beaches; but the first inhabitants of Canada, and later, the English and Americans, hunted it with such keenness, that it disappeared from those places about 50 years ago. We still find buried in the sand on our beaches, tusks of these animals in a perfect state of preservation.

PHOCA CRISTATA, STEMNATOPUS CRISTATUS, PHOCA LEONINA.

English—*Hooded Seal.*

Of the order of *Mammalia*, of the family of *Carnivores Amphibies* of the tribe *Phocidés*, of the species *Stemnatope*.

The Hooded Seal is from 7 to 9 feet in length and sometimes more. That which distinguishes this animal from the rest of its species, is a globular sack which is moveable, and with which it can at any time cover its eyes and snout.

Its body is very large and loaded with blubber, from which (in a full grown animal) 30 gallons of oil can be obtained.

It inhabits the Arctic Sea and Hudson's Bay, but is frequently found in the Gulf of St. Lawrence, where it is seen in large numbers towards the close of the fall; later in the season, it is found on floating ice in the Gulf, and the females deposit their young on the ice during the month of April.

The young animals have a skin of a white colour, and the adult animals of a brown colour.

Each spring, our fishermen kill large numbers of these seals.

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PHOCA GROENLENDICA, CALOCEPHALUS GROENLENDICUS.

English—*Greenland Seal, Harp Seal.*

Of the Order *Mammalia*, of the family of *Carnivores Amphibies*, of the tribe *Phocides*, of the species *Calocephalus*.

The Greenland Seal, or *Le cœur*, as the fisherman of the Magdalen Islands calls this species, is from 5 to 6 feet in length. Its skin is grey, its head is black, and it is remarkable on account of a black spot which is found on its side. The young seals have a skin covered with long white woolly hair until they are three weeks old.

This animal inhabits the Arctic seas and the coast of Greenland as its name indicates; but it is found on the coast of Newfoundland and in the Gulf of St. Lawrence in immense flocks during the fall and winter, and it returns to the open sea in the spring. A large number of vessels are fitted out every year at Newfoundland, the Magdalen Islands and Pointe-des-Esquimaux to hunt these seals on the ice during the months of March and April. They are also caught in nets on the coast of Labrador. Each seal at full adult age produces from 10 to 12 gallons of oil.

CALOCEPHALUS VITULINUS, PHOCA VITULINA, PHOCA LITTOREA.

English—*Common Seal, Harbour-Seal.*

Of the order *Mammalia*, of the family of *Carnivores Amphibies*, of the tribe *Phocides* of the species *Calocephalus*.

The *Common Seal* is from 3 to 5 feet in length. Its fur is of a yellowish grey colour, and covered with irregular blackish spots. It inhabits the northern coast. A great many are seen on the coast of the Gulf of St. Lawrence, and in the River which it ascends as far as the river Ottawa.

This species is not gregarious like the two previously described. A large number of them are netted on the coast of Labrador, and many are shot with guns.

From 2 to 4 gallons of oil are obtained from the blubber of a full grown *Common Seal*, and with its skin the Indians make shoe leather.

GADUS MORRHUA, MORRHUA VULGARIS.

English—*Codfish.*

Of the order of *Subbrachial Malacopterygii*, of the family *Gadidæ*, of the genus *Morrhua*.

The Codfish is found in seas where the climate is cold and temperate, where it is found in shoals particularly at the time of its emigration from the deep sea towards the coast to deposit its ova. Every one has heard of the great banks of Newfoundland and of the immense quantity of codfish caught there every year since the close of the 15th century.

The coasts of Newfoundland, Labrador, and Gaspé are particularly celebrated for the abundance of codfish which annually frequent them, and no decrease in the number seems to be felt, although their capture has been carried on by fishermen for a very long time.

The codfish is oviparous and deposits its ova in the spring in shallow water and generally close to shore. The fecundity of the codfish is wonderful, as many as several millions of ova having been counted in the ovaries of one female. It is one of the most voracious fish to be found; it bites at all kinds of bait, whether fresh or salt, and will even take bright metal imitation fish, and pieces of red cloth.

I need not remark that the cod-fishery is the leading occupation of our fishermen, and the dried codfish constitute the main branch of export from the District of Gaspé. The bait used in Canada for catching the codfish, is caplin, sand-lance, mackerel, mya, squid, herring, &c., &c., &c.

