

when after boarding and searching her to find her in ballast only. The general opinion on board the "Constance" was that if the "Richards" had left St. Pierre with contrabands on board she had successfully eluded us by discharging her cargo before reaching the vicinity of the Tusket Islands or St. Mary's Bay.

Thursday, 18th October, we left Yarmouth for the Gut of Canso with instructions to keep a sharp look out for the schooner "Petite Jeanne" bound through the Gut of Canso for Georgetown, P.E.I., with a cargo of contraband spirits. Early on the morning of the 20th we arrived at Port Hawkesbury where I received a telegram from Mr. Jones to proceed at once to North Sydney. At 11 p.m., same date, anchored at latter named place. Next morning (21st October) we were again doomed to disappointment by finding the "Petite Jeanne" moored to the wharf, seized, and cargo discharged, having fallen a victim to one of the cruisers on the Cape Breton coast a short time before our arrival.

After cruising in the vicinity of Sydney and Scattari for a couple of days we left on the 24th for the western portion of the Gulf and River St. Lawrence to resume our cruise in those waters.

From the latter date to the end of the season our cruise was principally along the Gaspé coast and the north shore.

On the 25th November the "Constance" was placed in Indian Cove, Lévis, for the winter and all hands paid off on the 30th of the same month.

I beg further to report that on the 25th May last I boarded two boats off Miscou, N.B., returning from their lobster traps and found in them some 500 lobsters ranging between four and eight inches in length. I at once seized and threw them overboard. A full report of the same was at once sent to Prof. Edward E. Prince, Commissioner of Fisheries.

During the past season the weather experienced was most unsettled, and on account of the unusual amount of fog which lasted well into the autumn, and the gales and snow storms of October and November proved anything but favourable to our cruising along the coasts.

Monday, 14th November, we experienced a strong N.E. snow storm, which was followed next day by a very severe cold snap. The mercury falling to 5 degrees on board, 6 below zero at Godbout, and 10 degrees below at Seven Islands.

In conclusion, we boarded 133 vessels and covered some 16,200 nautical miles.

This mileage which is nearly 3,000 less than 1897 was caused by leaving port much later in the spring, and some three weeks lost during the repairs at Lévis.

I have the honour to be, sir,

Your obedient servant,

GEO. M. MAY,

Commanding "Constance."

OWEN SOUND, December 28th, 1898.

Captain O. G. V. SPAIN, R.N.,

Commanding Fisheries Protection Service of Canada,
Ottawa.

SIR,—I have the honour to submit my annual report in brief of the work performed by the "Dolphin" during the season of 1898.

According to instructions, the "Dolphin" was placed in commission on the 23rd of April. Cruising towards Christian Islands, thence along north shore through Shawanaga Channel, and on the 28th of April I made seizure of one seine, which had been operated in Shawanaga Bay. After making thorough search in this vicinity, I continued patrol to French River, where I sold the two boats seized by Officer Boran.

On the 6th of May, I seized a seine in the vicinity of Grandine Point.

On the 7th of May, I seized another seine at the entrance to Collin's Inlet Channel. On the 10th of May, I came to anchor at the head of McGregor's Bay and took small boat