

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE
HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 131

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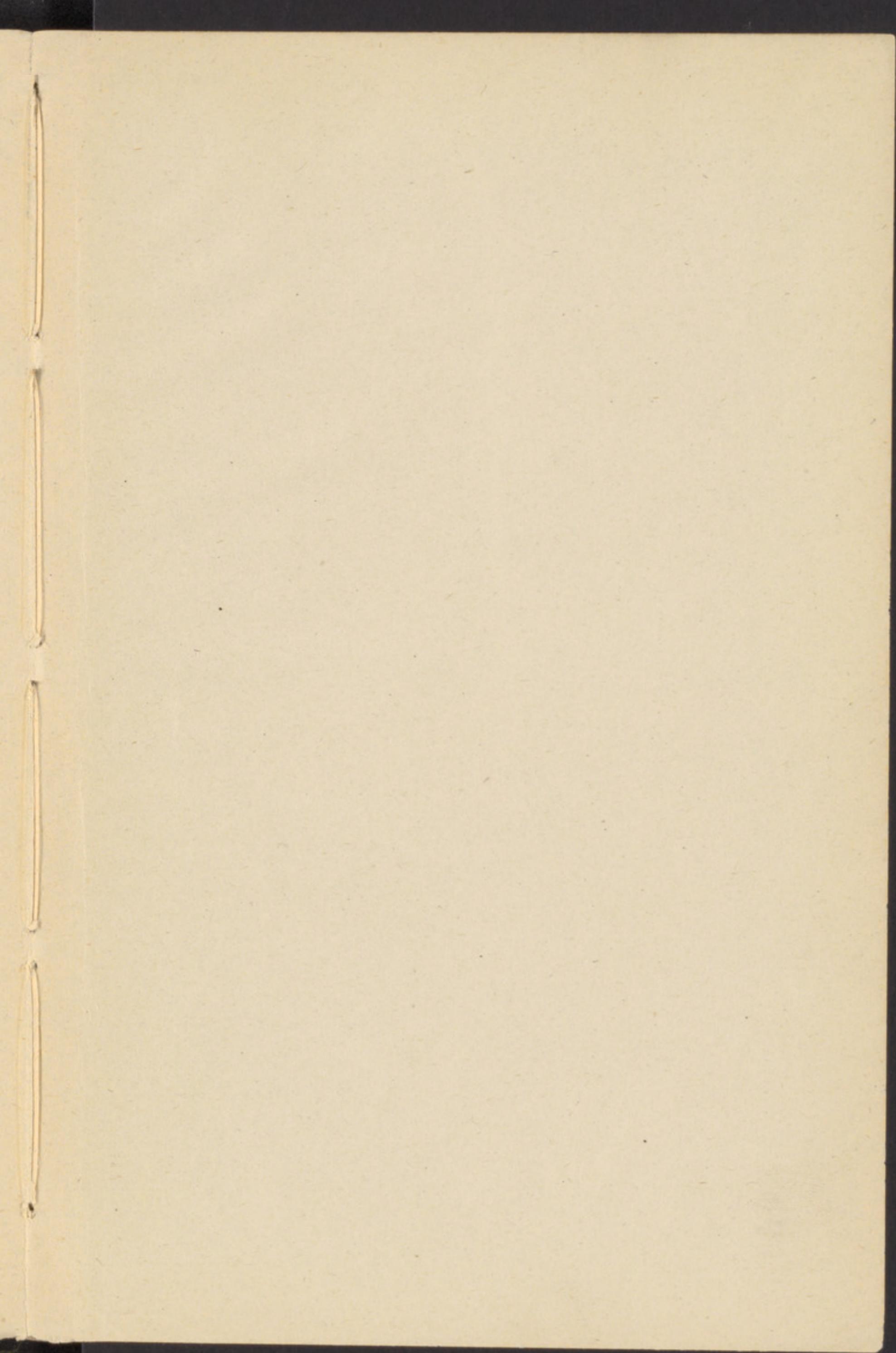
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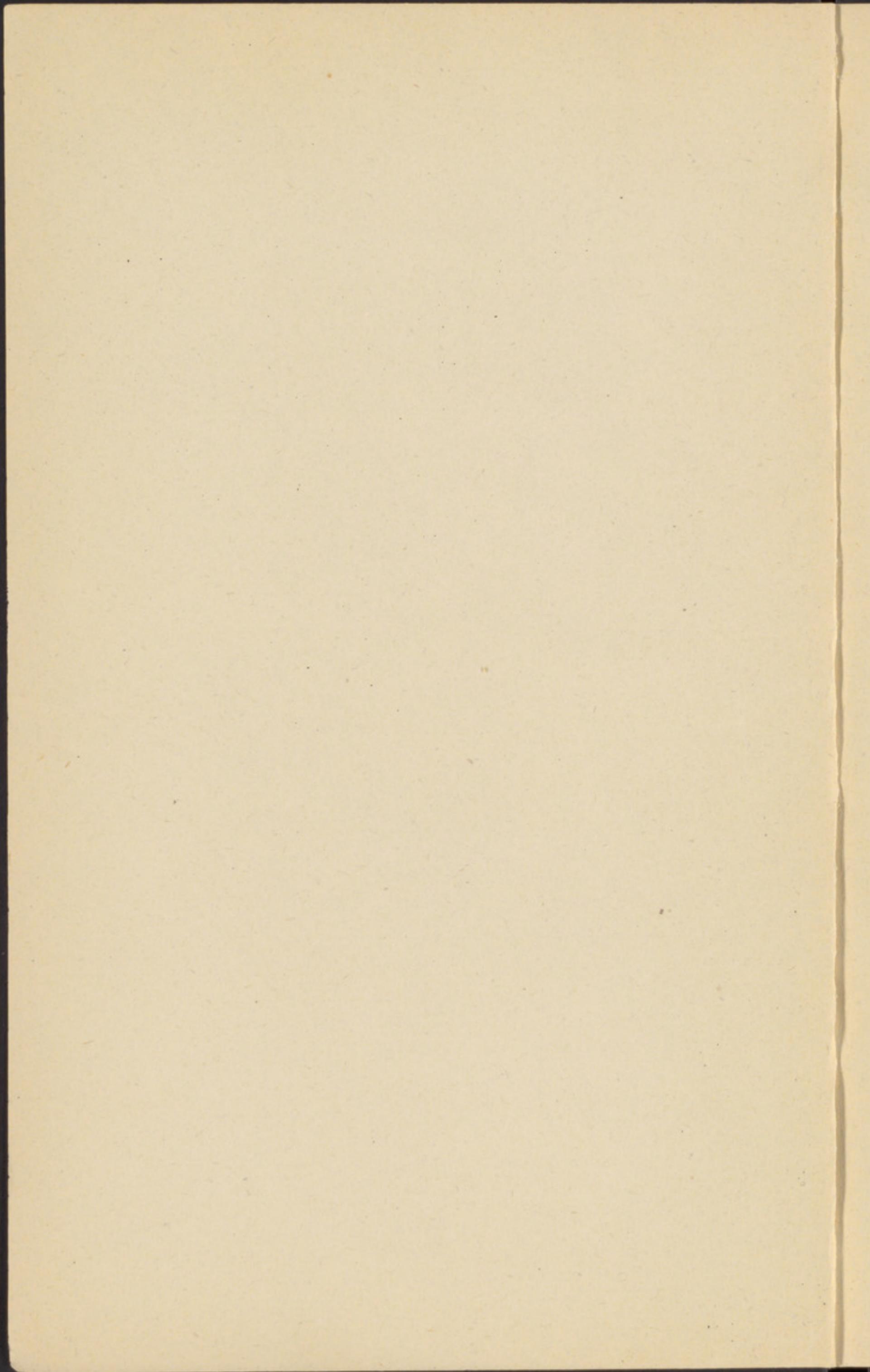