Full sized codfish weigh from 5, 10, 20 to 100 pounds. The nature of the bottoms which they inhabit, tinges the fish with their peculiar colours; thus, those frequenting mud bottoms are of a dark brown colour, while those found on a hard or rocky bottom are of a reddish colour. The codfish feeds on fish, crustacea, mollusca, zoophytes, and in fact on anything it finds. They even eat each other.

I cannot conclude these brief remarks without affirming that the codfish is the most valuable fish taken in Canadian waters.

GADUS ÆGLEFINUS, MORRHUA ÆGLEFINIS.

English—*Haddock.*

A species of the codfish found in the waters of cold and temperate climates. A large number are caught in the fall on the coast of Gaspé. This fish never reaches the size of the codfish proper. Its flesh is white, and when fresh is of excellent flavour, but it is not much liked when salted or dried.

PHYCIS AMERICANA

English—*Hake.*

This fish of the genus *Phycis*, well known on our coast by the name of "*barbue*," is not as delicate a fish as the two kinds last described. It differs from the codfish and haddock in respect of its long abdominal fins and slender body. Our fishermen on the South Shore catch a large quantity of this fish in the months of September and October, principally during the night. It is not often prepared for export, but it is very good to eat when fresh.

CLUPEA HARENGUS.

English—*Herring.*

Of the order of *Abdominal Malacopterygii*, of the family of *Clupeidae*, of the genus *Clupea*.

The Herring, the immense importance of which cannot be overrated, inhabits the cold seas of Europe and America.

It visits the coast of the Gulf of St. Lawrence, particularly St. George's Bay, on the coast of Newfoundland, the Magdalen Islands and Baie des Chaleurs, in shoals of incalculable numbers. They are salted down in large quantities on our coast for shipment to foreign countries. They are generally used also as bait for codfish, when the caplin has left for the deep sea.

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We have in Canada the spring herrings which are caught at the time they deposit their ova. They are then very thin, but keep well when prepared for foreign countries. The fall herrings known under the name of Labrador Herrings are very large, and of very delicate flavour.

This fish is from 12 to 15 inches in length, and when alive is of a light pale green colour on the back, and a brilliant white on the sides and belly. Its fecundity is prodigious, as many as 8 millions of ova having been counted in the ovaries of a female. The herring is, in the maritime countries of the north of Europe, one of the principal articles of trade, while it furnishes the inhabitants with one of the first articles of consumption as food during certain seasons of the year.

CLUPEA ALOSA, ALAUSA.

English—*Shad*.

Of the order of *Abdominal Malacopterygii*, of the family of *Clupeidae*, of the genus *Alosa*.

The Shad is a fish which inhabits the temperate seas of Europe and America; but at the seasons of spawning, it leaves the salt water, and ascends the rivers, sometimes to a great distance from their mouth, as we can see each spring in the River St. Lawrence and in a number of its tributaries. Since a number of our river courses have been obstructed more or less by mill-dams, and perhaps also, since the development of steam navigation on our inland waters, this fish has become very scarce.

It is found on the shores of Gaspé but in small quantities; there are more to be found on the coast of New-Brunswick.

The Shad is an excellent article of food, whether fresh or salted, and a quantity of this fish is still consumed in the vicinity of Quebec. It is taken in nets, and sometimes with seines or draw-nets. Its length is from 1 to 2½ feet.

CLUPEA SARDINA.

English—*Sardine*.

Of the order of *Abdominal Malacopterygii*, of the family of *Clupeidae*, of the genus *Sardine*.

The Sardine which is so commonly known when preserved in oil, and which is principally imported from Brittany, is a small migratory fish found in large shoals in the temperate waters of the Northern European countries and of North America.

Formerly, this fish was principally taken on the coast of Sardinia, and hence its name *Sardine*. It is of the Herring species, which it much resembles, except in its size, which does not exceed from 4 to 5½ inches. Its flesh is very delicate, and is eaten fresh, smoked, salted or preserved in oil.

The Sardine is found in the waters of the Gulf, but particularly on the south shore of the River St. Lawrence in the spring; and every body knows what an immense quantity is taken at each tide in the permanent *weirs* of the parishes in the Lower St. Lawrence. The fish are kept in brine.

When thus prepared, they are not appreciated. In Central Canada they are scarcely ever seen on the table.

SCOMBER SCOMBRUS.

English—*Mackerel*.

