

1840. Robb, John, " Report by Captain John Robb, R.N, On the State of the Fisheries, the Condition of the Light Houses, the Contraband Trade, and Various Other Matters in the Bay of Fundy, Made to His Excellency the Lieutenant Governor, 1840." Journal of the House of Assembly of the Province of New Brunswick, from the Twentieth Day of January, to the Twenty Sixth Day of March, Being the Fifth Session of the Twelfth General Assembly. Fredericton: John Simpson, 1841. Appendix. Pp. 9.

The recommendations to have fog guns fired at all the light house stations along the coast, ought to be considered as a warning against, and not an encouragement to run ; and if so considered, they would be most beneficial, and be the means of saving many lives and much property.

The latitudes and longitudes of the following places, which differ considerably from the last survey of the Bay made by Mr. Lockwood, may be found more correct than those of the charts, although not mathematically so.

	LATITUDE.	LONGITUDE.
Cape Sable Seal Island Light House,.....	43° 24' N.	66° 00' W.
Brier Island Light House,.....	44 14 N.	66 27 W.
Annapolis Light,.....	44 40	65 50
Partridge Island Light House, Saint John, .....	45 13	66 7
Grand Manan, North Point, ... ..	44 47	66 49
Ditto, Swallow Tail,.....	44 45	66 47
Head Harbour Light House,.....	44 57	66 57
Beaver Harbour,.....	45 4	66 47

The Latitudes are from Meridian observations, and the Longitudes determined from Chronometer ; both are liable to some error, but not to any extent.

I have the honor to be, Sir,

Your obedient servant,

JOHN ROBB, *Commander.*

His Excellency Major General Sir JOHN HARVEY, K. C. B. & K. C. H.  
Lieutenant Governor, &c. &c. &c.

**REPORT**

**By Captain JOHN ROBB, B. N., on the state of the Fisheries, the condition of the Light Houses, the Contraband Trade, and various other matters in the Bay of Fundy, made to His Excellency the Lieutenant Governor, 1840.**

HER MAJESTY'S SLOOP SATELLITE, }  
Saint John, New Brunswick, 18th October, 1840. }

SIR,—I have the honor to acquaint Your Excellency with the arrival of Her Majesty's Sloop under my command at this Port, from a Cruise, and a visit to the various Stations in the Bay of Fundy, for the protection of the Fisheries and the interests of Her Majesty's subjects; and with reference to my letters of 13th May, 27th June and 28th August, addressed to Your Excellency, I beg to forward the following Report of the state of the Fisheries, &c. up to the present period, which does not materially differ from that contained in the aforesaid letters. This Report I have drawn up from personal observation, and the best information I could obtain on the subject.

The Deep Sea, Herring, and Mackarel Fisheries in the Bay of Fundy, must always be productive of great wealth to the Province of New Brunswick, a most important article of commerce, and a constant means of employment to thousands of its population ; and if protected by wise laws, and prosecuted with that assiduity and energy which can alone secure success in every pursuit of life, must become one of the chief and most permanent sources of Provincial prosperity.

The inhabitants of Grand Manan and the adjacent Islands, and the coast of New Brunswick, are more favorably situated than any other people of North America for the prosecution of these Fisheries to an unlimited extent ; not only to their own immediate advantage, but to that of the Province generally : their locality affording capabilities of a nature denied to the other people of America, which must insure to them affluence and independence, and be productive of much and lasting benefit to the community at large.

The prodigal bounty of nature, in thus furnishing them with the means of obtaining a livelihood with ease, has unfortunately destroyed the energies which are requisite

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to prosecute the Fisheries to any extent; and it is much to be regretted that some means are not devised, calculated to rouse their latent feelings to a proper sense of their own interests, to point out the superior privileges which they possess, and to stir up a spirit of emulation among them, by a laudable competition with each other, to excel in the quantity and quality of their fish.