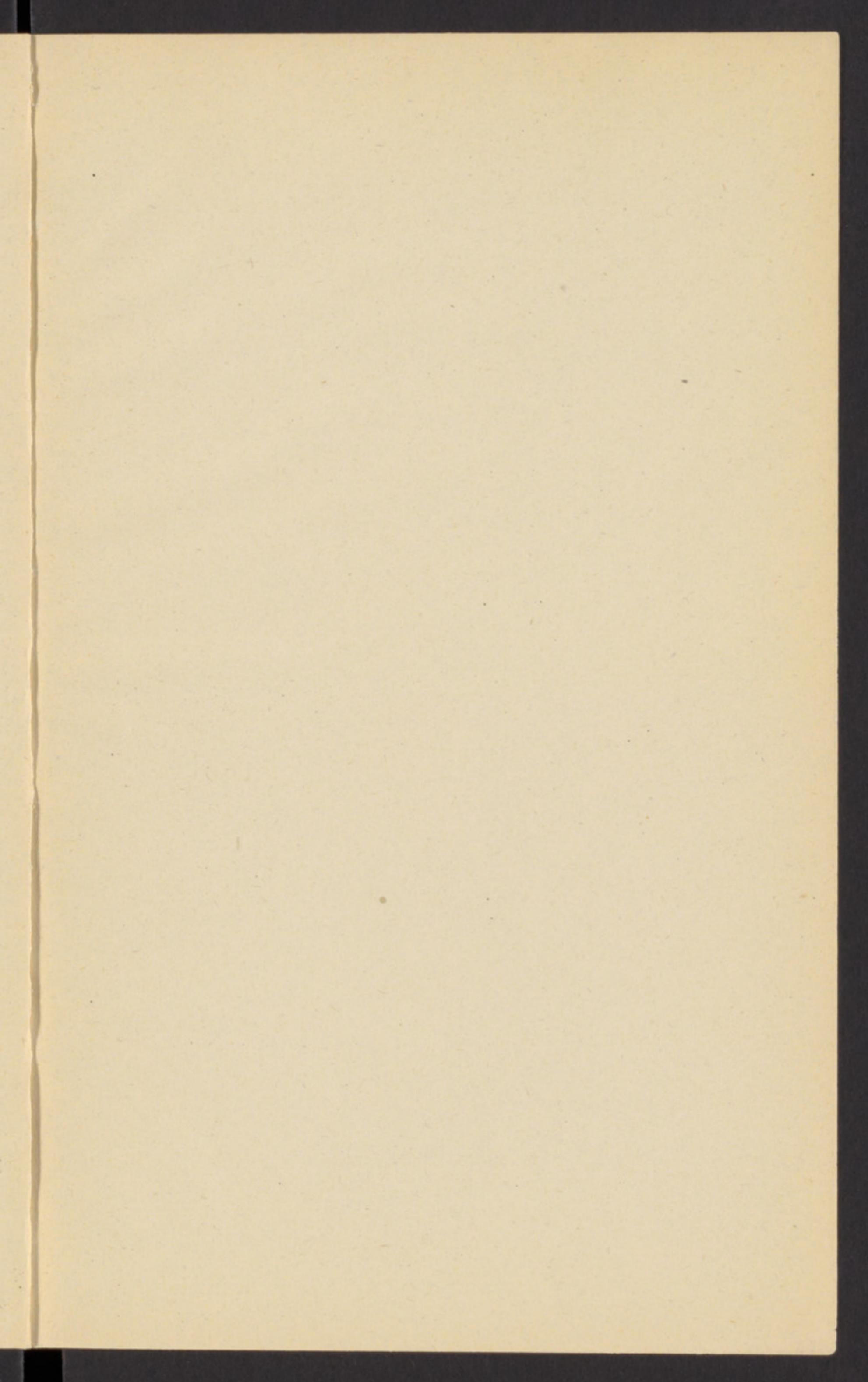


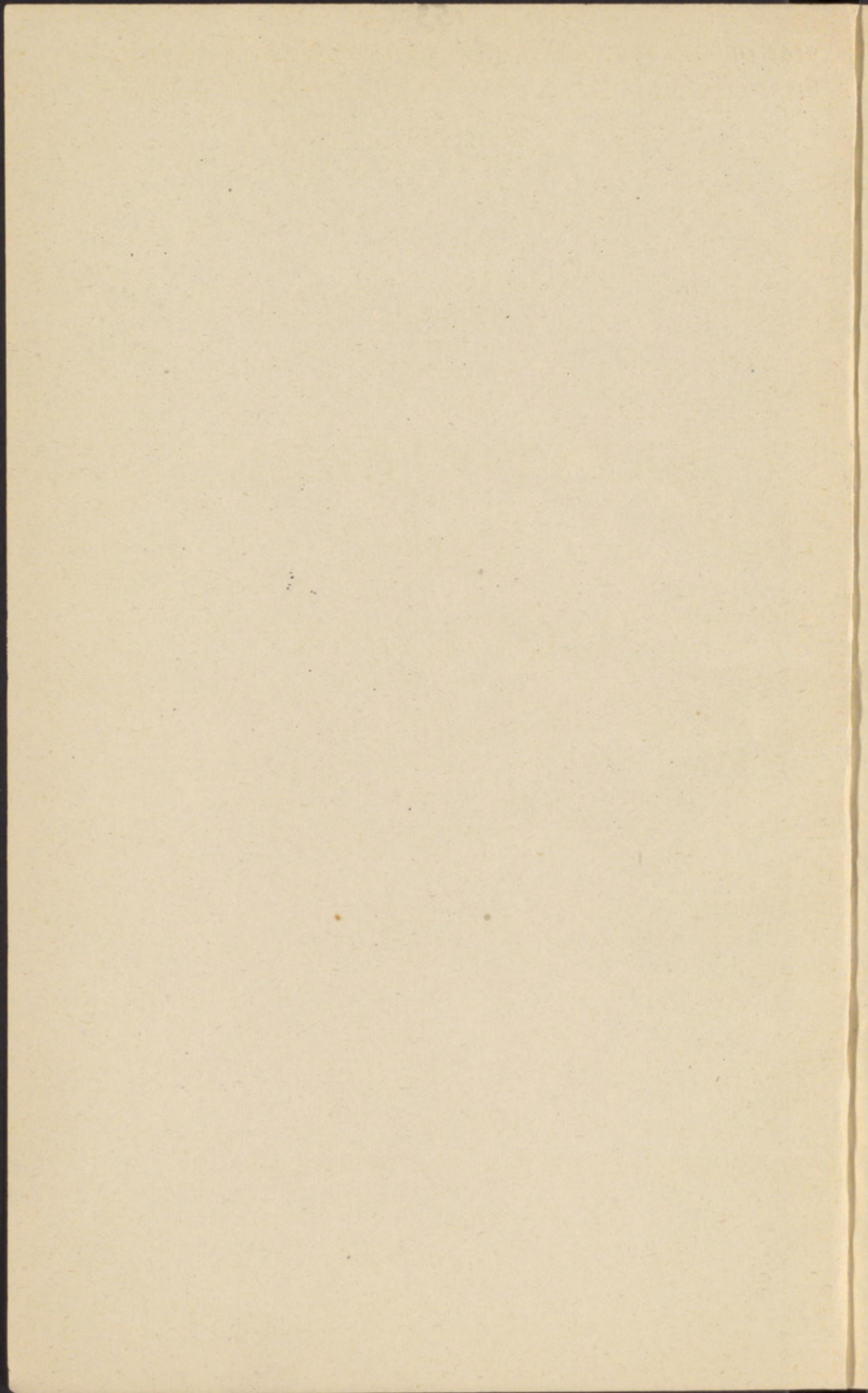
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EDITORIAL NOTE

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In the spring of 1917 the Foreign Office, in connexion with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious, and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous inquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics, and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.

It must be understood that, although the series of volumes was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes ; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense ; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions, though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,

*General Editor and formerly
Director of the Historical Section.*

January 1920.

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I. GEOGRAPHY PHYSICAL AND POLITICAL

(1) POSITION

THE colony of Saint-Pierre and Miquelon, which is all that remains to France of her once great empire in North America, consists of several small islands. Of these Grande Miquelon and Petite Miquelon (or Langlade), which are really one island, Saint-Pierre, and the adjacent Île aux Chiens (Chien Island) are the only ones inhabited and of economic value. The others are uninhabited rocks.

The group lies about ten miles west and south-west of Crew Point on the south coast of Newfoundland. Tête de Galantry, the easternmost point of Saint-Pierre, is situated in $46^{\circ} 46'$ north latitude, $56^{\circ} 8'$ west longitude. The total area of the colony is about 96 square miles.

(2) SURFACE, COASTS, AND RIVERS

Surface

Miquelon is the largest of the islands. Originally it was two separate islands, but since 1783 they have been joined together by a shingle bank. Grande Miquelon, including the isthmus, has an area of 48 square miles, Petite Miquelon an area of 35; the former is about 9 miles long and 5 broad, the latter about 7 miles long and 5 or 6 broad. The isthmus between the two is $5\frac{1}{2}$ miles long; at its narrowest point it is less than a quarter of a mile wide. Saint-Pierre, divided from Miquelon by a channel 3 miles wide called La Baie,

has an area of about 10 square miles. It is 5 miles long and $3\frac{1}{2}$ miles broad. The Île aux Chiens is less than 1 mile long, and is about a quarter of a mile broad.

The islands consist chiefly of siliceous porphyry, but in origin seem to differ, Miquelon apparently being the result of one upheaval, and Saint-Pierre of a succession of seismic convulsions. The general appearance of the islands also varies. The tops of the hills on Miquelon are long and flat, while in Saint-Pierre the outline is more irregular; the highest summits (700–800 ft.) are in Grande Miquelon.

All the islands present a bare and rocky appearance, a thin surface of peat covering the rock in many parts, while the valleys are filled with lakes or peat mosses. Boulders are scattered about everywhere. In general the lines of the hills run north-east and south-west, as in Newfoundland.

Coasts

The coasts are generally steep and high, except on the north-east side of Petite Miquelon. The navigation of these waters is difficult, and landing is often dangerous. Saint-Pierre has the one really good harbour.

Rivers and Lakes

There are no rivers of any size; the chief is Belle Rivière, which flows out on the north-east shore of Petite Miquelon. There are several lakes on the islands; they are most numerous in the north part of Grande Miquelon.

(3) CLIMATE

The islands are on the latitude of the Loire Valley in France, but have the temperature of the Faroe Islands, 15 degrees farther north. The severity of the

climate is due more to Polar currents and winds than to geographical position. The mean annual temperature is about 40° F. (4° C.). The heat of summer rarely rises above 72° F. (22° C.). On the other hand, the winter is long rather than rigorous. It is quite exceptional for the temperature to fall to 4° F. (-15° C.); as a rule, the lowest temperature varies from 7° F. to 6° F. (about -14° C.). The variations in summer are slight; in winter it is quite common for the temperature to rise in the course of a day from 7° F. (-14° C.) to 38° F. (3° C.). The annual rainfall is from 40 to 47 in. (101 to 119 cm.). Rain falls between April and November; in November snow begins, and remains permanently on the ground till April, the heaviest falls being in December and January. At times the Île aux Chiens is joined by ice to Saint-Pierre, but the harbour of Saint-Pierre has not been blocked since 1874. In February and March navigation round the islands is hindered by field ice. But the winter is very tolerable, as the coldest weather generally coincides with blue sky and absence of wind. The chief discomfort is experienced when there is a *poudrin*; this name is given to a wind from the north or north-east, charged with frozen particles, which penetrate the smallest fissures and make their way even into the interior of the houses, while life in the open air is unbearable. The wind is very irregular, often making the round of the compass in a single day. South and south-west winds are frequent in summer; they are hot and damp; the south-east wind is sometimes stormy, but all three are constantly accompanied by fog, which lasts many days together if the wind is light, the worst months being June and July, the best August and September. On an average there are 160 days of fog in the year. In the autumn and winter north and north-west winds are frequent.

(4) SANITARY CONDITIONS

The death-rate is 25 per 1,000 ; longevity is greater than in France, and there are no endemic complaints peculiar to the country. Rheumatism is common, but the dry frosty weather is suitable to consumptive patients. Other circumstances, such as the unsatisfactory food (consisting preponderantly of cod) and the ill-ventilated and sometimes insanitary dwellings, discount the advantages of the climate. Tuberculosis is said to account for one-tenth of the deaths.

There is a hospital with sixty beds at Saint-Pierre.

The Naval Squadron of the French Antilles comes to Saint-Pierre to recruit, taking refuge there from summer heat and tropical fevers.

(5) RACE AND LANGUAGE

Saint-Pierre and Miquelon is the only colony of France inhabited by a population almost exclusively of French race. The only notable addition is the presence of about 320 people of British origin, chiefly from Newfoundland. The French tongue is universally employed in the islands.

(6) POPULATION

In 1911 the population was 4,209, of whom 3,403 lived in Saint-Pierre, 443 in Miquelon, and 363 in the Île aux Chiens. Of this total 1,382 were males over 14 ; of these 123 held official positions and 757 were fishermen. The population is mostly concentrated in and near the town of Saint-Pierre.

For many years the population of these islands was growing :

1848	.	.	.	.	2,130
1884	.	.	.	.	5,765
1888	.	.	.	.	5,929
1897	.	.	.	.	6,352
1902	.	.	.	.	6,482

Since 1902 it has fallen rapidly, and is still declining, despite the fact that families are usually large and that the death-rate compares favourably with that of France. Various causes have led to this decrease. There is a tendency to emigrate to the United States and Canada, and the young men are said to show less inclination than formerly to deep-sea fishing. Further checks on the growth of the population are the hardness of the life of the inhabitants and the number of disasters at sea.

Towns and Villages.—*Saint-Pierre* occupies an area of 207 acres. It is built in wide streets, owing to fear of fire, from which the town suffered badly in 1865, 1867, and 1879. Most of the houses are of wood, and consist of one story. The chief buildings are the church, court-house, Governor's residence, and communal schools. There are no pavements or footways, but in other respects the town is up-to-date, having electric lighting, telephones, and a good water-supply. A new quarter is growing up to the north of the town.

The town of *Miquelon* is rapidly decaying and losing importance. The only other settlements are one on Langlade and one on the Île aux Chiens.

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- 1534-6. Jacques Cartier's voyages.
- 1650 (c.). Permanent French occupation.
- 1702. Islands captured by British Fleet.
- 1713. Treaty of Utrecht.
- 1763. Islands ceded in full right to France.
- 1778. Seized by British Fleet.
- 1783. Retroceded to France.
- 1793. Retaken by Great Britain.
- 1814. Finally restored.
- 1857. Convention as to French Fishing Rights in Newfoundland.
- 1884-5. Abortive negotiations for a Bait Convention.
- 1887. Bait Act. 1888 : comes into operation.
- 1904. Convention as to Bait.

(1) *Introductory—Early History*

BRITISH and French sailors began to frequent North American waters about the same time, in the early years of the sixteenth century. Jacques Cartier of St. Malo sailed up the St. Lawrence between 1534 and 1536, and some attempts were made at colonization. In 1608 Champlain founded La Nouvelle France or Canada. Newfoundland had been visited in 1583 by Sir Humphrey Gilbert, who hoisted the English flag there and was drowned on the way home. In early days French fishers were as active as British in Newfoundland waters, but there was no French colonization of Newfoundland prior to 1662, when Placentia was occupied, the first permanent British settlement in the island being half a century earlier. The islands of Saint-Pierre and Miquelon were subordinate to Placentia. They were captured by the British Fleet in 1702, and remained in British hands along with Newfoundland after the Treaty of Utrecht.

(2) *The Treaties, 1713-1814*

By Article XIII of the Treaty of Utrecht, 1713, the right was accorded to the subjects of France

to catch fish, and to dry them on land, in that part only, and in no other besides that, of the said island of Newfoundland, which stretches from the place called Cape Bonavista, to the northern point of the said island, and from thence running down by the western side, reaches as far as the place called Point Riche.

The coast so defined was henceforward known as the Treaty Shore. France renounced all other claims to Newfoundland and the adjacent islands, which were to be wholly British, but retained Cape Breton and the islands in the mouth and the Gulf of the St. Lawrence.