Of the order of *Acanthopterygii*, of the family of *Scomberidae*, of the genus *Scomber*.

This fish is of a lengthy form, and one of the best swimmers we have in our waters. Its colours are of great brilliancy, blue, green, black on the back, and metallic white on the belly. Its length is from 10 to 14 inches; the scales with which its body is covered are almost imperceptible.

It is, like the herring, a migratory fish. It reaches our shores, particularly those of the Magdalen Islands in the spring; later in the season, it is found in several parts of the gulf, and notably on the coast of Gaspé and on the north and south shores of the river St. Lawrence.

In the gulf of St. Lawrence, this fish is principally sought for by American fishing vessels; and from 1,500 to 2,000 schooners from Massachusetts and the mainland are engaged in its capture. For some years past this trade has assumed enormous proportions.

The inhabitants of the Gaspé shore devote their attention to the capture of this fish, with boats near the coast, and they prepare them for export. They also use a large quantity of them for bait, when other kinds of bait are scarce.

I need not add, that the flavour of this fish is delicious, whether fresh or salted, and that it furnishes a healthy and nourishing diet.

It is unfortunate that up to the present time, our Canadian fishermen have not thought of engaging in the pursuit of fishing mackerel on a large scale in the same manner as the Americans. It seems to me that good profits would accrue if they were to do so.

During the last few years however, the mackerel fishery has not been as abundant as in the past.

HIPPOGLOSSUS VULGARIS

English—*Halibut*, *Holibut*.

Of the order of *Malacopterygii*, of the family of *Pleuronectidae*, of the genus *Fletan*.

The Halibut is found on almost all fishing grounds in the Gulf of St. Lawrence particularly on hard bottoms; on the south shore of the River St. Lawrence, it is very common, during the summer months, and our cod-fishermen have frequently the good luck of catching some very fine fish. It resembles the *flounder*, but is more slender in form, and is of course much larger, as it frequently attains a weight of 200 lbs. and even 300 lbs. Its flesh is good, but dry and indigestible. The head and sides of the fish usually called "*ralingues*," are favourite articles of food, and on the coast of Gaspé, they are salted down for consumption in Canada, principally in the lower parishes. The same bait is used for the Halibut as for the codfish.

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Flounder—The most common variety found in our waters being the *Pleuronectes flesus*.

English—*Flounder*.

Of the order of *Subbrachial Malacopterygii*, of the family of *Pleuronectidæ*, of the genus *Fletan*.

This fish is flat and of rhomboidal form surrounded with prickly fins. Its eyes are both on the same side of the head, the right side. It is a bad swimmer, and generally remains on the bottom, hidden in the mud, where it is difficult to discover it. Large numbers of these fish are found on our coast and even in the River St. Lawrence. It is rarely eaten although its flesh is white and wholesome. In la Baie-des-Chaleurs, and particularly on the shores of Maria, large quantities are caught every spring in draw-nets, and are spread over the soil upon which they become a powerful manure.

RAIA.

English—*Ray or Skate*.

Of the order of *Chondropterygii*, of the family of *Selachii*, *Plagiostomi*, of the tribe of *Raia*.

There are several varieties of this cartilaginous fish in the Gulf and on our coast, the most common of which are probably the *Raia clavata*, the *Thornback* and the *Raia batis Skate*. The species *Raia miraletus* the *Homelyn Ray* is also found.

The body of this singular and repulsive fish is in the form of a disk with a tail which varies in length, generally armed with strong sharp fins. The pectoral fins are very wide.

The mouth is wide, and placed across the head horizontally. This fish is very voracious, and frequently reaches the enormous weight of 200 pounds.

The ova of this fish are enclosed in kinds of fibrous bags, the corners of which are bordered with appendices which are rolled like cords.

When dried they resemble horn. I found several on the shores at Ile Bryon.

The *Skate* is well liked in Europe, and is consumed in large quantities in the maritime countries; on the contrary in Canada, it is not eaten. Moreover, this fish is not found in such abundance in our waters as the other kinds of which I have spoken above.

COTTUS SCORPIAS.

English—*Sea Bull-Head or Scorpion*.

Of the order of *Acanthopterygii*, of the family of *Mailed Cheeks*, of the genus *Cottus*.

This fish, hideous on account of its enormous mouth and its prickly head which it can swell up at will, with long fins which resemble wings; is found in abundance on our coast at all seasons of the year.