That no such stimulus exists among these people to enter the lists as competitors with each other, or with the citizens of the United States, is but too evident, from the fact that there are only sixty five vessels employed in the Fishery, belonging to New Brunswick, of from ten to thirty tons each, (exclusive of the small boats that fish along shore,) with an average of six men to each vessel; and of these there are only twenty fitted out from Grand Manan—a circumstance which must convey an idea of their utter want of enterprise, and a total absence of that feeling of ambition which first raises men in their own esteem, and inspires them with a desire of obtaining that of their neighbours.

There is not only constant employment, but a certain source of wealth within the reach of ten times the number of vessels and men employed from Grand Manan and its vicinity, yet they tamely and quietly look on, whilst the inhabitants of the United States, far from their home, deprived of the means of procuring fresh bait, and with not a tithe of their privileges, are realizing a competency, and securing to themselves and countrymen resources of commercial treasure, which these more favoured people allow them to possess themselves of, without using a single effort to prevent them, either by a combined determination to compete in the art of fishing, or by availing themselves of the natural advantages which their proximity to the fishing grounds affords.

With every facility in favour of the fishermen of New Brunswick, the number of craft belonging to the United States is as ten to one, and their success is proportionably great, arising from their superior activity and perseverance; and it is quite true that they surpass the fishermen of New Brunswick in the quantities of fish which they catch individually, in a very large proportion.

This conclusion has been come to from actual comparison of the number of men, the number of days out, and the quantities of fish caught; and this fact is attributable not to the superior skill of the fishermen of the United States, but to their unwearied perseverance and unceasing industry; and it may be remarked, at the same time, that the people of the opposite coast of Nova Scotia excel them likewise, in a great degree.

Were a practical proof requisite, to confirm the existence of the apathy and indifference with which the inhabitants of New Brunswick allow the benefits that nature has so lavishly bestowed to be wrested from them, the following fact might be adduced in confirmation of it, viz. that most of the Weirs for catching Herrings, constructed along the coast, in all the Bays, Creeks and Rivers, are let on lease to the Citizens of the United States, who build houses, smoke and preserve their fish *on our own shores*, and this with the consent and concurrence of the inhabitants, although in direct contravention of the 1st article of the convention of the 20th October, 1818, between Great Britain and the United States; and who, thereby, for a very inadequate remuneration, sacrifice all the advantages which industry might insure to themselves, and the benefits which Commerce must concede to the Province.

That this inexhaustible source of wealth, arising from the Fishery, is limited solely by the want of exertion in those who prosecute it, may be demonstrated from the following statement made by William Gubtail, one of the Overseers of the Fisheries at Grand Manan, the truth of which there can be no reason to question.

In last year (which was a more unfavorable season for fishing than the present,) William Gubtail purchased for his son a boat of eleven tons burthen, for which he paid £100—with this small vessel, the son, with four men whom he had hired, not only cleared the expenses and purchase money of the vessel, &c., but supported the whole of his father's family during the last winter. Since the month of May, this year, he has made three trips to the Deep Sea Fishing, and caught 250 quintals of Codfish; twice he has gone to the Herring Fishery, and landed 170 barrels of Herrings, and he is now engaged in another voyage after Herrings. Thus, in less than six months, he has cleared double the value of his vessel, paid his expenses, supported his

his family, and intends building a new vessel of thirty tons burthen for next year, as the one he now has is not large enough to ride at anchor on the fishing ground in bad weather.

Let it be supposed then, that every second man in the Island of Grand Manan, which has a population of about twelve hundred persons, were a fisherman, and actuated by the same commendable spirit of industry as this young man, what an immense revenue must yearly flow into the Island! Suppose five hundred men are prosecuting the fishing, and employ one hundred vessels, at the rate of five men to each vessel, the annual amount arising from fishing alone would be (supposing the value of a quintal of Fish and a barrel of Herrings to be 15s. each, their actual price) upwards of £30,000, whilst it is proved that the value of all the fish caught does not exceed one-tenth of that amount. Indeed the expenses of one of Her Majesty's Ships, sent for six months to protect the Fisheries, are greater than the value of all the fish caught around the Island in a season by British subjects.