By Article V of the Treaty of Paris, 1763, the French fishery rights were reaffirmed as regards Newfoundland; and, as Cape Breton and the islands in the mouth and Gulf of the St. Lawrence were now ceded to Britain, provision was made that the French might fish in the Gulf, but not within a distance of three leagues from the coasts possessed by Great Britain, whether the coasts of the continent or the islands in the Gulf, and in the case of Cape Breton their fishing was forbidden within fifteen leagues of the coast. By Article VI of the treaty

The King of Great Britain cedes the islands of Saint-Pierre and Miquelon in full right to His Most Christian Majesty to serve as a shelter to the French fishermen, and his said Most Christian Majesty engages not to fortify the said islands, to erect no buildings upon them but merely for the convenience of the fishery, and to keep upon them a guard of fifty men only for the police.

When, in 1778, France joined the revolted American Colonies, Saint-Pierre and Miquelon were retaken by the British Fleet; but they were retroceded at the peace. By Article IV of the Treaty of Versailles, 1783,

His Majesty the King of Great Britain is maintained in his right to the island of Newfoundland and to the adjacent

islands as the whole were assured to him by the 13th article of the Treaty of Utrecht, excepting the islands of Saint-Pierre and Miquelon, which are ceded in full right by the present treaty to His Most Christian Majesty.

Article V provided for the alteration of the limits of the French rights of fishery and drying fish on the shores of Newfoundland so that they should run from Cape St. John on the east by the north to Cape Ray on the west coast, thus giving to France rights on the whole of the west coast of the colony, and on a considerable portion of the east coast. Article VI placed the fishing in the Gulf of the St. Lawrence on the basis of the treaty of 1763.

At the same time, by declarations of September 3, 1783, more precise definitions were made of the mode of fishery to be exercised by the French. His Britannic Majesty agreed to

take the most positive measures for preventing his subjects interrupting in any manner by their competition the fishery of the French during the temporary exercise of it which is granted to them upon the coast of the island of Newfoundland, and he will for this purpose cause the fixed settlements¹ which shall be formed there to be removed.

On the other hand, the French fishermen were to adhere strictly to the recognized mode of carrying on the fishery,

building only their scaffolds, confining themselves to the repair of their fishing vessels, and not wintering there, the subjects of His Britannic Majesty on their part not molesting in any manner the French fishermen during their fishing nor injuring their scaffolds during their absence.

With regard to Saint-Pierre and Miquelon the following declarations were exchanged:

The King of Great Britain, in ceding the islands of Saint-Pierre and Miquelon to France, regards them as ceded for the purpose of serving as a real shelter to the French fishermen and in full confidence that these possessions will not become an object of jealousy between the two nations and that the fishery between the said islands and the island of Newfoundland shall be limited to the middle of the channel.

¹ *Établissements sédentaires.*

The French declaration stated :

The King of Great Britain undoubtedly places too much confidence in the uprightness of His Majesty's intentions not to rely upon his constant attention to prevent the islands of Saint-Pierre and Miquelon from becoming an object of jealousy between the two nations ;

and

In regard to the fishery between the Island of Newfoundland and those of Saint-Pierre and Miquelon it is not to be carried on by either party but to the middle of the channel, and His Majesty will give the most positive orders that the French fishermen shall not go beyond this line. His Majesty is firmly persuaded that the King of Great Britain will give like orders to the English fishermen.¹

When the French Revolutionary War broke out (1793), the islands were retaken by Great Britain. Restored in 1802, by the Treaty of Amiens, they passed next year for the fourth time into British possession, but were finally returned to France in 1814. The provisions of the treaty of 1783 and of the declarations are still valid by virtue of Articles VIII and XIII of the Treaty of Paris (1814), and Article XI of the Treaty of Paris (1815), which restored to France the fishery as it existed in 1792. When the colony reverted to France by the Peace of Paris in 1763, it was largely peopled by expatriated French from Nova Scotia ; but, on its reconquest by England in the war of the French Revolution, the French inhabitants were deported to France. On the restoration of the islands to the French in 1814, there came back 150 old families, numbering 645 individuals. In the same year St. Malo sent 4,600 fishermen to the Great Bank ; and in later days, during the fishing season (April to October), as many as 10,000 fishermen came from France, mostly Bretons and Normans, but also a certain number of Flemings from Dunkirk, and a diminishing number from the Basque ports of the Bay of Biscay.

¹ These extracts from treaties are taken from the translations of the French originals in the Foreign Office Collection of State Papers.

The net effect of the treaties is clearly that the possession by France of Saint-Pierre and Miquelon is essentially for the purpose of the fisheries used by French fishermen; and that the sovereignty enjoyed by France does not extend to the right to cede the islands to any other Power, or to turn them into a fortified base so as to convert them into an object of jealousy between the two Powers. No steps to fortify the islands or to cede them have been taken by any French government. The restriction on French and British fishermen respectively fishing beyond the middle of the channel between Newfoundland and the islands, and the restrictions regarding the French fishing within fifteen leagues of the coast of Cape Breton and three leagues of the coast of the continent and the islands in the Gulf of St. Lawrence are still valid, but do not seem, at any rate of recent years, to have been actively enforced; whether because they are not violated in practice or because they are not considered to be of importance does not appear. On the other hand, the French fishery rights in Newfoundland have been greatly modified by the convention of April 8, 1904.¹ The fishermen are now restricted to the right to fish (but only on a footing of equality with British subjects) in the territorial waters of Newfoundland within the limits from Cape St. John to Cape Ray. The right to dry fish on shore is abandoned; and they are only at liberty to enter any port or harbour to obtain shelter, or bait, or supplies, on the same conditions as the inhabitants of Newfoundland. They may take bait or shell-fish, but they are subject to local regulations for the improvement of the fishery.

(3) *Saint-Pierre and the Fisheries*

The purpose for which the cession of Saint-Pierre and Miquelon was valued by the French Government was their utility as a base for carrying on the fishery on the Grand Banks and the Newfoundland coast. Accordingly, for many years Saint-Pierre enjoyed a con-

¹ Cd. 1,952, pp. 20, 21.

siderable measure of prosperity as the head-quarters of an important fishing fleet of some 200 vessels, which were kept in the islands and fitted out annually for the fisheries. The crews of these vessels were in large measure provided by the local population, which grew in size and became resident instead of returning to France. The fish caught by the fleet were dried on the islands or in Newfoundland and exported in that condition to France. At the same time the islands, by their large imports (chiefly from France) for the needs of the fishing population, offered advantages as a place of call for British vessels, being more convenient of access and offering a greater variety of supplies than the nearest Newfoundland ports, and possessing a good harbour at Saint-Pierre.

(4) *The Bait Act*

The importance attached by the French fishermen to the bait question showed itself in the negotiations which, begun in 1856, resulted in the conclusion of a Convention in 1857 for the settlement of the difficulties regarding the French fishery rights in Newfoundland. These had become an increasing inconvenience to Newfoundland, with the gradual transformation of what had been regarded for a long time as a mere fishery station, on which permanent settlement was undesirable, into a settled colony with a resident and increasing population. Part of the French demand then was for the right to purchase bait freely on the south coast of Newfoundland; and, in the event of the failure for two seasons of supplies by purchase, the right to fish themselves for bait on a portion of the south coast.¹

¹ It is to be noted that the fishery rights enjoyed by the French were not the only cause of the complaints urged by Newfoundland, which had received rights of self-government in 1855, having then a population of over 100,000. The back-country along the Treaty Shore was found to be the richest part of the island in timber and minerals; and the rights of the French fishermen hindered its free economic development.

The Convention of 1857 was rejected by the Government of Newfoundland on account of this clause, and for other reasons ; but in 1867, and again by a formal resolution of both Houses of the Legislature of April 23, 1874,¹ it was agreed that the valuable and important right to purchase bait, both herring and capelin, on the southern coast might be conceded to the French at seasons when British subjects might lawfully take the same, as part of a general settlement. This suggestion took effect in a Convention agreed to on April 26, 1884, and revised and amended on November 11, 1885,² which was to have provided for a settlement of the question. This Convention contained an Article [XVII]:

French fishermen shall have the right to purchase bait, both herring and capelin, on shore or at sea, on the shores of Newfoundland free from all duties and restrictions, subsequent to the 5th of April in each year and up to the close of the fishing season.

This clause, however, proved fatal to any possibility of the acceptance of the Convention by Newfoundland, where opinion had definitely hardened on the question. Not only was the treaty considered unacceptable, and therefore was not ratified by the Crown, but a bill was passed in 1886 to regulate the exportation and sale of herring, capelin, squid, and other bait fishes, which was reserved by the Governor for the signification of the royal pleasure. The effect of this measure was to prohibit the sale of bait by Newfoundland fishermen to French fishermen ; and the French Government promptly protested against the proposal. As a result, it was not permitted by the Imperial Government to come into operation for the season of 1887, but an Act to the same effect, passed in 1887, was allowed to take effect after the fishing season of that year. The measure was supported by the Newfoundland Government and legislature of the day by representations to the effect that the fishing industry was in a grave position, inasmuch as the price of cod per quintal had

¹ C. 4,641, p. 7.

² Ibid., pp. 24 et seq.

fallen to 14s. in the European markets for British-caught fish, while, though French-caught fish fetched only 12s. 6d., that fact was compensated by the bounty of practically 8s. 6d. a quintal allowed by the French Government.

The result of the enforcing of the Bait Act (1887) was to compel French fishermen to find other sources of supply of bait. They therefore, among other means, resorted to fishing for bait fishes on the Treaty Shore, and were induced to commence taking shellfish for export. This practice raised fresh difficulties between the two Governments, the lobster fishery being a new one, and the taking of lobsters and the erection of lobster factories being asserted by the British and Newfoundland Governments to go beyond the terms of the treaties; while on its part the French Government claimed that British lobster factories impeded French fisheries, and were 'fixed settlements' which the British were under obligation to remove. Efforts to adjust the matter proved fruitless; negotiations in 1901, which seemed to promise some result, broke down on the demand of the colony that any concession as regards bait should be compensated by a modification of the bounty system; and the settlement of the main issue in 1904 left both contentions on the whole untouched. The French, however, were permitted not merely to take bait on the Treaty Shore, but also to obtain bait in any port or harbour on the coast on the same conditions as inhabitants of Newfoundland—a provision which of course does not compel the inhabitants of Newfoundland to sell bait to the French.

The effect of the Bait Act upon the French fisheries is discussed on p. 27.

(5) *Smuggling*

The proximity of Saint-Pierre to Newfoundland and the length of the coast of that colony obviously render smuggling easy, especially as French vessels have a right to fish freely on the west coast and a portion

of the east coast. Stress was laid upon this point when the Convention of 1885 was under negotiation, and the French Government agreed, in the event of the Convention taking effect, to instruct the commandant of Saint-Pierre and Miquelon to secure that vessels fitted out there for shipping purposes should not be allowed to take a larger amount of liquor than was necessary for the use of the crew. At the same time the French Government agreed to withdraw from their previous attitude of refusing permission for the establishment of a British consulate at Saint-Pierre and Miquelon.¹ As the Convention of 1885 was rejected by Newfoundland, these concessions by the French Government never became operative; and the establishment of a consulate was deferred until the new settlement of the fishery question by the treaty of 1904. To what extent smuggling actually takes place is not apparent. The treaty of 1904 contemplated the drawing-up of regulations regarding *inter alia* the liquor traffic on the Treaty Shore; but these regulations have not yet been agreed upon, and have doubtless lost importance in large measure since the French fishermen have ceased to be entitled to use the shore, and have therefore in many cases decided not to fish on the coast, but to resort to the Grand Banks or the waters of Saint-Pierre.

¹ C. 4,641, p. 23.

III. SOCIAL AND POLITICAL CONDITIONS

THE population is Roman Catholic. There are about 200 Protestants, all of British origin, who maintain one small chapel.

