

working under them. The masters of vessels who did not avail themselves of the licenses generally evinced no desire to exceed their restricted privileges; the natural result of which has been to continue the friendly relations established between the officers of the protection fleet and the masters of United States fishing vessels.

#### FISHERIES INTELLIGENCE BUREAU.

This service, originated in 1889, was extended in 1890, when 44 stations were in operation along the coast at different points. It has been further enlarged this year. It now comprises 52 stations from which daily reports are sent to the central office at Halifax, whence after compilation, as explained in last year's report, the information is telegraphed to the principal business centres and fishing stations in the Maritime Provinces. The benefit to be derived from this information can readily be understood, as will also be the general approval of the fishermen and fishing firms, of a service which affords such advantages.

Apart from the great assistance afforded the fishermen in enabling them to procure fresh bait, so indispensable in deep-sea fishing, there is another consideration in connection with this intelligence bureau, which places its value altogether out of proportion with the comparatively insignificant cost; this is the information it affords to the commander of the Fisheries Protection Service, who, through the intelligence bureau, becomes possessed of a knowledge of the movements of the mackerel, which enables him to dispose the cruisers under his command along the coast in such a manner as to keep a proper supervision over the operations of the United States fishing fleet.

#### PILOTAGE REGULATIONS.

Occasion was taken last year to direct attention to the question of pilot dues exacted from fishing vessels. Lieut. Gordon again refers to this matter in his report, and a strong case is made for relieving these vessels from the payment of such local dues.

The suggestion of last year is therefore repeated, that the Pilotage Regulations be so amended as to exempt all vessels exclusively engaged in fishing, up to 250 tons—that being the limit to which the Pilotage Act, 59 Vic., Chap. 86, authorizes local authorities to exempt fishing vessels—from the payment of these dues.

#### EXPENDITURE.

Appended is a statement of the cost of the Fisheries Protection Service for the calendar year 1891.