That capital is not at all necessary to follow, with a fair remuneration, the occupation of fishing, or the want of it any cause why it should not be more zealously prosecuted, must be obvious to any one, for wealth is within the power of the poorest person on the coast.

To illustrate this circumstance, let us suppose a stout active youth of fifteen years of age (and he is as fit for the task of fishing as an older person) constantly employed in fishing, with that success which attended the exertions of young Gubtail, and that he has taken a proportionate quantity of fish with the rest of the crew. By the usual mode of separating the quantity of fish caught, one-half goes to pay the expenses, and for the use of the vessel; and the residue is divided among the crew in proportion to the number of quintals individually taken. According to this system, such boy would be entitled to the amount of £30, as his proportion for six months, and it must be obvious therefore, that with common management and frugality, (as the expenses of living at Grand Manan are very small,) he might save money enough to purchase a vessel of twenty tons, before he was twenty one years old.

This may appear a startling assertion to many, but it is capable of demonstration, not as a matter of opinion but of calculation; and the idea cannot be contemplated but with feelings of profound regret, that people to whom Providence has been so bountiful, should be so blind to their own temporal good, as to reject so inconsiderately the superlative blessings which have been bestowed on them. It is self-evident, therefore, that riches are within the reach of all who have industry and perseverance to pursue the means of acquiring them.

These observations are nearly as applicable to the inhabitants of the coast, and other Islands, who follow the fishing, and who are unfortunately imbued with the same habits, as to those of Grand Manan; many of them gain their daily bread, or live from hand to mouth, by fishing along the coast in open boats, and planting a few potatoes, thus dividing their time between fishing and agriculture, earning a miserable and precarious subsistence by this practice, with wealth and independence within their reach, consequent on their pursuing either one or the other of these occupations with industry.—The following of both with success is incompatible, for each requires the undivided attention of the husbandman and the fisherman; yet although they behold the active fisherman and the industrious farmer enjoying a competency and arriving at independence, and on the other hand feel the failure of their own endeavors, and those of their neighbours, to prosecute to any advantage both these united, so bigotted are they to ancient usage, and their own opinion, that in spite of daily experience they go on as their fathers did, apparently contented if they do not retrograde, without a wish for exchange, or a desire for improvement.

Poverty and misery, as a natural consequence, unhappily prevail, instead of opulence and independence; indolence and apathy occupy the place of industry and energy; the natural advantages of sea and land are thus rendered fruitless and unprofitable, and neither the force of example, the influence of advice, nor the prospect of emolument have induced them to relinquish a system so objectionable, and adopt the means which experience has proved to be the best for insuring an honest livelihood in youth, and providing a comfortable competency for old age.

Whilst a want of that virtuous emulation to arrive at some degree of perfection in their

their common pursuits exists with a majority of these people, there are several thriving and industrious families, whose characters are much superior; and it must be stated in favour even of the former, that they are sober and honest, and probably if some means could be thought of to enlighten them, and shew them the value of their own resources, they might turn their knowledge to a good account; but from their habitual idleness it is too apparent many are satisfied that the work of one day, if enough to keep them during the week, is sufficient for present need; and the future, beyond that period, is seldom provided for.

The circumstance of one man being detained at home for several weeks, has been the cause of six others remaining idle, who appeared but too glad to have an excuse for being so while the vessel was laid up—the best part of the season passing away, and the fishing neglected during that time.

Hence it happens that many are compelled, during the winter, to obtain the common necessaries of life from the various stores, at an immense sacrifice, when a little forethought might have guarded them against such improvidence.

It would be presumptuous in any one ignorant of the Laws of New Brunswick, or the powers vested in the Legislature, to offer any opinion as to the best means of arousing those people from their lethargy to a proper value of their own position; but, by exposing the nature of the disease, the remedy may be administered by those best qualified to judge from the symptoms.

