

In addition to the above vessels, I had three tugs which were manned and officered from the fleet, and were used entirely in the suppression of illegal fishing, their names being as follows :—

“ Davies,” 1st Officer Milne, “ Acadia.”

“ Active,” 1st Officer Burns, “ Curlew.”

“ Batt,” Overseer Hobkirk, of Charlottetown.

The amount of gear, &c., destroyed by these boats was, I am sorry to say, very large indeed, but it is the only way to prevent illegal fishing, and I am certain that less of this kind of business was carried on last season than ever before. To give an idea of the sad consequences of illegal fishing to our fishermen, who will persist against all warnings, printed, verbal, and otherwise, in carrying on this, to themselves, ruinous work (ruinous in two ways, one on account of the lobster and the other the destruction of gear) the amount of gear destroyed by the “ Davies ” alone was 2,500 traps and back lines, four factories, 77 boats searched and three seized ; the other tug found it necessary to do about the same, or perhaps rather more. This kind of work is very sad and unpleasant to myself and my officers, but absolutely necessary.

The fleet patrolled nearly 90,000 miles of coast during the past season, and I may say, patrolled it well, but, pending the ratification of the treaty between Great Britain and the United States, various concessions have been made to United States fishing schooners. I have to report, however, that on many occasions these fishermen took advantage of the Government's generosity.

Canadian fishing schooners are supposed to fly from the main truck a red and white diagonal flag. I find a great deal of difficulty in persuading them to carry this out, however, and on many occasions a schooner will be reported fishing inshore, and on coming close to her she proves to be one of our own ; if the flag had been flying, this trip would have been unnecessary.

My thanks are due to the captains, officers and men of the service for the cordial support they have given me in all things. I have impressed upon the captains and boarding officers the absolute necessity of always acting with the greatest courtesy, more especially in any communication or business they may have with vessels belonging to a foreign power. These officers, the captains particularly, have a great deal of responsibility upon their shoulders, as the smallest indiscretion or thoughtlessness might lead to serious international complications. It will therefore be seen how very essential it is to have men with first-class education and certificates holding these highly responsible positions. I would again suggest that before any officer is appointed to the service he should appear before the Officer Commanding the service for examination as to his ability, &c., for this particular branch, as it can be readily understood that a man may be a first-rate sailor, but totally unfitted for the very delicate duties he may, on occasions, be called upon to perform whilst on duty in the Fisheries Protection Service.

#### LICENSES FOR FOREIGN FISHING VESSELS.

The same Order in Council being passed as before, sanctioning the continuance of the issue of *modus vivendi* licenses to United States fishermen, similar permits were issued in 1898.

The form of license is as follows :—

#### *License to United States Fishing Vessels.*

(Name) \_\_\_\_\_ of the United States Fishing  
 Vessel \_\_\_\_\_ Master or Owner \_\_\_\_\_, having paid to the undersigned,  
 Collector of Customs at the port of \_\_\_\_\_, tons register, of \_\_\_\_\_, the sum of \$ \_\_\_\_\_, being one  
 dollar and fifty cents per registered ton, the privilege is hereby granted to said fishing  
 vessel to enter the bays and harbours of the Atlantic coasts of Canada, for the purchase  
 of bait, ice, seines, lines, and all other supplies and outfits, and the transhipment of  
 catch, and shipping of crews.

This license shall continue in force for the year 1896, and is issued in pursuance of the Act of the Parliament of Canada of 1892, entitled, “ An Act respecting Fishing Vessels of the United States,” 55-56 Victoria, chapter 3.