The islands are governed by an Administrator, assisted by a consultative council of administration and by municipal councils. Primary education is free, and there are three public schools for boys and three for girls, in addition to infant schools.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads, &c.*

Two or three roads lead from Saint-Pierre town to the extremities of the island. One, known as the Route de Gueydon, leads to the Cap de l'Aigle. Another, leading to Savoyard Point, was made some sixty years ago by the crews of the frigates *Iphigénie* and *Cléopâtre*, and forking from it is a road to Diamant Point. A road to Galantry Head was begun by French bluejackets in 1879, and finished by the State. Between Saint-Pierre and Miquelon communication has to be kept up by water. Though only a few miles of sea separate the islands, this strip of water is often difficult and even dangerous to cross, for a heavy swell runs there when the wind is in an easterly quarter, and the frail local craft are frequently lost in attempting the passage. A regular connexion is, however, maintained by a small privately owned steamer.

(b) *Posts and Telephones*

The colony possesses four post offices, namely a head office at Saint-Pierre and branch offices in the Île aux Chiens, and at Miquelon and Langlade. The connexion with the Île aux Chiens is made daily by a boat belonging to the Port Authority. With Miquelon and Langlade there is weekly postal communication, the little steamer which runs between the islands receiving a small subsidy for this purpose.

An urban telephone system at Saint-Pierre, created in 1897, was completed shortly afterwards by the establishment of a cable between the town and the Île aux Chiens.

(2) EXTERNAL

(a) Ports

There is only one port in the islands, that at Saint-Pierre. In Miquelon roads there is an anchorage in 6 fathoms with fair holding ground, but it is exposed to north and west winds. Eastward of the long shingle beach which joins Great and Little Miquelon Islands there is also an open anchorage; and at the northern end of the isthmus is a basin of considerable extent, which, however, can be entered only by small craft and in favourable conditions of weather and tide. There are no other ports or anchorages; hence the importance of the roadstead and harbour of Saint-Pierre.

In Saint-Pierre roadstead large vessels can anchor in from 7 to 15 fathoms of water. A mile in length, and protected by the Île aux Chiens from the worst winds off the sea, these roads offer a sure anchorage; for the effect of the north-east wind, to which alone they are exposed, is not sufficient to impair their safety. The entrance to the inner harbour, known as the Barachois, is at the end of the roads, between the Pointe aux Canons and a little islet called the Île aux Moules. This harbour is protected in part by nature and in part artificially by a breakwater and by the jetty which connects the Île aux Moules with the mainland. It can accommodate 200 fishing boats. In 1902 a loan of £20,000 was raised by the colony for its improvement; the entrance was widened to 60 yds. and deepened from 11½ ft. to 14 ft. Further deepening operations were at one time projected. The harbour is shallow in places and, as the holding is indifferent, vessels frequently get aground at low tide; but, as hardly any sea runs, they rarely sustain damage. Provisions and water can be obtained at Saint-Pierre, and coal is kept in stock, but no facilities are provided for coaling vessels.

Saint-Pierre has apparently possessed four patent slips at different times. One of these was 147 ft. in

length, with $9\frac{1}{2}$ ft. of water forward and $13\frac{1}{2}$ ft. aft on the blocks, and capable of taking a vessel of 200 tons. The second and third were each 75 ft. long, having respectively $8\frac{1}{2}$ ft. of water forward and $11\frac{1}{2}$ ft. aft, and $9\frac{1}{2}$ ft. forward and $12\frac{1}{2}$ ft. aft on the blocks, and taking vessels of 100 tons. The fourth had a length of 162 ft. and a lifting power of 600 tons ; but this slip is understood to have been destroyed by fire, and one of the others seems no longer to exist. Vessels of neighbouring countries sometimes find it convenient to put into Saint-Pierre for repairs.

The direction and rates of the currents and tidal streams at Saint-Pierre are very irregular. Spring tides rise $6\frac{1}{2}$ ft., and neaps $4\frac{1}{2}$ ft. As regards ice, the harbour is nearly always open all the year round—it was last blocked in 1874 ; but field ice impedes navigation round the islands in the early months of the year.

(b) *Shipping Lines*

No ocean-going liners visit the colony. The only regular connexion with the outside world is afforded by the voyages of a small mail steamer. Formerly this steamer sailed under the French flag, running weekly to North Sydney (Cape Breton) in summer, and fortnightly to Halifax in winter, when visits to the former port had to be abandoned owing to ice. A subsidy of £4,000 a year was paid by the Colonial Government for the maintenance of this service—a heavy charge on the dwindling resources of a small community in a state of commercial decline. It was believed in Saint-Pierre that benefit would accrue from an extension of the mail service so as to include a connexion with Newfoundland, whose coastal steamers passed within sight of Saint-Pierre, without, however, receiving sufficient inducement to put in there. When the old contract expired in August 1912, a new service was undertaken by a vessel of the Newfoundland Produce Company,

and was so arranged as to connect Saint-Pierre with Newfoundland as well as with Canada on every voyage. The expectation that both colonies would gain by the establishment of direct communication, the British by securing a good market for its produce, and the French by obtaining necessaries at lower rates, has proved fallacious. Few passengers and little cargo pass between the two. This disappointing result is due in a large measure to the imperfections of the new service. It runs irregularly ; goods, especially those of a perishable nature, receive unsatisfactory treatment ; and the vessel employed on the service draws too much water to cross the Saint-Pierre bar except at high tide, with the result that passengers are often obliged to embark or disembark in the outer roads in all weathers and at all hours of the day and night in a small tug or fishing boat. Such as it is, the service enables Saint-Pierre to be reached from Europe by way of Liverpool and St. John's, Newfoundland ; but this route does not seem likely to displace in general favour the old ones *via* New York and Halifax or *via* Halifax direct. The European mail travels by way of Sydney or Halifax, thence by rail to New York, and thereafter by the transatlantic service between New York and Le Havre. The larger fishing vessels, specially chartered steamers, and vessels known as *long-courriers*, which come to load up with fish, convey to Saint-Pierre most of the fishermen who come out every year from France for the season's fishing.

Shipping Statistics.—On the annual average of the period 1905–14 Saint-Pierre harbour was entered by 1,506 vessels of 147,115 tons. Of these, 638, with a tonnage of 102,526 tons, or about 70 per cent. of the total tonnage, were French ; 833 of 40,232 tons, or about 27 per cent., were British ; and 34 of 4,058 tons, or 3 per cent., were American. On a comparison of the annual averages for 1905–9 and 1910–14, the total shipping shows a decrease in numbers from 1,522 to 1,490, but an increase in tonnage from 117,589 tons to 176,641 tons. The percentage of French tonnage

declined from 72 to 68, and the British percentage increased from 25 to 29.¹

Saint-Pierre is visited by fishing vessels, by *long-courriers*, which bring out salt and carry away cod, and by vessels putting in for supplies or repairs. Small sailing vessels bring fish and firewood from Newfoundland, and moderate-sized craft bring provisions, live-stock, lumber, and various commodities from the United States and Canada. The foreign vessels which call are mostly of small tonnage.

Heavy port dues and wharf charges were formerly in force, and were thought to discourage the visits of shipping; but the reductions made in these from time to time have failed to counteract the adverse influences of commercial depression. Under the scale now in force vessels of 25 tons or under are admitted free; vessels of more than 25 tons pay an annual charge of 2s. a ton; vessels making the port, but not discharging cargo, pay an annual charge of 5d. a ton. Vessels fitted out in the colony, which formerly paid the same charges as foreign vessels, are exempt from port dues, as are ships landing coal, bait, or fresh fish. Vessels discharging at the quay pay wharf charges in addition.

(c) *Telegraphs*

By reason of its position in mid-ocean Saint-Pierre is a convenient *pied-à-terre* for transatlantic cables. The Anglo-American Telegraph Company has a station here for its lines running *via* Ireland and Newfoundland to Duxbury, Massachusetts, where it connects with the Western Union Telegraph Company of America. This company also has a line from Saint-Pierre to North Sydney, Cape Breton. The Compagnie française des Câbles télégraphiques has lines laid direct to Brest on one side and to Cape Cod on the other.

¹ These figures are based upon the tables in the *Statistiques de la Navigation dans les Colonies françaises*.

(B) INDUSTRY

(1) AGRICULTURE

The agricultural resources of the colony are of little importance; the climate, the soil, and the neighbourhood of productive countries such as Canada forbid any attempt at agricultural development. In the rocky and infertile soil of Saint-Pierre Island nothing grows but stunted junipers and firs, which barely attain a height of 6 ft. when a century old; nor do the hills and swamps of Great Miquelon offer a more congenial prospect to the farmer. In Saint-Pierre, however, most of the houses beyond the town have small gardens, in which the soil has been improved by long cultivation so far as to grow European vegetables; and in Petite Miquelon, where there are meadows which yield good crops of hay, the fattening for slaughter of beasts imported from the mainland constitutes a small industry. The skins of these beasts are sent to Halifax for tanning, and this fact accounts for the export of hides which appears in the official statistics. A jam and a beverage are made from the fruit and the leaves of wild plants; and spruce beer, brewed in considerable quantities, is consumed, not only by the islanders, but also by the crews of the fishing fleets, to whom it is useful by reason of its antiscorbutic qualities. Sea birds, rabbits, and a little game are killed for food.

(2) FISHERIES

Without agricultural resources, mineral wealth, or independent industrial activity, the colony of Saint-Pierre lives by its cod fishery, and owes not merely its importance but its very commercial existence to the accident of nature which has created a safe roadstead and harbour in proximity to the prolific fisheries of the Newfoundland banks. Nor is it to Saint-Pierre alone that those fisheries are of value, for the possession of the colony ensures to France a centre which renders

practicable for the fishing interests of the mother country the exploitation of those famous grounds. It is true that in this latter respect the importance of Saint-Pierre is diminishing; but the part which it has played has been great, and is still not inconsiderable.

Fishing at Saint-Pierre is carried on both by colonial and by French fishermen, and is of two kinds, the less important longshore fishery (*petite pêche*), and the more important deep-sea fishery (*grande pêche*) on the Banks.

(a) *Longshore Fishery*.—The *petite pêche* is in the hands of Saint-Pierrais fishermen, most of them belonging to the Norman settlement on the Île aux Chiens, but some being drawn from the people of Miquelon. A few of them use schooners or sloops, but for the most part their operations are conducted in boats of local construction, which according as they are small or large are known as dories or waries, and are light, flat, and easily handled, even when not fitted with motors, as many of them now are. Before the Convention of 1904 a certain number of Saint-Pierrais men were accustomed to fish on the Newfoundland coast, whither they, their boats, salt, and provisions were conveyed by steamer at the beginning of each season. Even in those days, however, it was in the waters of the islands that the majority fished, generally working in pairs. Formerly they used always to dry their own fish or sell it for drying to an establishment at Saint-Pierre; but of late years much or all of their catch has been sold for export in a 'green' state. They are now also occupied in the provision of bait; for, since the cessation of supplies of bait from Newfoundland under the restrictions of the Bait Act, ships operating on the Banks have looked to the longshore fishermen for supplies of capelin, squid, and periwinkle from the waters of the islands.

The life of the longshore fisherman is pleasanter and less perilous than that of his deep-sea colleague; he returns each night to his home, and is not exposed to the hardships and dangers of fishing on the Banks. Not much capital is required for his enterprise, the sum of £12 or thereabouts being sufficient to cover his

whole initial outlay. It is not, therefore, surprising that the longshore fishery should be increasing in popular favour with the islanders, to the detriment of the manning of the deep-sea fleet.

(b) *Bank Fishery*.—The fishery on the Banks is carried on by Saint-Pierrais vessels and by ships from France, and these may be subdivided according as they have a drying-ground at Saint-Pierre, when they are said to be *armés avec sècherie*, or merely salt their catch on board, when they are described as being *armés sans sècherie* or *armés avec salaison à bord*. They used to be further subdivided according to the locality of their operations, which might be the Banks, the French Shore, or the territorial waters of the islands; but since the Convention of 1904, which virtually suspended French activities in Newfoundland waters, this classification has lost its significance. Before the Convention, *armements pour le French Shore* were in a state of marked decline, for experience had shown that this locality was much less lucrative than the other fisheries.