An intelligent, active, honest man, unbiassed by party feeling, unprejudiced by conflicting petty interests, and alive to the important duties of his situation in the character of a ruling stipendiary Magistrate, might do much good by his advice and example, if constantly on the spot; animating by his disposition, directing by his influence, and cheering by his approbation, he might create that spirit of incitement to industry which is so much wanted. Any other duties might be assigned to him; he might be a superintendent of the fishery, point out the best mart for their produce, raise the character of their fish in the market (for it is notorious that the Herrings of Grand Manan, although naturally of the same quality as those of Digby, obtain less than half their value owing to the carelessness and indifference with which they are prepared for the market,) and by these means exalt the character of the people at the same time. But to be useful he should be perfectly independent, and to this end he ought to have a salary from the Province, suitable to his station, and commensurate with the duties required of him.

By means of such regulation and encouragement on the part of the Province, small villages would spring up in the most commodious places for commercial purposes, which, in the course of a few years, would arrive at importance sufficient to employ a steamer weekly, or perhaps more frequently, to carry their produce and correspondence to and from the flourishing City of Saint John; and by the constant interchange of ideas, as well as of commodities, and frequent intercourse with strangers, the inhabitants would become by degrees more enlightened and civilized, and population would increase with intelligence and commercial prosperity.

In submitting themselves to the minor sacrifice of a salutary controul, which is the bond of all civilization, they would establish an essential principle for the purpose of gaining a superior advantage; and in so doing, secure the due fulfilment of the law and the practical good of the community.

To people, however, in their present state, any bounty on the fishing, or grant of money of any kind, would only be the means of encouraging them in idleness, for it is evident that if many of them could subsist without any labour at all, they would endeavour to do so—if less were possible—with less; and it has been found by experience that the bounties formerly granted from the Province, did not produce that good effect which was expected of them, and until some moral change takes place among them, they are more likely to do harm than good.

That the hard working fisherman, following the rugged steps of a perilous profession, should meet with a reward due to his labours and hardships, no one will deny; and were all industrious alike, the abuse of a bounty given as an encouragement to exertion, and as an incitement to enterprise, could not exist, for all would equally deserve, and all alike be independent of it; but as this is not the case, the industrious fisherman would only receive it in common with the indolent, whereas the former cannot require, and the latter does not deserve it.

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With regard to the success of the fishery, the past season has been more favorable for the deep sea and herring fishing, than any for the last twenty years—a fact acknowledged by the oldest inhabitants. The quantity of fish caught has been greater, in proportion to the number of boats and men employed, than it has been during any year in that period. This success may be attributed to the long duration of fine weather, which permitted the fishermen to follow their occupation without interruption, and owing also to the great facility of obtaining the requisite quantity of bait.

In the early part of the season, several fishing boats were boarded, particularly those of Nova Scotia and the United States, which from their constant assiduity in taking advantage of every slack tide, had completed their cargoes in the short space of six weeks. The *Leader* and *Peeler*, two boats from Digby, had been on the fishing ground only five weeks, and had caught from 160 to 180 quintals of fish; the *Mary* and *Splendid*, of Halifax, were six weeks out, and had caught from 197 to 210 quintals. Many of the boats of the United States were on their passage home, being quite full; in short, there was a profusion of fish every where, if means had been used for taking them.

The Herring fishery has been equally successful; several boats had completed their cargoes and would not catch more, alleging as a reason, that from the very low price of Herrings, they were not worth catching and curing. Their abundance has been general, for many of the proprietors and lessees of the Weirs have left, in several instances, the Weir doors open, as they could not cure the quantity of fish caught. In a single tide, in one of the Weirs in Grand Manan, there were upwards of 1000 barrels of Herrings, but the people having secured about 100 barrels, broke down the Weir and allowed the others to escape; this circumstance may convey some idea of their numbers.

