

leave to purchase at Port Medway "half a barrel of flour, or enough provisions to take his vessel and crew home." With full knowledge of the cause of Captain Jacobs' dearth of provisions, even this the Collector at Port Medway absolutely refused, and threatened Captain Jacobs with the seizure of his vessel "if he bought anything whatever." The urgent need of supplies in which Captain Jacobs stood is shown by the fact that, although the run, with favourable weather, from Port Medway to his home port, Gloucester, Massachusetts, only occupied three days, his crew were on half rations for two days, and without food for one day of that time. It is painful to conjecture what might have been their distress had the "Molly Adams" encountered storms or head winds.

I am confident that Her Majesty's Government, than which none has more generously fulfilled the obligations of the unwritten code of sea-faring humanity, will hasten to rebuke the treatment of Captain Jacobs at the hands of the local authorities of Nova Scotia, by exhibiting gratitude for his act in saving seventeen of their own people from death, and tendering him compensation for the delays and expenses he has undergone through the breaking-up of his legitimate fishing venture.

The closing part of Captain Jacobs' letter may serve to show the irresponsible and different treatment he was subjected to in the several ports he visited, where the only common feature seems to have been a surly hostility. At Port Hood, for instance, Captain Jacobs being sick, his brother landed and reported in his stead, and, after paying the regular fee, was told that his report was a nullity, and that the vessel would be liable to a penalty for unauthorized landing of her crew unless her captain reported in person, which, although ill, he was compelled to do, and the fee was thereupon levied a second time. This is a small matter, measured by the amount of the fee, but it is surely discreditable, and has a tendency which cannot be too much deplored.

In my late correspondence, I have treated of the necessary and logical results of permitting so irritating and unfriendly a course of action, and I will not therefore now enlarge on this subject.

I have, &c.
(Signed) T. F. BAYARD.

Inclosure 2 in No. 10.

Captain Jacobs to Mr. Bayard.

Sir, Gloucester, November 12, 1886.

I WOULD most respectfully ask your attention to the following facts, as showing the spirit and manner of the application of law on the part of the officials of the Dominion of Canada.

On or about the 26th September, when off Malpeque, Prince Edward's Island, I fell in with the British schooner "Neskilita," of Lockport, Nova Scotia, which had run on Malpeque Bar in making the harbour. It was blowing very heavy, sea running high. The crew was taken off by my vessel about 12 o'clock at night. There were seventeen men in all. We took care of them and fed them for three days. The "Neskilita" became a total wreck. We saved some of the material.

The cutter "Critic," Captain McClennan, one of the Canadian cruisers, was lying in the harbour of Malpeque. The Captain boarded my vessel, and I reported to him the facts of the wreck, and the condition of the men. They had saved a portion of their clothing. He neither offered to care for the wrecked crew, to feed them, or to give them or myself any assistance whatever. Having some of the wrecked material on board I asked the Captain of the cutter for permission to land it. He referred me to the local Collector.

I went to the Collector, and he referred me back to the Captain of the cutter. As the cutter had gone out the captain of the "Neskilita" assumed the responsibility, and took the things ashore. The Captain of the cutter told me that I could put the saved material on board a Nova Scotia vessel if I went outside of the 3-mile limit to do it.

I endeavoured to get some of the people on shore to take the wrecked crew, but no one would do it unless I would be responsible for their board. Finally, I gave the crew 60 dollars, enough to pay their passage home on the cars, and also gave them provisions to last during their journey. Malpeque is a barred harbour, and it is only in smooth water that it is safe to go out over the bar, and my vessel drawing 14 feet of water, and there was only 14 feet of water on the bar, it was impossible for me to go out. By being