(c) *The Local Fleet*.—The Saint-Pierrais boats engaged in the deep-sea fishery are mostly of small dimensions, usually of 40 to 50 tons burden. The prevalent type is a schooner with six dories and a crew of sixteen or eighteen men, a dozen of whom are employed in the dories, while the rest work the ship. Most of these craft are of indifferent quality. As the islands grow no wood suitable for ship-building, the schooners are usually bought in America; even when new they are inferior to French-built vessels; and as a measure of economy, or for lack of funds, many colonial owners purchase old ships already deteriorated by service afloat. Local owners are also allowed to employ uncertificated masters, and, again from motives of economy, they often place their vessels in charge of incompetent men.

The local fleet has suffered a great decline since the beginning of the present century. At one time numbering 200 vessels or more, it had decreased to half that number in 1905; it consisted of 50 schooners only in

1911, and of no more than 24 in 1914 (see Appendix, Table I, p. 47). This decline, which has been attributed sometimes to the Bait Act and sometimes to the Convention of 1904, is thought to be due in fact to bad fishing seasons, coupled with special economic causes operative at Saint-Pierre. Substantial fortunes being rare in the colony, the majority of local owners are obliged to have recourse to credit to fit out their vessels; money and goods are advanced on onerous terms; and after a bad season credit becomes yet tighter, and the position of the borrower still more difficult. The season of 1903 was bad, that of 1904 disastrous, that of 1912 indifferent, and that of 1914 seems to have been the worst of all. After such seasons schooners lost at sea are not replaced; and of those which remain some are laid up and others are sold in foreign markets. Besides this, the imposition in the colony of the general French customs tariff has made it more profitable for owners in the mother country to equip vessels in home ports rather than at Saint-Pierre, where some of them used to be fitted out. Further, the disinclination of the island fishermen to embark in the deep-sea fleet has increased the proportion of European recruitment, which adds greatly to the cost of equipment. Hence the rapid decline in the size of the local fleet.

(d) *The Home Fleet*.—Besides the colonial fleet many French vessels are dispatched each year from home ports to fish on the Banks. Fécamp, Saint-Malo, Saint-Servan, Granville, and Cancale provide the greater part of them. The size of the ships from the mother country has generally been greater than that of the colonial schooners, and it has tended to increase. They now consist to a considerable extent of three-masted vessels, many of them of 300 tons, with fourteen or fifteen dories; and ships of 400 tons are not unknown. If less handy than the old schooners, which may still be seen beside them, they are usually more seaworthy and possess other advantages. At prices prevailing before the war they were worth on an average about £2,000, some of the bigger ones being worth £3,000,

whilst the colonial schooners were worth only about £1,000 apiece. Unlike the colonial fleet, the home fleet has been increasing in numbers, having gained by some of the causes which have discouraged outfitting at Saint-Pierre. Averaging 162 vessels in the seasons 1895 to 1899, it consisted of 224 for the period 1900 to 1905, and in 1909, when the local fleet was reduced to 44 vessels, the home fleet had increased to 260 ships, 30 of which were steam trawlers.

The advent of steam trawlers produced consternation among the owners of fishing vessels, who saw in them a formidable menace to line fisheries; but in commercial circles in Saint-Pierre they were welcomed as heralding the dawn of a new era of activity in the colony. Both the fear and the hope have proved unsubstantial; the usefulness of the trawlers on the Banks has been limited, and, as so far employed, they have proved of practically no benefit to Saint-Pierre. The trawler possesses two advantages over the sailing vessel, independence of bait and greater certainty and facility of movement, which enable it to work on different grounds at different periods of the season. But trawlers do not seem to have realized expectations on the Newfoundland Banks.

The year 1900 saw the first appearance of these craft, when Paimpol sent a trawler to the Banks; Granville tried the experiment in 1904; and in 1906 there were two trawlers at work. The Banks were found to be uneven, rocky, and strewn with wreckage, which greatly impeded the movements of the vessels and damaged their trawls. The venture, however, being still in an experimental stage, the results obtained were not regarded as conclusive. In 1908 there was an increase in the number of trawlers; 11 entered Saint-Pierre harbour, carrying some 26,000 or 27,000 cwt. of fish; many more were at work outside, and observers came to the conclusion that this type of vessel was destined sooner or later to predominate on the Banks. In the following year, however, when 30 French and 2 Canadian trawlers were employed, the results

were exceedingly disappointing, their average catch being actually less than that of a small Saint-Pierrais schooner, and His Majesty's Consul formed the opinion that 'trawlers are not . . . a success in these waters'.¹ Nor had they contributed to the commercial activity of the colony—the trawler is fitted out in a French port; it gets its coal supply at Sydney, whilst most of its provisions come from France, passing through the Canadian customs in bond; and its catch is exported to France in a green state.

(e) *Armements avec ou sans Sècherie*.—Without entering into the details of the treatment to which cod is subjected after capture, it may be said that upon being caught it is first cleaned and treated with salt, when it becomes what is known as *morue verte*, and in that state it can be preserved for a long time without the necessity arising for converting it into *morue sèche*. The owner of a boat without a drying-ground undertakes to deliver his whole catch to French commercial houses; all that his boats may do is to come to Saint-Pierre when full up—and they can usually hold all that they take—when they either transfer the catch to a *long-courrier* or deposit it temporarily ashore until accommodation in such a vessel is available. The owner of the other class of boat has drying-grounds at Saint-Pierre, and his vessels put back at intervals to unload their fish and to replenish their supplies of provisions and salt. For the time expended in this operation they usually find a compensation in the good price realized by early landed cod, though, should the season turn out to be a bad one, prices may very well rise as it progresses. The distinction between boats with and without drying-grounds is of importance mainly in connexion with the bounties given by the French Government, which vary according to the sort of boat employed (see p. 30).

(f) *The Fishery Grounds*.—There are two groups of Banks on which the French fleets fish. The first group

¹ *Annual Report* for 1909, Cd. 4,962.189 (Annual Series, No. 4577), pp. 3–4. The number of trawlers was 9 in 1911, 16 in 1912, and 23 in 1914.

consists of the Bonnet Flamand, the Grand Bank, the Banc-à-Vert, and the Banc de Saint-Pierre. Of these the Grand Bank is the most important. The Bonnet Flamand and the Banc-à-Vert are not much frequented by the French, though large cod may be caught on the former and a good many flounders on the latter; but the Bonnet Flamand is too far from the mainland, the water is too deep, there are icebergs there in the spring, and in the summer it is invaded by dog-fish. The Saint-Pierre Bank is conveniently close to the island, its depths are moderate, its area is well defined, and in all of these respects it is advantageous to the smaller vessels, which frequently enjoy good fishing there. Of the Banks in the second group the Banquereau alone is visited by French vessels. The cod here are small, however, and they desert the Bank in June or July.

(g) *Bait and the Bait Act.*—The fishing season, which depends upon the presence of bait and the absence of bad weather, lasts from April till October. On reaching the Banks the fishing vessel takes up her station, riding at anchor, and from her her dories radiate to lay their lines. Since each vessel carries several dories and the larger carry many, and since each dory lays two lines, each furnished with at least 2,000 hooks, the consumption of bait is very considerable. For many years the customary bait on the Banks was the herring in April and May, the capelin (a sort of smelt) in June and July, and afterwards squid until the end of the season. Supplies of bait were in part derived from Newfoundland and in part were provided by capture during the fishing. In recent years, however, by reason of restrictions placed upon the sale of bait by the Newfoundland Bait Act (see p. 11), and of the growing scarcity of bait fishes on the Banks and in the waters of the colony, a problem vital to French fishing interests has presented itself for solution. Two courses have been adopted. In the first place, recourse has been had to new sorts of bait obtainable at Saint-Pierre or on the Banks, and particularly to a large periwinkle, which has proved satisfactory. In the second place,

a cold storage for bait has been inaugurated at Saint-Pierre, in which the herring and squid of one season can be preserved for use in the next. The former French mail boat, now no longer subsidized, was also equipped with a refrigerating chamber in which frozen bait could be imported when supplies ran low in the islands.

In Newfoundland and elsewhere it has been assumed that the Bait Act, which came into operation in 1888, dealt a deadly blow at the French fishing fleet, and that the subsequent decline of Saint-Pierre is attributable to it. In fact, however, the decline which has followed the Act would appear to be unconnected with it. There have been fishing seasons since the passing of the Act as profitable as any in the period which preceded it; and the export of fishery products was substantially as large in the years which followed as in those which preceded the passing of the Act. For the twelve years from 1889 to 1900 this export was of an average annual value of £403,318. For the twelve years from 1876 to 1887 it stood, it is true, at a slightly higher figure, namely, £421,215; but the fisheries were exceptionally productive just before the Act came into force; and if 1885, a 'bumper' year, be excluded, the average annual value in the years which preceded the Act was £399,790, while for the period 1876 to 1882 it was only £355,640.¹

The bad seasons did not begin until 1903, long after the effects of the measure had made themselves felt, and they have been due to a natural scarcity of bait, from which Newfoundland herself has suffered, and above all to the scarcity of cod. More than once it has happened that there have been poor supplies

¹ *Journal Officiel*, October 27, 1911, p. 1620. The tables there given show the values of dry and salt cod and other fishery products, of 'various goods', and of 'total exports'. In some cases the values of the several items, when added together, come to rather more or rather less than the 'total exports'; but the differences do not affect the argument in the text, where the values given are reached by deducting the value of 'various goods' from that of 'total exports'.

of capelin, which used to be so plentiful in Miquelon that they were thrown up in heaps on the shore; and the once ubiquitous squid 'is tending to become a zoological curiosity'.¹ In 1911 squid failed entirely, with the result that the cold storage had no stock for sale in 1912; and in the latter season its failure was again so complete that the longshore fishermen, who generally sell to the deep-sea fleet, were unable to secure enough for their own use. The scarcity of cod has been a still more serious matter.

From causes as yet imperfectly understood cod has become scarce on the Banks where the French catch their fish. The same vessels, manned and equipped in the same manner, have, under the same conditions of weather, bait, &c., caught but half as much cod within a given number of days during the past four or five years as they used to do in former times.²

If the conditions with regard to bait have been the same, the Bait Act cannot have contributed to the result here described. Indeed, in an authoritative work by French authors upon the fisheries of their country, the conclusion come to is that that weapon has been damaging rather to the hands which have wielded it than to its intended victims. 'It may then be said', they conclude,

that it is more particularly to the interests of Newfoundland that the Bait Bill has been prejudicial: the upkeep of the steamers charged with the enforcement of the law has involved the colony in an expenditure of £9,000 a year; and, much to their annoyance, the people of the South Coast have been compelled to forgo the exceedingly lucrative traffic in bait which they once carried on with our fishermen.³

(h) *Fishery Products*.—Some herrings, flounders, and halibut are caught, and a few lobsters taken, but cod is the backbone of the industry. Cod is exported both in a dry condition and salted; its roes are used as

¹ R. de Caix, *La Question de Terre-Neuve* (Questions Diplomatiques et Coloniales, June 1, 1904, p. 35).

² *Annual Report* for 1906, Cd. 3,283/131 (Annual Series, No. 3870), p. 3.

³ Darboux and others, *L'Industrie des Pêches aux Colonies*, II. 412.

a bait in the French sardine fisheries ; various parts of it are made into a food which commands a sale in certain countries, and cod-liver oil, besides being used medicinally, is also employed industrially in the process of tanning.

Unfortunately it is impossible to extract from the various official statistics any exact notion of the general value to France of the fisheries for which Saint-Pierre acts as a base, or to determine from them the precise contribution of the colony¹ to the general result. So far as the yield of the fisheries can be measured by the exports of the colony (see p. 36), it would appear to have fallen sharply since the beginning of the present century ; but it must be remembered that the growing practice of sending out from France large vessels which in ordinary seasons are capable of carrying their catch straight home without any intermediate visits to Saint-Pierre to unload, would tend to reduce the export figures of the colony without really affecting the value of the fisheries in general. And, even though the larger ships make no use of Saint-Pierre either for taking in provisions and supplies of bait or for unloading their catch, yet it is the fact that directly or indirectly the colony is a *point d'appui* for the whole French fishery on the Banks ; and in any attempt to estimate the present or future value to France of the islands, regard must be paid to the growth of the home fleet, the increasing importance of which has to be weighed in the balance against the diminution in the size of the colonial fleet and the general commercial decline of the colony.

