

A GLOUCESTER FLEET DRIVEN FROM PRINCE EDWARD ISLAND BY AN ARMED CREW OF NAVAL MARINES.

"They are a damned set of reprobates and ought to be exterminated," was the answer I got from a fisherman down on the wharf when I asked him what he thought of the interference with his business by the Dominion officials. "Yer are a correspondent of the New York *Herald*, are yer?" he continued, taking a fresh chew of pigtail, "Wal, now, yer jest come 'long with me and I'll put yer onto a feller who'll tell yer all 'bout the G—d d—d whelps." I thanked him and followed. He took me to an intelligent young tar, who said he was one of the crew of the *Charles P. Thompson*, and in answer to inquiries he proceeded to give me an account of an adventure that vessel had at Prince Edward Island last September. His narrative, in brief, was as follows:—

"The schooner entered the harbour of Charlottetown, and the English sloop-of-war *Valorous*, in command of Captain Hardinge, was in port at the same time. The officers of the *Valorous* boarded the schooner as soon as her anchor was down and inquired what business she had in there. Edward Cash, the master, replied that he wanted wood, water and provisions. He was told that he could take them and to clear out within twenty-four hours, but that he could not take any bait. The officers then placed an armed barge alongside the schooner and kept her there all night. One of the crew, who had been ashore, came on board in the schooner's boat and was hailed. Afterwards the barge's crew boarded the schooner and tried to take the men out of the fore-castle. The next morning the vessel was ordered to proceed to sea, and went below the harbour, but it was blowing so heavily that the master did not think it proper to go out. An armed boat was then sent down to drive the schooner out, calling her crew smugglers and threatening them with prosecution. Before leaving, however, the captain made a protest to the American Consul against such treatment, but that officer did nothing about it."

"Now, yer come with me to another feller I know and he'll tell yer about what a time they had with the schooner *Lant* down in that same damned Charlottetown."

I went with my enthusiastic and indignant friend, and very soon I heard the following story about the *Lant*:—

"We put into Charlottetown in August and cast anchor. An officer of the *Valorous* boarded the schooner and asked what we came in there for. The captain replied that he came in to get water, also to take some bait that was shipped down to him

from Boston by steamer. The officer replied, 'You are not allowed to purchase any provisions here, and you shan't have your bait. I order you to leave this port in twenty-four hours.' Two of the schooner's crew were on shore and could not be found readily, and the *Valorous* sent an armed boat's crew to drive the vessel to sea, and she was obliged to leave the two men on shore. Captain Allen made application to the American Consul to aid him in getting his bait, but he replied that he would do nothing for him. Mr. J. C. Hall, an American merchant at Charlottetown, took care of the men left behind when the vessel put out to sea, and forwarded them by steam to Point Kildare, North Point, in four days from the time they were left, and they rejoined their vessel."

My friend, who had accompanied me, here broke in:—

"You must remember, mister, that none of these fellers tried to catch or buy a damned bit of bait. What they wanted was to take on board some that had been sent down from Boston, with freight all paid and no duties. There ain't no duty on bait down at Charlottetown, anyhow, and so they couldn't defraud their revenue. It was a great damage to the *Lant's* voyage, as well as the *Thompson's* and I wish they could be licked for it."

AN AMERICAN FLEET HUSTLED OUT OF PORT MULGRAVE, STRAIT OF CANO.

A captain of another fishing vessel told me a harrowing story of an outrage inflicted upon a fleet at Port Mulgrave, in the Strait of Canso, in July. The vessels, he said, had scarcely time to procure wood and water before Commander Scott, of the Dominion Navy, was after them, and some of the vessels were not allowed even time to get their supplies on board before they were driven to sea by the armed cutter. The crew of the cutter kept a sharp look out to prevent any of the fishermen from purchasing anything in the shops in the neighborhood. Heretofore, he said, these shops had supplied the men with mittens, socks, and the like.

"Don't the storekeepers object to such proceedings?" I asked.

"Yes, of course they do, and so do the people generally, for they depend largely upon the trade of American fishermen while in port. Some of these vessels had men on board belonging in Port Mulgrave, and these men very naturally wished to purchase some provisions for their families to use during their absence; but the vessels were cleared out without giving them any time to settle their bills or arrange for the comforts of their homes while absent. I tell you what it is such things were deuced hard. Darn it, they wouldn't let us buy

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