The Mackerel fishery on the contrary, has been a complete failure; the largest quantity that had been taken by a single vessel amounted only to 54 barrels, after a pursuit of eight weeks; but this is not to be wondered at from the very imperfect mode of fishing for them at present in practice.

There are Mackerel in the Bay of Fundy as on the coast of England, from the month of April to that of October. They were caught this season in a Weir at Digby in the month of May, in a set net in Beaver Harbour in June, in the open Bay in August, and at Grand Manan in September, with hooks, a proof that they are to be found in the Bay during that period.

Mackerel are gregarious, and do not come singly to these shores, and it must be clear that if the fishermen of New Brunswick were to use the same means of taking them as those of England, with long deep nets, during the whole season, instead of the tardy and unprofitable way of catching them with hooks at the latter end of it only, they would realize a very large quantity, which must be productive of great wealth, the superior value of Mackerel being five times greater than that of Herrings; but this mode of their fishing for Mackerel is tantamount to using the spade in agriculture instead of the plough.

The prospect of such a vast remuneration ought to be a sufficient inducement to make use of the nets, or incite the fishermen to become acquainted with the manner of using them; and with a further view for their encouragement to resort to this mode of taking them, and to induce them to relinquish the foolish and unprofitable way of using the hook, a bounty might be given for every barrel of Mackerel *caught by the Nets*, to last for a few years until the practice becomes general. What can be urged in favor of a system which, instead of catching the Mackerel in April, May, June and July, with nets, defers so doing till August and September, to take them with the hook; and how is it reconcilable with common sense to believe, that the Mackerel in the Bay of Fundy are never sought after until the end of the season?

It is only a very few years since the Herring fishery in the Bay was prosecuted by any other mode than by set nets and torch lights; now behold the manifest advantage of the drift nets!—and when it is considered that ten barrels of Mackerel are equal to fifty of Herrings, (as is the case at present,) no means should be overlooked, or any chance omitted, to insure their being netted.

In this one instance at least let the fishermen of New Brunswick take the lead, and give an example of superior energy and enterprise, in this branch of their profession,

to the citizens of the United States. This would do more to raise their reputation than any thing they have yet done, and, carrying with it its own reward, would be productive of great gain to those who should first adopt the mode of using nets.

But whilst it is a most gratifying circumstance to feel assured that the fishery this season has been most prosperous, it is equally painful to be obliged to report the various means that are wantonly used, not only for its present deterioration, but for its ultimate destruction.

The practice of throwing the gurry or offal of the fish overboard on the fishing ground, as well as allowing that which is left by the people who clean their fish on the shore, to be washed into the sea by the reflux of the tide, is so general, that no exception can be made; and if it be as prejudicial to the deep sea fishing as the common voice and oldest experience declare it to be, what argument can be used in defence of those who so thoughtlessly, and indeed criminally, follow up a custom which they themselves feel convinced must materially tend to cut off their principal means of subsistence.

There can be no doubt but that it would require some time and labour to land this gurry above high water mark, but if it were so landed it might be rendered profitable as an excellent manure, if any trouble were taken to preserve it for that purpose; but whether available in this way or not, the landing of it would carry with it its own recompense; and if it were made a general practice, would preserve the fishing which the present custom must eventually annihilate, and quiet the complaints which all make, but are the cause of, at the same time.

Another practice which is equally destructive to the deep sea and Herring fishery, is that of taking Herrings in the Weirs, which are in general use on the shores of the Islands and along the coast. These weirs are constructed with stakes driven into the ground, and are so closely interwoven with twigs and brushwood, that the smallest herring cannot pass through them. As it is impossible to take the large herrings without killing the small at the same time, and as the small, which are by far the greater number, are useless for smoking or salting, they are driven in waggon loads to the fields for manure; and it is a matter of deep regret, that this very productive and useful fish should be so wantonly destroyed for such an unworthy purpose, and painful to behold the fields in the vicinity of the weirs covered with this valuable fish.