(i) *Bounties*.—For many years the French Government has encouraged the fisheries by the grant of bounties on ships, crews, or products. In the case of the fleets which fish on the Newfoundland Banks, these bounties are at present of two sorts : (i) bounties in respect of the crews, called *primes d'armement*, and (ii) bounties

¹ The approximate value of the catch of the colonial fleet is given in the Appendix, Table I, p. 45 ; but the figures there do not include the yield of the longshore fishery.

on fishery products, or *primes sur les produits de la pêche*. In respect of the crews, the following sums are allowed: (a) for vessels with drying-grounds, for each man of the crew, £2; (b) for vessels without drying-grounds, for each man of the crew, 24s. For the former, certain minimum crews are prescribed in accordance with the size of the ships. In respect of fishery products the bounties are: (a) on cods' roes taken to France, approximately 8s. per cwt.; (b) on dried cod sent direct from the fishery or from a French bonded warehouse to a French colony in America, India, or West Africa, or to a transatlantic country where there is a resident French consul, approximately 8s. per cwt.; (c) on dried cod sent direct or through France to any European country or to any Mediterranean country other than Algeria or Sardinia, about 6s. 6d. per cwt.; (d) on dried cod exported from ports in France to French colonies in America, India, and other transatlantic countries without having entered a bonded warehouse, about 6s. 6d. per cwt.; and (e) on dried cod sent to Algeria and Sardinia, slightly less than 5s. per cwt.

To preserve the French market, the general customs tariff of 1892 imposed a substantial tax on the products of foreign cod fisheries, and the import of all such products into Saint-Pierre is prohibited under heavy penalties. The bounties themselves, however, are not so much commercial in character as designed to foster the fisheries and the mercantile marine as recruiting grounds for the naval forces of France. According to a calculation made by His Majesty's Consul at Bordeaux in his report on French fisheries, written in 1899, the system secures annually an addition of 1,300 experienced, well-trained, hardened seamen to the numbers of the merchant marine, who form, with the 13,000 men employed in the fishing fleet, a valuable reserve which could not be obtained by any other means.

It used to be thought in neighbouring countries that the bounties in respect of the crews, originally confined

to men recruited in France, were meant to compensate the French for the trouble and expense involved in conveying their fishermen many hundreds of miles to the scene of their operations, and so enable them to compete on equal terms with Newfoundland and America. The subsequent extension of the bounty system to the Saint-Pierrais fishermen, however, aroused indignation in Newfoundland, and to these feelings expression was given in the Bait Act. The French argue that England had implicitly admitted the bounty principle by entering no protest against it when the Treaties of Versailles and Paris and the Convention of 1857 were negotiated; that the matter is one of purely domestic concern; and that although the extension of the system to the Saint-Pierrais fishermen might seem to enable them to undersell their competitors, yet their catch is a very small part of the total yield, the price of which depends, not upon them, but upon the operations of the deep-sea fleets.

(3) LABOUR CONDITIONS

The lot of the Bank fisherman is a hard one. He is engaged in prolonged and arduous toil, which is but indifferently remunerated; the hygienic conditions of his existence are deplorable, and he is menaced by incessant danger. The dory frequently gets astray and is lost in the fogs which envelop the fishing-grounds; unseaworthy parent vessels founder in the storms which sweep over them; and, as the grounds are in the path of ocean liners and the costly expedient of cutting the cable is often adopted too late, the risk of collision is considerable. As regards the condition of the ships, French naval officers reluctantly admit that the fishing craft of their country are too often recognizable by their pitiful appearance; and in truth the older ships, besides being frail, are invariably dirty, insanitary, and ill-ventilated. These conditions are aggravated by the bad climate and by the effects of exacting labour, insufficient food, and

the intemperate habits of the crews. Typhoid, gastritis, scurvy, bronchitis, anaemia, and rheumatic affections are common in the fleet, as are wounds, ulcers, and poisoning contracted in the course of employment; for, in addition to the ordinary risks to limb, the men suffer from the corrosive fluid emitted by the squid, and from pieces of periwinkle shell which damage their hands and feet.

Although the services of the French naval surgeons, when they happen to be in those waters, and the activities of the *Société des Œuvres de Mer* do much to improve matters, they cannot entirely counteract the want of proper drugs and the lack of regular and prompt medical attention. Something has been done of late to improve this state of affairs. Premiums on cleanliness are given; dories are required to carry a compass and supplies; abstinence from alcohol is encouraged; the hospital ships and the Homes of the *Société des Œuvres de Mer* offer the prospect of cure and recreation; and the larger modern vessels are more commodious, better equipped, and less insanitary than the old. At best, however, the life of the fisherman on the Banks is full of hardship and peril.

The men of the French fleet are recruited at home, mostly in Brittany, even for the ships which come from ports in Normandy; for the Norman has not much relish for an arduous and ill-remunerated occupation. The Saint-Pierrais boats are manned locally so far as possible, and draw upon France for the balance of their requirements. The men thus brought out from home come, as a rule, bringing with them *projets de rôle*, which are really executory contracts of service between themselves and the owners who are engaging them. These contracts are carried out under official supervision. The terms of service usually provide for the supply of the man's food, for a certain guaranteed minimum wage, and for a share in the proceeds of the fishery. The manner in which the catch is shared between the owner and the crew depends upon the stipulations of the contract between them; but generally

the crew take the value of a third of the catch, less a like fraction of the cost of bait, the value of the catch being determined by the mean price of cod during the season. The part assigned to the men is divided between them in some agreed manner. They also receive 'gratifications', which are not real gratuities, since they are covered by the contract, as well as genuine gratuities voluntarily given by the owner. So many fluctuating circumstances govern the fisherman's earnings that they cannot be assessed with precision, but it may be taken that they seldom amount to much more than a meagre wage.

Yet another evil influence in the life of the fisherman, if he be a man of Saint-Pierre, is the pernicious system of the *livret enregistré*, known shortly as the *livret*. Under this system the man buys his necessaries on credit, the bill being recorded in a book of account which is *visé* by the *Juge de Paix*. When the fisherman is paid off at the end of the season the tradesman puts in his claim for the amount recorded in the book of account, in respect of which he has been placed by local law in the position of a secured creditor. Buying on credit, the man is charged exorbitant prices, and that is not the worst feature of his situation; for if the season seems likely to be bad, his family is virtually cut off from further supplies; whilst, if the season promises well, it is incited to extravagance by a tradesman assured of payment. The fisherman, therefore, knows beforehand that he has little to expect from the work of the season, whether it be good or bad.

All hope of improving his state is forbidden by the very conditions of his existence, and the fact renders him discouraged and indolent; working without hope, he works without keenness and without conscience; living on credit, he fares ill; and his material situation and his moral condition are alike lamentable.¹

¹ Darboux, *Les Colonies françaises au Début du xx^e Siècle*, pp. 419-20. The privilege of the tradesman has been limited by a decree of 1905, under which he may only claim against a man's wages to the extent of £20, if the man be married, and of £16, if he be single.

Moreover, the prevalent system of outfitting on credit and the *livret enregistré* together operate to produce in Saint-Pierre the economically vicious result that the colony subsists, not upon money earned in respect of fish actually caught, but upon visionary and sometimes elusive profits.

(4) MINERALS

The islands are devoid of mineral wealth. Yellow ochre has been found in Miquelon, and Petite Miquelon contains slate, but it is not of commercial value. It was at one time believed that gold existed at Cap Miquelon, but upon analysis the substance which had given rise to the theory turned out to be sulphate of copper and iron pyrites. In 1907 the geological structure of the islands was scientifically examined, and the surveyors reported that neither gold, coal, nor iron in concentrated form appeared to exist.

(5) MANUFACTURES

The other industries of the colony arise out of, and depend upon, the cod fishery. The patent slips and the drying-grounds for cod have already been noticed. Sail-makers, block-makers, caulkers, carpenters, and smiths find employment in and around the yards. Dories are built locally. The manufacture of oil-cloth was begun in 1896. A foundry and machine shop was opened in the following year. In 1898 a sea-biscuit factory was established, with a capacity of about $2\frac{1}{2}$ tons a day ; and, enjoying many openings on the spot together with efficient protection, it prospered rapidly. In the same year a copper-paint factory was inaugurated. Barrels for packing fish and bait, which used to come from America, are also made locally. The cold storage, which comprises an ice and salt plant, can contain 8,000 barrels of bait ; it uses 300 or 400 tons of ice annually, some 1,500 tons of ice being taken in the winter from the hills behind Saint-Pierre, and the surplus sold to the fishing-fleet for the preservation of bait. Medicinal cod-liver oil,

said to be of excellent quality, is manufactured locally; but this industry is decaying, and two small concerns engaged in the business have lately ceased operations. A fish-glue factory, lately destroyed by fire, has not been rebuilt, and an attempt, made some years ago, to convert peat into fuel has been a failure.

(C) COMMERCE

(1) DOMESTIC

The internal trade of the colony is almost entirely in the hands of French houses. These are of three kinds: (i) houses established by local enterprise, which do a retail trade in food-stuffs, textiles, crockery, and other necessaries for domestic consumption and the use of the fishing-fleets; (ii) French houses with drying-grounds at Saint-Pierre, which fit out fishing vessels and *long-courriers*, and export cod to France and to French colonies; and (iii) French houses with branches at Saint-Pierre, which purchase undried fish and have created the market in 'green' cod. For many years two American houses were represented in the islands; but one of them gave up its agency a few years ago, and now one Boston firm is the only resident representative of American interests in the colony.

A Chamber of Commerce exists at Saint-Pierre; it was reorganized and regulated by a decree of April 1, 1878.

(2) FOREIGN

(a) Exports

Quantities and Values.—A marked decrease in exports has occurred since the beginning of the present century. Of the value of £538,698 in 1900, they were worth only £252,402 in 1914; and of the value of £437,831 on the annual average of the period 1900–4, they amounted only to £294,400 and £291,237 respectively on the annual average of the two following quinquennial periods. They consist almost entirely (98 per cent.) of fishery products, viz. salt cod, dried cod,

other salt and dried fish, cods' roes, cod-liver oil, lobsters, and herrings. The decrease is due in part to the diminished productiveness of the fisheries and in part to the decline in the colonial fleet and the increased employment in the home fleet of large sailing vessels and trawlers, the catch of which is not landed at Saint-Pierre, and is therefore excluded from the colonial returns. The export of salt cod, which was worth £220,013 per annum, or 84 per cent. of the total exports, on the average of the period 1905-14, has grown at the expense of the dried article, the export of which was worth annually nearly £120,000 from 1885 to 1899,¹ but something less than £30,000 from 1905 to 1914.² A decline has also taken place in the exports of cods' roes and of cod-liver oil. In addition to fishery products there is a trifling export of hides, derived, as mentioned above, from beasts imported for fattening, the skins of which are sent to Halifax to be tanned. There is also a small trans-shipment trade, consisting of the sale of imported articles to ships calling for supplies; but such vessels are decreasing in size and number, and this trade is of no great account. The exports exceed the imports in value by some £100,000 a year. Their quantities and values are given in the Appendix, Table III, p. 47.

Countries of Destination.—The export trade of the colony is directed almost entirely to France, which takes about 90 per cent. of the whole (see Appendix, Table IV, p. 48). French colonies take rather over 5 per cent., chiefly in the shape of herrings, dried cod, &c., sent to the Antilles; Canada takes about 4½ per cent.; and exports to the value of a few hundred pounds annually are sent to Newfoundland and other countries. So far as not consumed in that country, the cod sent to France is re-exported to Spain, Portugal, Italy, Algeria, Greece, and the Levant, and sometimes even to South America. There has been some expansion in the trade with the French colonies and in that with Canada, but in each case the volume of trade is small.

¹ *Journal Officiel*, October 27, 1911, p. 1620. ² See Table III.