It is also found on bottoms where fishing is good, in such numbers that the codfish are chased away and the baits eaten. The bull-head is frequently caught in our waters both with lines and nets, but it is not eaten as in Europe.

Its flesh however is said to be as delicate as that of the codfish. On the coast of Gaspé it is used as manure. There are several varieties of this fish.

ANGUILLA, MURÆNA ANGUILLA,

English—*Eel*.

Of the order of *Apodal Malacopterygians*, of the family of "*Anguilliformes*," of the genus *Anguilla*.

This fish is one of those best known in Canada; as it is found in the sea, rivers, lakes and ponds. Its mode of reproduction which has only been discovered during the last few years, (as it was long thought that the eel was viviparous,) is peculiar in this respect, that the eel which inhabits the rivers goes to the sea to spawn and deposits its eggs in the mud. When the young eels are hatched they ascend to the fresh water. Those which inhabit lakes or ponds spawn in fresh water. These fish pass the cold months of winter buried in the mud, and generally rolled one over the other in large masses, and in a state of torpor without food. The eel is caught in several ways, with the line, and with nets. At the Magdalen Islands and on the coast of Gaspé, a species of spear is used, called by the Indians "*nigogs*," which are used at night with torches of light wood which permit the fishermen to see to the bottom of the water. The eels move about from their muddy resorts where they lie hidden, at night rather than in the day. They seek for food which consists principally of worms, crustacea, and all kinds of animal matter.

The flesh of the eel (particularly the sea-eel) is very rich and wholesome, although rather indigestible for weak stomachs.

I need not add that in the River St. Lawrence and in several of our rivers which are its tributaries, eel-fishing is carried on extensively and these fish are saleable throughout the country, either salted or smoked.

AMMODYTES LANCEA.

English—*Sand-Lance*.

The name *Sand Eel* belongs rather to another variety, *Ammodytes Fabianus*.

Of the order of *Apodal Malacopterygii*, of the tribe of *Sand Eel*, of the genus *Ammodytes*.

This small fish which in some respects resembles the eel, is in the habit of burying itself in the mud in the same manner.

Its long and cylindrical-shaped body is of a silver grey colour, and its head is sharp and pointed. It is from 4 to 5 inches long.

It visits the north shore of the gulf of St. Lawrence each summer in immense numbers, at the period of spawning to deposit its ova in the beach sands. It is easily caught with small nets or "*épuisettes*."

It is a good substitute for the caplan, as bait for the codfish, which are very fond of it. It is also very good food when fried.

SALMO, SALAR.

English—First year, *Pink*; second year, *Smolt*; second fall, *Peal* or *Grilse*; full size and age, *Common Salmon*.

Of the order of *Abdominal Malacopterygii*, of the family of *Salmonidæ*, of the genus *Salmo*.

The Salmon, a fish so justly called the "*king of fresh water fish*," is so well known in every country, that I shall merely say a few words respecting it.

It may be sufficient to add that the salmon ascends our rivers in the months of June and July to deposit their ova on gravelly beds over which clear limpid water flows. This they do in the months of September and October. About the month of March, the development of the ova takes place, and the young salmon pass the first year of their existence in the waters in which they were hatched. They go down to the sea in the ensuing spring. During the short time which they pass in the sea, their growth is very rapid. The salmon is very prolific, although not so much so as the sea-fish, particularly the codfish and the herring.

SALMO FONTINALIS, SALMO FARIO.

English—*Brook Trout*, *River Trout*, *Common Trout*.

Of the Order of *Abdominal Malacopterygii*, of the family of *Salmonidæ*, of the genus *Salmo*.

The Common Trout is one of our most delicious fish.

It is found in greater or less quantities in all our rivers which flow into the sea. It is said that this fish ascends the St. Lawrence as far as Lake Ontario. It ascends the water courses to a considerable distance from the sea to deposit its ova; its habits resemble those of the salmon. Its weight varies; in some rivers they are caught weighing from a half to three pounds; in others they reach a weight of from 10 to 12 pounds.

SALMO TRUITA, SALMO ALBUS, TRUITA SALMONITA.

English—*Sea Trout, White Trout.*

This beautiful varieties of the genus *Salmo*, is found in great quantities at the mouths of the greater number of our rivers which flow into the Lower St. Lawrence and the Gulf.