The deep sea fishermen, as well as those who use the long nets, complain greatly of this practice, and state that the destruction of so many young herrings in the weirs not only ruins the herring fishery, but that the want of this young herring fry so wantonly destroyed, by depriving the cod and other fish of their natural food, drives them from the coast into deep water.

Of what import then can the opinion be (which must be at best but a speculative one) whether herrings do or do not spawn on these shores, whether they return to the Bay in which they were spawned, or whether they emigrate to another coast? When their coming and going are governed by circumstances over which we have no control, and when the activity requisite for catching the greatest number is wanting, and the criminality exists of destroying so many millions of them for so base a purpose,—circumstances which require more serious investigation.

It is no defence of such a system of wholesale extirpation, to say that the return of the herrings to these coasts is uncertain, or that a hungry whale may eat a waggon load at a meal, (an argument used in defence of this practice by a Magistrate and Overseer of the Fishery,) any more than to say that all the salmon fry should be destroyed, because there might be an Otter in the River: the very defence set up confirms the condemnation of this practice.

This principle ought to be well established and inculcated, that the destruction of all fish, except such as are suitable for food, is an ungrateful abuse of the bounties of Providence, who hath created these, and other blessings for our use; and the omission to take as many as are useful, and may be productive of individual or common good, and which were provided for the benefit of mankind, is equally culpable, as thoughtlessly rejecting the benefits thus provided for us, contrary to the wise design of the Author of all things.

If this custom be as prejudicial to the Deep Sea and Herring fishery as the fishermen declare it to be, it becomes surely a subject worthy of the consideration of the  
Legislature,

Legislature, whether the enactment of a law for the entire destruction of weirs, so constructed, the prohibition of catching Herrings by any other than the legitimate mode of using nets, of meshes not less than one inch and three quarters, and the enforcement of landing the gurry above high water mark, would not be a subject of welfare to the Province, by the protection afforded to the Fishery; and whether any change would not be more advantageous to the public good, than the present iniquitous system.

It is most satisfactory to be able to state, that aggressions on the fishing ground, within the limits of the Treaty, by the citizens of the United States, have been very few, and the means which were recommended by Your Excellency, and the instructions of the Commander in Chief, were found to answer all the purposes required, without recourse to a more rigorous prosecution.

The natural jealousy of the fishermen of the Province, who behold the citizens of the United States so much more successful than themselves, has unquestionably been the cause, in some measure, of the complaints of the infraction of the Treaty, as stated in the original petition; no doubt the American boats commit occasionally acts contrary to the law, but certainly not to the extent complained of, and it must be observed, that in every instance they were most tractable and obedient when found trespassing.

The prevention of contraband traffic, which is considered an imperative duty, has employed in an especial manner my utmost attention; but it is to be regretted that the law as it now exists, renders every effort to stop this infringement nugatory, as the Treasury has decided that unless the vessels be taken in the very act of landing their cargoes they cannot be condemned. Contraband trade therefore, is most general along the whole line of the coast and the islands belonging to the Province, as well as on the coast of Nova Scotia. The fishing and coasting vessels, especially those carrying plaster to Eastport and fire wood to Boston from Nova Scotia and other places, prosecute smuggling to a very great extent, as reported in the official communications of the various Collectors of the Customs.

It appears that all coasting vessels, but particularly those employed in the fire wood and plaster trade, amounting to between one hundred and fifty and two hundred, average from twelve to fifteen trips during the summer, carrying on their return about five or six barrels of flour each, besides tea, tobacco, spirits, gunpowder and other prohibited articles.

All endeavours on the part of Her Majesty's Ships detached to the Bay, have been found ineffectual in checking these proceedings, which have latterly been reduced to such a system, as to put a stop to the regular entry of these articles at the different ports, both of New Brunswick and Nova Scotia.