(b) Imports

Quantities and Values.—Like the exports, the imports of the colony have suffered a very great decrease in recent years. Of the value of £367,642 in 1900, they were worth only £170,508 in 1914; and of an annual average value of £337,264 in the period 1900–4, they amounted only to £193,577 on the average of the period 1910–14. The decrease is due to the diminished prosperity of the colony owing to the partial failure of the fisheries, and to the reduced requirements of the colonial and home fleets and of foreign vessels. As the colony produces nothing but fish, many of the imports are of an alimentary character, these amounting together to about 30 per cent. of the whole. Textiles, 10 per cent.; wines, spirits, and liquors, 9 per cent.; farinaceous substances, 8 per cent.; salt, not quite 8 per cent.; colonial produce, 7 per cent.; machinery and metal goods, 6 per cent.; coal and cordage, each about $4\frac{1}{2}$ per cent.; live-stock, 4 per cent.; and animal products, such as meat, milk, butter, and cheese, amounting together to about 8 per cent., are the principal imports. There is a small import of fish, it being a curious fact that in Saint-Pierre, which exports fish to a value of over a quarter of a million pounds a year, fresh fish is difficult to buy, and usually comes from Newfoundland or Canada. If the quinquennial period 1910–14 be compared with that which preceded it, nearly every article of import will be found to show a slight decrease in value roughly commensurate with the general decline in trade. The quantities and values of the imports are given in the Appendix, Table III, p. 47.

Countries of Origin.—The import trade is divided almost equally between France and foreign countries. Amongst the latter British possessions take about 28 per cent., made up as follows: Canada, 24 per cent.; Newfoundland, $2\frac{1}{2}$ per cent.; and the United Kingdom, $1\frac{1}{2}$ per cent. Amongst other countries the only important source is the United States, which handles $14\frac{1}{2}$ per cent. of the import trade (see Appendix, Table IV, p. 48).

The chief articles supplied by France are textiles, 90 per cent. of the import of that commodity on the average of the period 1905-14 (see Appendix, Table V, p. 49); wines, etc., 86 per cent.; machinery and metals, 63 per cent.; cordage, 79 per cent.; groceries, 31 per cent.; leather goods and furs, 62 per cent.; meat and other animal products, 25 per cent.; paper and paper goods, 83 per cent.; and farinaceous substances, 10 per cent. Comparing the second with the first quinquennial period, the percentage of French goods imported shows a slight increase, both actually and relatively to the total import of the commodity, in the case of cordage and leather goods and furs, and, relatively only, in the case of groceries. With the exception of animal products, in which it is stationary, the French percentage shows a decrease in the case of the other commodities mentioned.

The imports from Canada are coal, oil, and building materials, 72 per cent.; meat and animal products, 48 per cent.; live-stock, 90 per cent.; farinaceous substances, 31 per cent.; timber, 73 per cent.; groceries, 21 per cent.; and leather goods and furs, 34 per cent. On a comparison of the two quinquennial periods there will be found actual and relative increases in coal, &c., and in farinaceous substances, the latter having nearly doubled, and relative increases only in animal products and timber. Live-stock, groceries, and leather goods and furs show relative declines.

The fish imported from Newfoundland represents 59 per cent. of the whole import of fish on the average of the years 1905-14. From the first to the second quinquennial period it has declined sharply.

The United States supply farinaceous substances, 53 per cent.; groceries, 29 per cent.; meat and animal products, 25 per cent.; coal, oil, and building materials, 22 per cent.; and machinery and metals, 10 per cent. The import of machinery and metals has increased. That of farinaceous substances has fallen sharply.

The direct trade with Great Britain is insignificant;

but a certain quantity of fishing-hooks, chains, anchors, cutlery, &c., of British manufacture finds its way to Saint-Pierre by indirect routes through France, Canada, and the United States.

Salt is imported from Cadiz and Lisbon. The fishermen evince a marked preference for Spanish and Portuguese over French salt, which is less pure and impairs the colour of the fish that are cured with it.

(c) *Customs*

In principle the customs dues levied in the colony are those of the French general tariff, but in practice there are modifications adapted to the peculiar needs of the islands. Thus the local boat-building industry is protected by a duty of £1 apiece on imported dories; the manufacture of sea-biscuits is encouraged by the fact that, while the duty on the raw material is only light, that on the finished product is heavy; and the import of foreign cod is prohibited. The French duties are also abolished or reduced in the case of food-stuffs and other articles of necessity which France cannot herself supply by reason of her distance from the colony and of the nature of the goods. Not long before the outbreak of war further special modifications of the tariff were authorized in consequence of the state of commercial debility into which the islands have fallen.

(D) FINANCE

(1) *Public Finance*

That the budgets of the colony may balance, it is usually necessary for assistance to be accorded by the Home Government in the shape of subventions. On the average of the years 1900-7 the receipts and expenditure were as follows: Receipts:—subventions, £2,945; direct contributions (real property tax, &c.), £1,558; customs receipts, £6,915; excise dues, £3,564; shipping dues, £4,779; various duties (*droits de statistique, d'octroi de mer, de francisation, de jaugeage,*

de magasinage), £664; and miscellaneous, £2,567; total, £22,992. Expenditure:—general administration £2,290; justice, police, &c., £2,704; education, public relief, &c., £2,284; customs, £1,270; post office, £4,329; public works, lighthouses, &c., £3,030; and miscellaneous, £7,447; total, £23,354.¹ A reserve fund is available for meeting small deficits. The chief officer of the colony was reduced in rank in 1906, and various administrative economies have been effected, but it is said that the cost of administration is still excessive.

The customs duties and shipping dues have already been noticed in detail. Together with them, the excise dues and the wharfage dues, warehouse charges, and other duties, even though in themselves of relative moderation, impose a sum total of taxation which constitutes a considerable burden upon the Saint-Pierrais importer and his customers.

Besides the colonial budget, the colony has three *Communes*, with a municipal expenditure of their own of some £5,000 a year. The municipal chests derive their funds from various sources, the chief being the *droits d'octroi de mer*, nine-tenths of which are allocated to the municipalities, the remaining one-tenth being retained by the colonial administration to cover the cost of collection. The wharfage dues levied in the Barachois (the inner harbour of Saint-Pierre) are also a municipal imposition. If, as frequently happens, the ordinary sources of revenue are insufficient to meet the expenditure, the municipal budgets are balanced by means of a supplementary tax upon property.

(2) *Currency and Banking*

French money alone is legal tender in the colony; but it is much less plentiful there than foreign coin, and the local Treasury is authorized to accept the coins in most common use, namely the Spanish or Mexican doubloon at the rate of 82 francs, the American eagle

¹ *Statistiques des Finances des Colonies françaises.*

and dollar at the rate of 108 francs and 5 francs 40 centimes respectively, and the English sovereign at the rate of 26 francs.¹ The high value assigned to foreign currency has operated to promote its introduction; but, as regards the English and American money at all events, the tolerance accorded to it may be thought to facilitate the constant exchange which goes on between the colony and her British and American neighbours. It would have been well, however, if French money could have been made available in greater quantities, for the effects of its scarcity have been prejudicial to trade; Saint-Pierrais houses remitting to France used to be obliged to buy paper at dear rates, and local commerce was thereby hampered in its relations with the mother country. It was to remedy these inconveniences that a French bank was founded at Saint-Pierre in 1889 under the name of the Banque des Îles Saint-Pierre et Miquelon. It has a capital of £20,000.

¹ These rates were those obtaining before the late war.

V. GENERAL OBSERVATIONS

THE welfare of the Colony, (wrote His Majesty's Consul in 1905,¹) depends entirely upon the fisheries; when cod is plentiful, commerce flourishes; when the catch is poor or bad, the result is stagnation in every branch of trade. At present the usual signs of bad times are to be met with at every turn—empty sheds, stores, shops, and houses in various stages of disrepair and decay; fish-drying yards, carefully prepared with large stones for airing the cod, choked with weeds, and the surrounding woodwork succumbing to wind and weather; landing-stages, built at considerable expense and trouble, gradually rotting and falling to pieces; merchants are liquidating and going away, whilst none come to replace them.

Four years later the picture was equally gloomy.

The decline of Saint-Pierre, said the report for 1909,² is evident even to the most casual observer. Abandoned houses are almost as numerous as those that are occupied. Many buildings have been allowed to decay beyond repair. The Government is without funds to maintain properly the public works already completed.

Various suggestions have been made for remedying the state of affairs here depicted. It is true that Saint-Pierre has been hard hit by the preference now given to home ports in the outfitting of fishing vessels and by the reduced custom of foreign ships, and it is possible that those movements might be checked by a drastic modification of the customs tariff, the shipping dues, and the other vexatious charges which have helped to empty Saint-Pierre harbour; by the establishment of efficient supply depots; and by reduced postal rates, better mail and freight services, and improved communications in general. But the decline of the colony is due primarily to the scarcity of cod

¹ Report for the year 1905, Cd. 2,682/252 (Annual Series, No. 3727), p. 4.

² Cd. 4,962/189 (Annual Series, No. 4577), p. 6.

and of bait fishes, over the movements of which man has no control.

The economic value of Saint-Pierre and Miquelon, in the eyes of French publicists, is as a port of call for deep-sea fishers. It has therefore been suggested that they should be made free ports, to which as many ships as possible of all nationalities might be attracted. At present the clientèle is practically restricted to the French fishermen who earn the bounties which the State offers. The colony has no other economic use than as a port of call. The navigation of the waters round the islands is difficult, and landings are often attended with some danger.

APPENDIX

TRADE STATISTICS

TABLE I¹

FISHERY STATISTICS, SAINT-PIERRE FLEET

	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	
Number of schooners fitted out in the Colony ²	71	53	44	53	50	40	29	24	
" " lost during the season	6	3	1	4	5	0	1	0	
" " remaining	65	50	43	49	45	40	28	24	
Approximate mean price of salt cod per cwt.	17s.	12s. 2d.	11s. 2d.	12s.	15s.	18s. 6d.	18s. 7d.	20s. 1d.	
Total catch of local fleet { weight in cwt. .	124,843	110,671	120,743	126,844	73,404	44,302	48,375	21,880	
{ approximate value	£106,000	£67,000	£67,000	£76,000	£55,000	£41,000	£45,000	£22,000	
Value of total export of fishery products .	£250,129	£216,378	£304,471	£336,382	£305,621	£206,443	£223,572	£230,101	
Approximate average catch per schooner {	cwt.	1,921	2,213	2,808	2,588	1,631	1,107	1,727	912
		value	£1,632	£1,345	£1,568	£1,533	£1,223	£1,025	£1,600	£917

¹ This Table is compiled from the *Statistiques de la Navigation dans les Colonies françaises* and from the *Statistiques du Commerce des Colonies françaises*. Conversion at the rate of 25 francs to £1, and 50 $\frac{3}{4}$ kilogrammes to 1 cwt.

² There were 210 of these vessels in 1902, 183 in 1903, 150 in 1904, 101 in 1905, and 105 in 1906.

TABLE II¹

IMPORTS, EXPORTS, AND TOTAL VOLUME OF TRADE

	1900.	1901.	1902.	1903.	1904.
	£	£	£	£	£
Imports . . .	367,642	380,903	356,304	332,244	249,227
Exports . . .	538,698	470,103	491,838	382,100	306,416
Total . . .	906,340	851,006	848,142	714,344	555,643
	1905.	1906.	1907.	1908.	1909.
	£	£	£	£	£
Imports . . .	217,581	208,098	201,277	209,693	206,668
Exports . . .	284,772	283,447	290,237	263,746	349,796
Total . . .	502,353	491,545	491,514	473,439	556,464
	1910.	1911.	1912.	1913.	1914.
	£	£	£	£	£
Imports . . .	204,545	211,384	207,177	174,270	170,508
Exports . . .	375,779	339,812	240,119	248,072	252,402
Total . . .	580,324	551,196	447,296	422,342	422,910

ANNUAL AVERAGES

	1900-4.	1905-9.	1910-14.	Mean.
	£	£	£	£
Imports . . .	337,264	208,663	193,577	246,501
Exports . . .	437,831	294,400	291,237	341,156
Total . . .	775,095	503,063	484,814	587,657

¹ Authority: *Statistiques du Commerce des Colonies françaises*. Conversion at the rate of 25 francs to £1.