It is remarkable for the brilliant colour of its scales and the rose colour of its flesh. Its weight varies from 1 to 5 pounds, but larger fish are sometimes taken.

It likes to frequent the brackish water of estuaries during the first months of the season, and it does not appear to ascend the river above the reach of the tide.

SALMO CONFINIS.

English—*Lake Trout.*

There is scarcely a lake, no matter how small near the shores of the Gulf and in the interior of the country, in which this variety of trout is not found.

Its weight varies generally according to the extent of the waters in which it livcs.

Its scales do not possess the brilliancy of the common trout, and its flesh is not as delicate. These fish are always taken with fly or bait.

They are always voracious, and at all times ready to swallow any bait offered them.

OSMERUS VIRIDESCENS.—OSMERUS EPERLANUS.

English—*Smelt.*

Of the order of *Abdominal Malacopterygii*, of the family of *Salmonide*, of the tribe of *Salmo*, of the genus *Eperlanus*.

The Smelt, this pretty little fish so well known at Quebec and in its neighbourhood, is a favourite fish on our tables on account of its rich and delicious flesh. Its body is long, from 6 to 8 inches in length, and is covered with small bright scales. It is taken on the shores of the Gulf and River St. Lawrence as far up as Quebec, and sometimes beyond it, and it inhabits fresh and salt water alternatively. In the District of Gaspé it is much used (when the Caplin and Herring fail) as bait for Codfish; it is also used as manure. It is found in great abundance in the spring and fall at the outlets of rivers which fall into Baie-des-Chaleurs and the Gulf of St. Lawrence. The European variety of this fish which is larger than ours, is called *Osmerus Eperlanus*.

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MALLOTUS VILLOTUS, MALLOTUS GROENLANDICUS, CLUPĒA VILLOSA.

English—*Capelan, Caplan, Caplin.*

Of the order of *Abdominal Malacopterygii*, of the family of *Salmonidæ*, of the tribe of *Salmo*, of the genus *Loddes*.

The Caplin is a pretty fish, with a long body covered with silvery scales; the length of the fish being from 6 to 8 inches. It only inhabits the cold seas of the north. It remains on the banks, and only approaches the shores to spawn, generally pursued by whales, porpoises, codfish, and a host of other fish which prey upon it. The caplin reaches our shores in the month of June, followed closely by the codfish, and remains there during one or two months, and sometimes during the greater part of the season. Our fishermen take a large quantity of them with draw-nets made with small apertures, generally called *caplin-seins*, and they use them as bait for cod-lines. It is without doubt the best article of bait known on our coast, and according to its abundance or scarcity is the cod-fishery more or less productive. At La Baie des Chaleurs, caplin is used as manure.

This fish has a rich flesh which is good to eat, either fresh or dried.

We must not confound the *Mallote-cépelan* or *Capelan* with the Caplin or *Officier*, a small species of the cod, called *Gadus Minutus*, which is found in greater abundance in the northern seas, and which is also used as bait for codfish.

CRUSTACEA.

CANCER PAGURUS, PLATYCARCINUS PAGURUS.

English—*Crab.*

Of the class of *Crustacea*, of the order of *Decapoda*, of the family of *Cyclometopes*, of the genus of *Platycarcini*.

We find an enormous quantity of crabs of different kinds on our sea coast; the most common of which is that called by the fishermen "*Tourteau*" (French). It is caught from the rocks, in places where the water is not very deep. The flesh of the Crab is favourite food in England; in Canada, it is seldom eaten.

HOMARUS VULGARIS, CANCER GAMMARUS, ASTACUS MARINUS.

English—*Lobster.*

Of the class of *Crustacea*, of the order of *Decapoda*, of the family of *Astaci*, of the genus *Homarus*.

The Lobster is found in great numbers on all the Gulf Shores and in the Lower St. Lawrence over an extent of more than 900 miles.

This shell-fish is generally found among rocks near shore, and in shallow water. It is caught in such places at low water, by hooking it with large hooks fastened to long poles.

During the spawning time, in June and July, the Lobster approaches nearer shore.

It is known that the Lobster changes shell every year. I need not add, that the flesh of the Lobster is excellent but difficult of digestion. The south shore furnishes a large supply of Lobsters to Quebec; they are brought up in steamers from Baie-des-Chaleurs and Gaspé. If the means of communication were easier and more rapid between that city and the north shore of the Gulf of St. Lawrence, the supply of this valuable shell-fish would be much more abundant in our markets.