As flour is one of the principal necessaries of life, and as it is evident that not one barrel in a thousand pays the duty, might not this duty be repealed with much advantage and moral good to the Province, more especially when it is considered how generally the law is broken and how inefficient are the means of enforcing it; particularly as the Province is not agricultural, and as the people generally consider they commit no fraud by the infraction of a law, which they believe to be more honored in the breach than in the observance.

There are various causes which prevent men of war and their boats from suppressing any of these practices. The situation of one and the other is always known to the smugglers, and as they can choose their own time to land their cargoes, their presence for the prevention of that purpose is perfectly useless; and the cause which renders this duty very difficult, if not impracticable, is the numerous desertions which take place from the boats sent on such service, when detached from the ship for any length of time. It must be evident, therefore, from what has been stated, that the means provided are most inadequate to the purposes required.

To afford a much more effectual remedy for this evil, a Colonial Vessel of from one hundred to one hundred and twenty tons, with four good boats, thirty men, natives of the Province and well acquainted with the coast, commanded by an active and enterprising man, and fitted out on the same principle as the Revenue Cruizers on the coast of England, and also furnished with similar instructions, would do much to prevent, if not finally to put a stop to this contraband traffic. By dropping her boats at

the various stations along the coast, her people would become acquainted with the habits and haunts of the smugglers, and from information constantly gained along shore they would be able to take measures accordingly. A few seizures on their part would do much to diminish this general practice. In addition to their pay, and as an incitement to exertion to capture all contraband articles, the proceeds of the seizures should be issued to the party engaged in capturing them.

This vessel might also be useful in various other ways—in protecting the Fishery, inspecting the fishing nets and weirs, examining Light Houses, enforcing Light dues, conveying Pilots to vessels occasionally wanting them, and affording assistance to all merchant vessels when shipwrecked or in distress; for it almost amounts to a reflection on the character of the merchants and ship owners of Saint John, that with such an extent of commercial and shipping interests, amounting yearly to upwards of seven hundred thousand tons, and in value to upwards of two millions sterling, they have not a single vessel of their own to afford requisite assistance for the safety of human life, or the protection of such valuable property.

The high state of cleanliness and good order in which all the Light Houses on the coast of New Brunswick and the Islands which were inspected were found, reflects much credit on the Commissioners and the Keepers, who deserve the gratitude of all mariners navigating the Bay. The only suggestions that could be made were, raising the Light House at Head Harbour twenty feet higher, and enlarging the size of the Lamps and Lantern, so that the light might be seen over the Wolf Islands, which at low water is not the case at present. This would be far preferable to having a Light House erected on the East Wolf Island, which from its vicinity to West Quoddy and Head Harbour Lights, (for either of which it might be readily mistaken,) would be more likely to mislead than to direct.

Another suggestion which arose from the circumstance of having seen two valuable vessels wrecked within a mile of each other near Musquash Harbour in a fog, was the great advantage that would be afforded to navigation in having guns placed at all the Light Houses on the shores of New Brunswick, to be fired every hour during a fog. The report of a small six pounder carronade, weighing about four cwt. with a charge of a quarter of a pound of powder, would be heard three or four leagues off, as sound travels further and more rapidly through the dense medium of a fog than at other times; and if these guns were fired regularly every hour, they would be a sufficient warning to guard all vessels from the coast, as sound alone can warn vessels of their danger in foggy weather—the water in many places being so deep in the vicinity of the rocks, that little or no dependence can be placed in the soundings. For example, in running up the Bay to the southward of Grand Manan the depth of water continues the same, along a line of soundings on the same bearing, from a distance of seventy miles to within half a mile of the Gannet Rock.

Had guns been placed on Partridge Island, Point Le Preau, Head Harbour, the Seal Islands and the Gannet Rock, many of those disastrous shipwrecks would have been prevented; and this year the loss of the Brenda near Cross Island, and of the two vessels at Musquash would have been guarded against. When it is considered that the whole shore of New Brunswick is a lee shore during a southerly wind which brings on the fog, it is doubly necessary to have every precaution taken to guard the navigator from approaching danger in time to avoid it, for had the weather been bad or the swell heavy, the consequences that might have resulted from the loss of one of those vessels which had one hundred and fifty passengers on board, might have been most melancholy.

