

detained in port in disposing of this wrecked crew, I lost over ten days of valuable time before I could get out to fish, and during that time the fleet took large quantities of mackerel. Having to feed so many on my vessel left me short of provisions, and in a short time afterwards I put into Port Medway and stated the circumstances, and asked permission to buy half a barrel of flour or enough provisions to take my vessel and crew home.

This was absolutely refused, and the Collector threatened me that if I bought anything whatever he would seize my vessel. I was obliged to leave without obtaining, and came home in three days, on short rations, a distance of 300 miles. The wind and weather being favourable we had a good passage, but yet we were without provisions for one day before we arrived home. I wish to state most emphatically that the officials differ in their construction of our rights. Fees are different in every part, and as there is no standard of right fixed by our own Government, the fishermen are at the mercy of a class of officials hostile to them and their business, and with but little knowledge of law and its application. For instance, at Souries, Prince Edward's Island, 15 cents is charged for reporting; at Port Mulgrave, Nova Scotia, 50 cents is charged. At Port Hood, I being sick, my brother went to the custom-house to report. The official charged him 25 cents, and told him that unless the captain reported in person the report was invalid; that men from the vessel would not be allowed ashore unless the captain reported. In the afternoon of the same day I was able to go to the office, and was charged 25 cents for my report, making 50 cents.

In the matter of anchorage fees, at Port Mulgrave, Nova Scotia, I paid 1 dol. 50 c.; at Malpeque, 1 dollar; at Sydney, 1 dol. 17 c. At some ports we have to pay anchorage fees every time we go in, as at Halifax. At others, twice for the season. Now I would most respectfully state that the official service throughout is actuated apparently from a principle of annoyance wherever and whenever it can be so applied; that there is only harmony of action in this regard alone, and that local Laws and Regulations are enforced against us without regard to any rights we may have under Treaty.

That the effect of this enforcement is not to promote, but to interfere, and to limit, by unjust pains, fees and penalties, the right of shelter, obtaining wood and water, and making of repairs guaranteed by Treaty of 1818; that, instead of the restriction contemplated, the local Laws make a technical obligation that is without their province or power and enforce penalties that should never be admitted or allowed by our Government.

And I would pray, that in the case recited, and many others that can be shown if required, we may be protected from local Laws and their enforcement, that abridge our rights, and have never received the sanction of the two Great Contracting Powers in the construction and agreement of the Treaty of 1818.

I have, &c.

(Signed) SOLOMON JACOBS.

*North Sydney, C.B., October 13, 1886.*

"Molly Adams," 117 tons, Captain Jacobs. To Harbour Commissioners: to amount of harbour dues, 1 dol. 17. c.

Received payment,

(Signed) M. J. THUAN.

*Dominion of Canada. Harbour Dues.*

*Malpeque, Prince Edward's Island, 1886.*

Received from Solomon Jacobs, master of the schooner "Molly Adams," from , 118 tons register, the sum of 1 dollar, being harbour dues at this port.

(Signed) EDWARD LARKINS, *Harbour-master.*

*Dominion of Canada. Harbour Dues.*

*Port Mulgrave, N.E., August 30, 1886.*

Received from Solomon Jacobs, master of the schooner "Molly Adams," from North Bay, 117 tons register, the sum of 1 dol. 50 c., being harbour dues at this port.

(Signed) DUNCAN C. GILLIES, *Harbour-master.*