MOLLUSCA.

CALMAR, LOLIGO.

English—*Squid*.

Of the class of *Mollusca*, of the order of *Cephalopoda* *Cryplodibranchi*, of the family of *Acetabuliferes* *Decapoda*.

This Mollusk, which has no shell, called in French *Encornet*, on account of its form which resembles an ancient cornet, and *Squid*, on account of a dark liquid matter which it emits when pursued, by means of a particular apparatus which it possesses, and sometimes also when the fishermen wish to take it; is from 4 to 8 inches long.

Its body is cylindrical, in the form of a bag, and terminated at the extremity by fins in the shape of wings. Its head is provided with 10 arms (hence the name of *Decapoda*) from 5 to 6 inches long; these are armed with small cups, two of which are tentacular, and two sessile. The colour of its body is brown, spotted with white. These mollusks are almost gelatinous, and have, instead of a back bone, a thin blade, transparent and horny, which extends from head to tail.

It is said that they are very greedy, and they feed on small fry and other mollusks. During summer and fall, they are seen on the coast of Gaspé in immense shoals. Although good to eat, our fishermen only take them for baiting their cod-lines by means of a small fishing instrument which they call *turlutte*. It is a cylinder of polished white metal, covered with a coating of vermilion, the upper end being attached to the line and the lower end covered with small hooks.

By moving this line up and down in the water during the night (as the squid only comes towards shore and only bites at night) they are drawn by the bright colour of the metal, and they are of course caught by the hooks fastened to the *turlutte*. These mollusks swim backwards very rapidly. They approach the shore to spawn, and then retire to the deep sea.

These curious animals are very common on our North American shores, and in Europe.

OSTREA.

English—*Oyster*.

Of the class of *Mollusca* *Acephala* *Lamellibranchia*, of the order of *Ostracea*, of the genus *Ostrea*.

There is certainly no mollusk better known in Canada than the *Oyster*, which is brought to us from the provinces of New Brunswick, Prince-Edward Island, and sometimes Nova-Scotia.

There were none in Canada until I planted an artificial bed in the Basin of Gaspé, three years ago; from the result of the examination I have made of it during the past two years, I am certain that it is in a fair way of succeeding.

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PECTEN MAGELLANICUS.

English—*Scallop*.

Of the class of *Mollusca Acepala*, of the order of *Ostracea*, of the genus *Pecten*.

This variety of the genus "*Pecten*" is as often found on the shores of the Gulf, on the north or the south coasts. It appears to prefer a rocky bottom to any other. The shell sometimes reaches a width of 7 inches; it is of a semi-circular form and thin, enclosing an animal the flesh of which is excellent food, and in taste resembles the oyster. It is found on the beaches after heavy sea winds. It is also caught with the "*dredger*."

PECTEN ISLANDICUS.

English—*Iceland Scallop*.

This variety of the genus "*Pecten*" also inhabits our coasts. The shell is smaller than that of the "*Pecten Magellanicus*" and may be distinguished from other varieties by the streaks on the exterior surface of its shell, which make it look like a comb. The width of the shell is from 3 to 4-inches.

MYTILUS ÆDULIS.

English—*Mussel*.

Mollusca Acepala of the class of *Lamellibranchæa*, of the order of *Mytilacea*, of the genus *Mytilus*.

The Mussel has a triangular shell, of convex shape, blackish on the outside, and of a bluish white colour on the inside. It is found in quantities on the rocks, on the Gulf coast, which are covered with water at high tide. It fixes itself on the rocks by means of its "*bisus*." They multiply in a prodigious manner. It is rarely eaten in Canada although its flesh is excellent, but in Europe it is consumed in large quantities.

MYA ARENARIA.

English—*Mya*.

Mollusca Acepala, of the class of *Lamellibranchæa*, of the order of *Inclusa*, of the genus *Mya*.

The *Mya Arconæ* are found in abundance on all the sandy coasts of the Gulf and Lower St. Lawrence, those places particularly which are covered in part by the waters of the sea. They live there, buried in the sand. The shell of this mollusk is white, bivalve and almost equivalve. Our fishermen use a great quantity of them for baiting their cod-lines when caplin and other fish, which are generally used as bait, are scarce.

The *Mya* is good to eat.

P.H.M.

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