As it must be of vast importance to the trade and correspondence of the City of Saint John, (especially since the increase of intercourse which Steam Navigation between Great Britain and the Provinces of Nova Scotia and New Brunswick has effected,) a survey has been taken for the position of a Light House on the west end of Isle Haute, which will be generally useful not only as a guide into the Basin of Mines and Cumberland Basin, but as a leading light up the Bay from Annapolis—a mark for clearing the eastern side of the Quaco Ledge, and running for the anchorage at Apple River. A recommendation to construct a Light House on this point in preference to Cape Chignecto or Cape Dore, (which would be useful for the Basin of Mines alone,) will be made to the Government of Nova Scotia.

As the intercourse must be yearly increasing between Saint John and Windsor, which is most likely to become the general thoroughfare for all persons travelling to and from North America and Europe, another Light House has been recommended to be built on the south west point of Partridge Island in the Basin of Mines, which would be a guide to all vessels going both in and out of the Basin, up and down the Cobiquid River, up and down the Basin from Cape Blomidon to Horton Bluff, and also a harbour light for the Port of Parrsborough. It is a matter of astonishment, when the quantity of coasting trade and the constant intercourse between Windsor and other places in the Basin of Mines and Saint John and other ports are considered, that this subject has not been recommended before.

Having now completed the service on which Her Majesty's Sloop under my command has been detached, and having executed all the orders of the Commander in Chief, I forward this report of my proceedings up to the present period for the consideration of Your Excellency; and I shall remain at this Port until I receive an answer or ascertain from Your Excellency whether any service can be further beneficial to the commercial interests of Her Majesty's subjects before I return to Halifax.

I have the honor to be, Sir,

Your obedient servant,

JOHN ROBB, *Commander.*

His Excellency Major General Sir JOHN HARVEY, K. C. B. & K. C. H.,  
Lieutenant Governor, &c. &c. &c.

## RETURNS

Shewing the Income and Expenditure of King's College for the Years  
1838, 1839, and 1840.

### RECEIPTS DURING THE YEAR 1838.

By Crown Grant for the Year, received from the Receiver General,....	£1111	2	0
“ Provincial Grant, received from the Treasurer,.....	1100	0	0
“ Rents received this Year,.....	86	10	0
“ Interest of Monies out on Real Securities,.....	158	16	7
“ Stumpage on Timber,.....	10	0	0
“ Amount received from Students for College damages,...	1	11	1
“ Subscription to the College from Members of Convocation for several past years, received,.....	12	7	6
	<u>£2480</u>	<u>7</u>	<u>2</u>

### EXPENDITURE.

To Balance of last year's Account,.....	£100	0	0
“ Doctor Jacob's Salary as Vice President and Professor,.....	500	0	0
“ Doctor Somerville's Salary as Professor,.....	150	0	0
“ Mr. Gray's Salary as Professor,.....	300	0	0
“ Doctor Robb's Salary as Lecturer,.....	300	0	0
“ The Registrar's Salary,.....	100	0	0
“ Head Master of Grammar School,.....	200	0	0
“ Assistant Master,.....	150	0	0
“ Allowance to Mr. Holbrook for House rent,.....	25	0	0
“ French Tutor's Salary,.....	60	0	0
“ Steward's Salary,.....	60	0	0
“ Allowance to Steward for Fuel for Public Departments,.....	40	0	0
“ Beadle's Salary,.....	40	0	0
“ Gate Keeper's Salary,.....	10	0	0
“ Forrester's allowance,.....	5	0	0
“ Allowance to Steward for Professors' Commons this year,.....	8	4	3
<i>Carried forward,</i> .....	<u>£2040</u>	<u>4</u>	<u>3</u>