TABLE III.¹ PRINCIPAL ARTICLES OF EXPORT AND IMPORT

EXPORTS.					IMPORTS.						
		Annual Average, 1905-9.	Annual Average, 1910-14.	Per- centage of Total Exports. Mean.		Annual Average, 1905-9.	Annual Average, 1910-14.	Per- centage of Total Imports. Mean.			
Salt cod (<i>Morue verte</i>) .	tons	13,892	12,566	13,229	—	Textiles	£	22,231	18,070	20,150	10.02
	£	215,412	224,614	220,013	84.05	Wines, spirits, and liquors	£	19,800	17,587	18,693	9.30
Dried cod (<i>Morue sèche</i>)	tons	1,434	1,348	1,391	—	Farinaceous substances	{ cwt.	43,076	31,298	37,187	—
	£	28,943	30,975	29,959	11.45		£	17,754	15,278	16,516	8.21
Other dried and salt fish	tons	235	166	200	—	Salt	{ tons	11,731	12,843	12,287	—
	£	2,889	2,436	2,662	1.03		£	16,613	14,613	15,613	7.76
Cods' roes	tons	133	136	134	—	Groceries (tea, sugar, &c.)	£	15,366	14,115	14,740	7.33
	£	1,918	1,386	1,652	.63	Machinery and metal goods	£	12,859	12,752	12,805	6.37
Cod-liver oil, &c.	tons	135	82	108	—	Coal and coke ²	{ tons	8,994	8,625	8,809	—
	£	1,925	890	1,408	.54		£	9,545	8,348	8,946	4.45
Lobsters and other fishery products	£	220	109	164	.06	Cordage, &c.	£	8,797	8,754	8,775	4.36
Total fishery products	£	251,307	260,410	255,858	97.74	Live-stock	£	9,156	6,707	7,931	3.95
Hides and other animal products	£	1,230	1,354	1,292	.49	Leather goods and furs	£	6,665	6,449	6,557	3.26
Other exports	£	5,821	3,434	4,628	1.77	Salt meat, &c.	{ cwt.	3,119	2,164	2,641	—
Total exports excluding trans-shipments	£	258,358	265,198	261,778	100.00		£	6,755	5,767	6,261	3.11
Trans-shipment trade		36,042	26,039	31,040		Milk, butter, and cheese	{ cwt.	1,414	1,077	1,245	—
Total exports		294,400	291,237	292,818			£	5,926	5,281	5,603	2.78
						Animal greases	{ cwt.	1,207	1,121	1,164	—
							£	1,601	2,571	2,086	1.04
						Other animal products	{ cwt.	1,054	546	800	—
							£	2,881	1,251	2,066	1.03
						Timber	£	5,147	4,189	4,668	2.32
						Paper and paper goods	£	4,514	3,740	4,127	2.05
						Fish	{ cwt.	11,858	8,034	9,946	—
							£	4,333	3,307	3,820	1.90
						Petrol and paraffin	£	1,868	2,147	2,007	.99
						Other imports	£	36,852	42,651	39,751	19.77
						Total imports	£	208,663	193,577	201,115	100.00

¹ This Table is compiled from the *Statistiques du Commerce des Colonies françaises*. Conversion at the rate of 25 frs. to £1 ; 1,015 kilos to 1 ton ; and 50 $\frac{3}{4}$ kilos to 1 cwt.

² Coal, coke, petrol, paraffin, and building materials, &c., are classified together in the French statistics, the mean import being £12,307

TABLE IV¹

TRADE WITH THE PRINCIPAL COUNTRIES

	EXPORTS. ²				IMPORTS. ³				TOTAL TRADE.	
	<i>Annual Average, 1905-9.</i>	<i>Annual Average, 1910-14.</i>	<i>Mean.</i>	<i>Per-centage.</i>	<i>Annual Average, 1905-9.</i>	<i>Annual Average, 1910-14.</i>	<i>Mean.</i>	<i>Per-centage.</i>	<i>Mean.</i>	<i>Per-centage.</i>
	£	£	£		£	£	£		£	
French Possessions :										
France	235,170	233,843	234,506	89·59	105,556	94,533	100,045	49·76	334,551	72·27
French Colonies	11,669	16,219	13,944	5·33	1,047	1,098	1,073	·52	15,017	3·25
British Possessions :										
Canada	9,893	14,209	12,051	4·60	50,406	46,951	48,679	24·20	60,730	13·12
Newfoundland	606	863	735	·28	6,427	3,509	4,968	2·47	5,703	1·24
United Kingdom	—	—	—	—	—	6,024	3,012	1·50	3,012	·65
Other British Countries	—	—	—	—	418	1,613	1,015	·50	1,015	·22
Foreign Countries :										
United States	—	—	—	—	30,319	27,871	29,095	14·47	29,095	6·28
Spain	—	—	—	—	1,525	3,979	2,752	1·37	2,752	·59
Other Countries	1,020	64	542	·20	12,965	7,999	10,482	5·21	11,024	2·38
Total, French Possessions	246,839	250,062	248,450	94·92	106,603	95,631	101,118	50·28	349,568	75·52
„ British Possessions	10,499	15,072	12,786	4·88	57,251	58,097	57,674	28·67	70,460	15·23
„ Foreign Countries	1,020	64	542	·20	44,809	39,849	42,329	21·05	42,871	9·25
Total	258,358	265,198	261,778	100·00	208,663	193,577	201,121	100·00	462,899	100·00

¹ This Table is compiled from the *Statistiques du Commerce des Colonies françaises*. Conversion at the rate of 25 francs to £1.

² Excluding trans-shipment trade.

³ The imports from France include articles supplied by France, but of other than French origin, to the value of £7,350 in 1905-9, £5,634 in 1910-14; mean, £6,492.

TABLE V¹IMPORT TRADE WITH FRANCE, CANADA, NEWFOUNDLAND,
AND THE UNITED STATES

<i>Country of Origin and Articles Imported.</i>	<i>Annual Average, 1905-9.</i>	<i>Annual Average, 1910-14.</i>	<i>Mean.</i>	<i>Percentage of Total Imports of the Commodity.</i>
	£	£	£	
FRANCE :				
Textiles	20,224	15,844	18,034	89·50
Liquors	17,658	14,586	16,122	86·24
Machinery and metals	8,145	7,960	8,052	62·88
Cordage, &c.	6,836	6,989	6,912	78·77
Colonial produce	4,678	4,537	4,608	31·23
Leather goods and furs	4,038	4,106	4,072	62·10
Animal products	4,222	3,711	3,967	24·77
Paper and paper goods	3,800	3,079	3,439	83·33
Farinaceous substances	1,825	1,482	1,654	10·00
Other imports	34,131	32,239	33,185	—
Total imports	105,557	94,533	100,045	—
CANADA :				
Coal, oil, and building materials	8,784	9,017	8,900	72·32
Animal products	8,051	7,318	7,684	47·97
Live stock	8,326	5,889	7,108	89·61
Farinaceous substances	3,772	6,602	5,187	31·40
Timber	3,746	3,113	3,430	73·45
Colonial produce	3,329	2,813	3,071	20·80
Leather goods and furs	2,387	2,019	2,203	33·60
Other imports	12,011	10,180	11,096	—
Total imports	50,406	46,951	48,679	—
NEWFOUNDLAND :				
Fish	3,086	1,423	2,254	59·00
Other imports	3,341	2,086	2,714	—
Total imports	6,427	3,509	4,968	—
UNITED STATES :				
Farinaceous substances	11,181	6,487	8,834	53·49
Colonial produce	4,346	4,283	4,314	29·26
Animal products	4,472	3,495	3,983	24·87
Coal, oil, and building materials	2,945	2,398	2,671	21·70
Machinery and metals	691	1,845	1,268	9·91
Other imports	6,684	9,363	8,025	—
Total imports	30,319	27,871	29,095	—

¹ This Table is compiled from the *Statistiques du Commerce des Colonies françaises*. Conversion at the rate of 25 frs. to £1.

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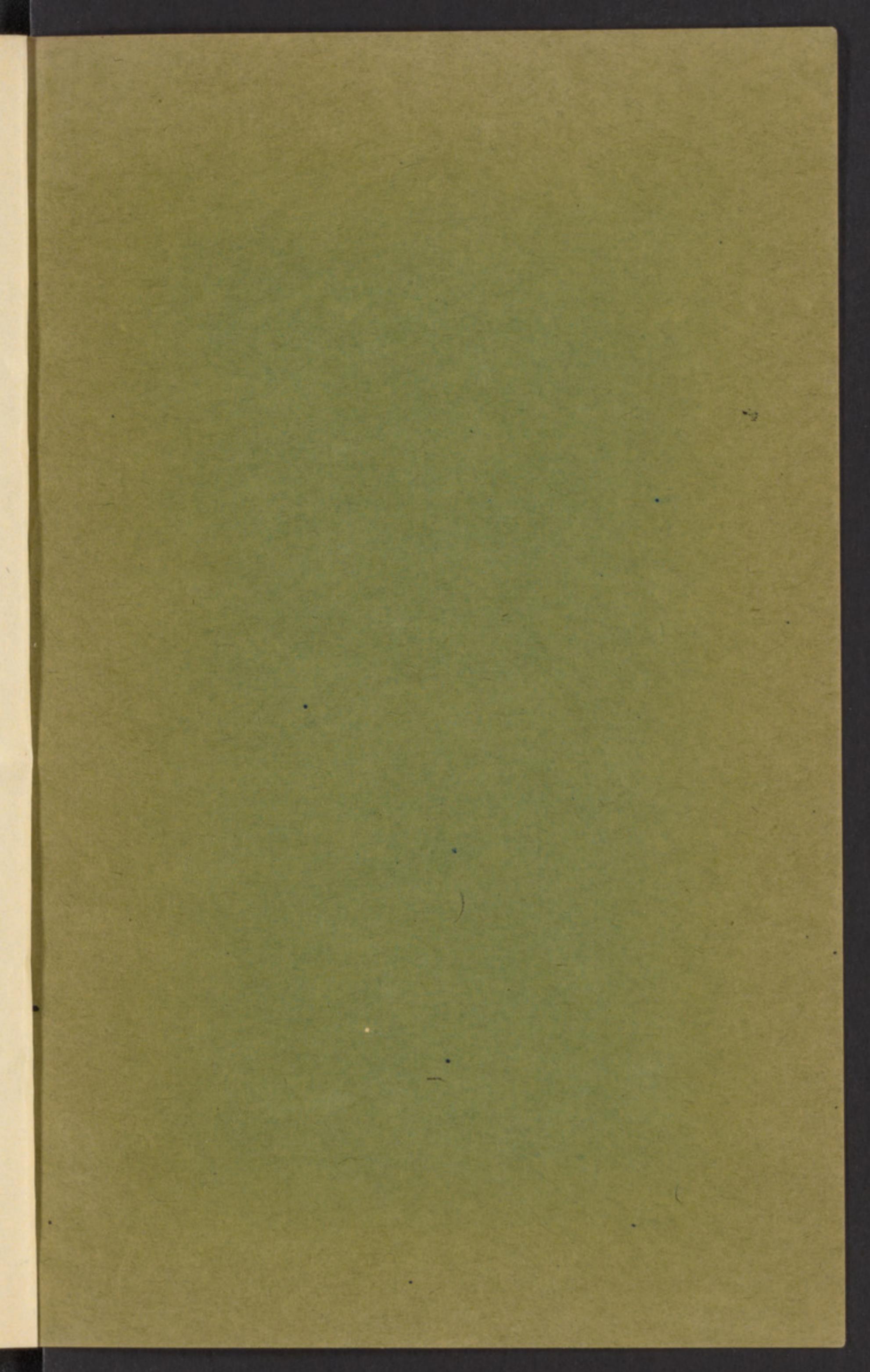
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MAPS

A special map of Saint-Pierre and Miquelon, on a large scale (G.S.G.S., No. 2886) has been issued by the War Office in connexion with this series.



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